



# JANE ADDAMS MEMORIAL TOLLWAY TRANSIT AND SUPPORTING HIGHWAY INFRASTRUCTURE STUDY

## I-90 Managed Lane Study Final Report

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Submitted By:



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## EXECUTIVE SUMMARY

As part of the reconstruction of the Jane Addams Memorial Tollway (I-90), an additional lane in each direction of travel is being incorporated. This additional lane is being contemplated as being designated as a managed lane with premium tolls applied or simply an additional general purpose lane.

### E1 STUDY GOAL AND OBJECTIVES

The goal of the study is to primarily examine the feasibility of integrating transit options into managed / express lanes along the eastern segment of the I-90 study corridor as it extends from approximately IL-31 to I-294. The key objectives associated with this goal include:

- Define a conceptual short and medium term transit element on the I-90 corridor from Chicago to Rockford, or a shorter segment within the two termini;
- Assess options and termini for potential locations of a mass transit system;
- Perform analysis to determine transit demand, likely transit operations, and transit cost effectiveness;
- Perform regional modeling using EMME and micro-simulation modeling using VISSIM to evaluate supporting highway infrastructure for the transit element, such as congestion priced managed lanes to improve system performance;
- Utilize existing data sources to determine travel patterns, congestion levels and locations, user income and other heterogeneous characteristics of vehicle users to augment or replace survey methods;
- Conduct a Stated Preference Survey to understand the user's willingness to pay;
- Perform public outreach, in coordination with the agency and other regional interests, to address equity concerns and promote the overall concept of the project; and
- The public outreach was primarily conducted by the Illinois Tollway through their on-going coordination with the various stakeholders along the corridor which included numerous municipalities and regional planning / transportation agencies.



## **E2 STUDY APPROACH**

Express bus utilizing a highway managed lane principle relies on effective lane operation to afford a travel time advantage over trips that might otherwise use an auto mode in the congested general purpose lanes. Thus the analysis conducted within the study was heavily focused on the traffic operations modeling with several complex traffic operations models developed for the study corridor to simulate existing and future traffic conditions under various tolling and operating conditions. Travel demand for the existing time frame and the future planning horizon was derived from the CMAP regional models.

A number of proposed corridor improvements were incorporated into the future traffic models including several interchange and ramp upgrades as part of the reconstruction project as well as several regional level improvements (e.g., Elgin O'Hare Connector) being considered for implementation within the future planning horizon.

In applying the traffic operations models, analysis was conducted on each option primarily in the 2030 planning horizon. Results for the AM and PM peak periods were extracted from the models such that a comparison between the options could be undertaken. The key metrics used in the analysis included:

- Corridor Link Volumes (managed lanes and general purpose lanes);
- Corridor Link Travel Speeds (managed lanes and general purpose lanes);
- Corridor Travel Time (managed lanes and general purpose lanes);
- Operations at the Managed Lane Access Points;
- Median Ramp Volumes; and
- Network Wide Statistics (travel time, average travel speeds).

## **E3 STATED PREFERENCE SURVEY**

A web based stated preference survey was conducted to gain a better understanding of the travel behaviors of the users of the Jane Addams Memorial Tollway. The survey was conducted in the summer and early fall of 2012 and was very successful with over 8700 responses received from users of the corridor (I-Pass users, cash users through post card recruitment, and local businesses).

In order to gather information from travelers using I-90 within the study corridor, the stated preference survey was designed using four key questions to determine recent trip information from the targeted travelers and their potential use of managed / express toll lanes. The questions from the survey identified eligible respondents by

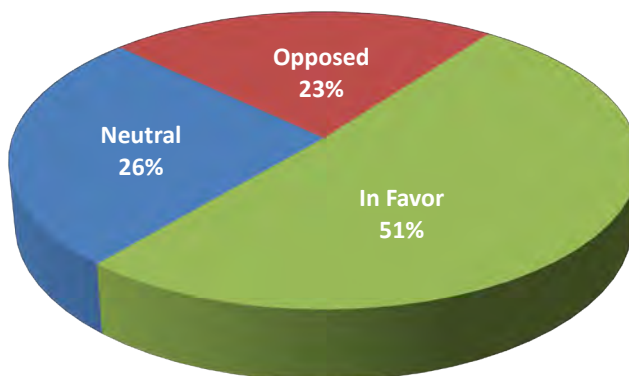
asking for trip details, sought information on stated trip preferences, assessed underlying rationales or reasons for choices and gathered demographic information in order to identify differences in the responses and confirm diversity in the cross section of targeted travelers.

Once eligible to continue with the survey and after questions regarding trip details were answered, information regarding the proposed managed / express toll lanes along the study corridor were provided to the respondents. Following this, instructions were provided about the stated preference questions, designed to produce responses regarding travel preferences and behavioral responses under hypothetical future conditions. Three travel alternatives for making future trips along the I-90 study corridor were presented to respondents. The alternatives included:

- Use of existing toll lanes;
- Use of proposed express toll lanes; and
- Use of public transportation.

When responding to questions, respondents were asked to consider travel time and toll cost for the two alternatives associated with automobile use. In these cases, travel time was presented to respondents as free-flow and congested time. Total travel time was also presented to respondents. In the case of public transportation, respondents were asked to consider transit type, frequency, travel time, fare cost and number of transfers. Based on these considerations, time savings for costs were presented to respondents who were then asked to select the alternative they preferred.

A key finding from the stated preference survey was the high level of support for managed / express lanes. As shown in the adjacent figure, 51% of the respondents were in favor of express lanes, only 23% opposed and 26% neutral.



**Figure E1: Opinion of Proposed Express Toll Lanes**

A key output from the stated preference survey was the calculation of the value of time for various users whether they are SOV or HOV. This value of time information, when compared with the various income levels of the respondents, formed an important attribute to be used in the models to estimate the travel demand in the managed lane under the various toll scenarios.

## **E4 OPTIONS TESTED**

For each managed lane option, a number of physical lane and operating assumptions were incorporated into the design including:

- Single managed lane in each direction of travel – located on median side of highway;
- Painted buffer separation between the managed lane and the adjacent managed lanes;
- Restricted access to only autos and transit buses; trucks are not to be permitted; and
- Only I-Pass users are eligible to use the managed lane; no cash users.

Other physical or operating assumptions where variants were tested include:

- Three and four tolling zones options to be tested with egress / ingress points located between each zone; and
- Direct median access ramps to be provided at Meacham Road and Lee Street.

Several managed lane options were generated and tested using the traffic operations models. One general purpose lane option, representing the base case condition, was included in the option set, and used primarily for comparison purposes. A brief description of the options is as follows:

Option 1 – General purpose lane option with the additional lane being added to the I-90 corridor as part of the reconstruction project.

Option 2 – Managed lane option with one managed lane in each direction of travel being located within the median of the I-90 corridor between IL-25 and immediately west of I-294. One direct median access point was included at Meacham Road with all movements provided. Four tolling zones and three intermediate egress / ingress locations were incorporated into the proposed managed lane design.

Option 3 – Managed lane option with one managed lane in each direction of travel being located within the median of the I-90 corridor between IL-25 and

immediately west of I-294. One direct median access point was included at Meacham Road. In this option, three tolling zones and two intermediate egress / ingress points were incorporated into this proposed managed lane design.

Option 4 – This option is similar to Option 3; however, instead of tolls being applied within the toll zones, access to the managed lane was simply restricted to the two intermediate egress / ingress points. Tolls were applied to the four direct median access ramps at the Meacham Road interchange.

Option 5 – This option is similar to Option 3 with the exception that a further direct median access point was included at Lee Street. The proposed eastbound general purpose off-ramp was removed and direct median access ramps were provided to the Lee Street overpass for the eastbound off ramp and the westbound on ramp movements. Right side exits / entrances for general purpose lanes were provided for the westbound off ramp and the eastbound on ramps.

## **E5     TRANSIT SERVICE**

In addition to the proposed managed lane, transit service improvements are proposed by the local transit operator, PACE. The transit service improvements are directly related to operation within the proposed managed lane and supporting infrastructure provided by the development of several new park and ride lots at key junction points.

The analysis of the potential transit benefits accruing from each of the five options is based on several common assumptions:

- All options are revenue neutral as transit vehicles and patrons will not be paying a toll or increased fare.
- The Meacham Road interchange on and off ramps in both directions are shared with auto users and provide transit with direct access to and from the managed lane or the express lane.
- In all cases, the managed or express lane offers the potential to reduce running times for existing and new planned services that operate in the corridor, as well as increase schedule reliability. As a result, the managed or express lane options increase the attractiveness of bus service in the corridor and the potential to increase ridership.
- There is a potential operating savings benefit with the options with the highest overall network speed as this indicates lower congestion in the corridor overall. Lower congestion will result in greater schedule reliability and particularly in the peak periods with frequent service could result in lower vehicle requirements to meet the proposed new headways.

It is anticipated that existing and future transit operations, although not formally modeled at the operations level, would be improved as follows:

- Transit buses utilizing the managed lane would operate with superior performance as compared to travel in the adjacent general purpose lane or the parallel arterial road network.
- Transit buses utilizing the managed lane would also enjoy the benefits of improved travel time reliability as the managed lane, through premium tolls, would be protected from congestion in the majority of operating instances.
- Modest increases in transit ridership in the overall corridor is expected noting the potential travel time savings provided by the managed lane and the supporting infrastructure which includes Park and Ride facilities at Randall Road, IL-25, and Barrington Road as well as priority access to the Rosemont Transit Center.

## **E6 CONCLUSIONS AND RECOMMENDATIONS**

A number of conclusions and recommendations have been drawn from the comprehensive traffic operations analysis as well as through the application of engineering judgment based on managed lane experience elsewhere in the US and Canada.

### **CONCLUSIONS**

With the focus being on the comparison of the base case condition, Option 1 – General Purpose Lanes, and the most appropriate managed lane option, Option 3, the following conclusions can be made:

- The level of congestion forecasted within the corridor in the 2030 planning horizon is likely not as severe as even current conditions due to the following corridor improvements:
  - Addition of another general purpose lane or a managed lane in each direction of travel throughout the majority of the length of the I-90 study corridor.
  - Completion of a number of interchanges which reduces the traffic demand in the eastbound direction during the AM peak period. For example, the Lee Street eastbound off ramp which is forecasted to be extremely well used, reduces the volume of traffic on the I-90 study corridor approaching the I-294 interchange.

- The proposed overpass structure east of the River Road toll plaza to reduce weaving maneuvers between the I-90 and I-190 highways approaching the Cumberland Avenue eastbound off-ramp.
  - Inclusion of the Elgin O'Hare Connector which results in significant traffic pattern changes and a slight reduction in traffic demand on the I-90 study corridor in the vicinity of the connection.
- With respect to the general purpose lane option:
  - If direct median access ramps are being considered as part of the general purpose lane option, the unconventional left hand exits and entrances from a general purpose lane will result in several major consistency and operational issues within the corridor.
  - If an additional general purpose lane is provided as part of the I-90 reconstruction, with or without any direct median access ramps at Meacham Road, conversion of this lane to a managed lane would be difficult in the future due to public acceptance. From the driving public's perception, the general purpose lane would be seen as being "taken away".
- With respect to the managed lane options:
  - The analysis indicates that the three tolling zone option outperforms the four tolling zone option.
  - In all options, the Meacham Road direct median access ramps were well utilized, especially the east facing ramps. Usage of the managed lane increases with additional median access.
  - The traffic operations analysis conducted for each managed lane option focused on travel time savings between the general purpose lanes and the adjacent managed lanes; however, travel time reliability is a significant factor in the use of express lanes. This study did not include the investigation of measuring travel time reliability, but experience with other facilities in the US suggests that this metric represents a key factor for many motorists in choosing to use a managed lane facility. As such, the estimated usage of the managed lanes in each of the options could be considered conservative.

## RECOMMENDATIONS

Noting that the current results of the analysis indicate that the traffic performance of the managed lane / express lane options is similar to the general purpose lane option, the implementation of the managed lane option, Option 3, is favored technically for the following reasons:

- The operating conditions in the general purpose lanes within the managed lane scenarios are not much different (i.e., not much worse) than the operating conditions in the general purpose lane options.
- Since there are no detrimental impacts to the operating conditions for general purpose lane traffic in the managed lane options, then designation and protection of a managed lane will provide similar relief to the overall traffic stream as traffic demand grows in the corridor – without significant changes as compared to even current traffic conditions.
- The designation of the managed lane now will provide travel time reliability to motorists under non-recurring congestion events – a situation that cannot be guaranteed under a full general purpose lane option. The benefit of travel time savings and travel time reliability will increase as traffic demand in the corridor grows.
- The managed lane should be implemented with three tolling zones and full median access at Meacham Road. Other median access points should be considered for possible phased implementation in the future.

In summary, the key recommendation stemming from the findings and conclusions is to designate the additional lanes being incorporated as part of the I-90 reconstruction as managed lanes / express lanes to:

- Provide additional capacity to address future anticipated growth in the corridor;
- Provide travel time reliability benefits in the corridor for transit and other users willing to pay a premium toll; and
- Support the benefits of the Meacham Road median access ramps.

Further study should consider a different business model in the use of tolls and vehicle restrictions to increase usage of express lanes in the initial years. These recommendations need to be evaluated within the context of feasibility, constructability, and cost.

## **1.0 INTRODUCTION**

This study examines the feasibility of providing congestion priced managed lanes and integrated transit service within the planned reconstruction of the Jane Addams Memorial Tollway (I-90). The key objectives of this study are highlighted below and followed by an overview of the relevant background information as well as the area of focus for the study.

### **1.1 Study Objectives**

The Jane Addams Memorial Tollway, which spans a distance of approximately 79 miles between I-190 in northwest Chicago and Rockton Road just south of the Wisconsin-Illinois State border, is part of the interstate highway system maintained and operated by the Illinois State Toll Highway Authority (ISTHA). This study, funded by the U.S. Federal Highway Administration, ISTHA, and the Regional Transportation Authority, is to examine and research the application of providing congestion priced managed lanes along with the integration of supporting transit options into the existing toll highway. Reconstruction of the toll highway is currently being planned and the findings from this study will be used to inform some of the design elements for the upgraded toll highway.

Generally, this study includes the following objectives:

- Define a conceptual short and medium term transit element on the I-90 corridor from Chicago to Rockford, or a shorter segment within the two termini;
- Assess options and termini for potential locations of a mass transit system;
- Perform analysis to determine transit demand, likely transit operations, and transit cost effectiveness;
- Perform regional modeling using EMME and micro-simulation modeling using VISSIM to evaluate supporting highway infrastructure for the transit element, such as congestion priced managed lanes to improve system performance;
- Utilize existing data sources to determine travel patterns, congestion levels and locations, user income and other heterogeneous characteristics of vehicle users to augment or replace survey methods;
- Conduct a Stated Preference Survey to understand the user's willingness to pay; and



- Perform public outreach, in coordination with the agency and other regional interests, to address equity concerns and promote the overall concept of the project.

The study will focus on the eastern segment of the Jane Addams Memorial Tollway from approximately IL-31 to I-294. The analysis will be primarily based on the estimates of travel demand within the managed lane as well as the operational performance of the managed lane and the adjacent general purpose lanes. With the reconstruction of the I-90 corridor to include an additional through lane in each direction, the examination will also include an option where this additional lane is operated as a general purpose lane. The findings from the analysis of the general purpose lane will be continually used as a basis for comparison of the managed lane options.

## **1.2 Background**

In 2008, ISTHA prepared a Master Plan for the I-90 corridor that addresses the needs for the Tollway. Based on the plan, the I-90 corridor from I-39 to the Kennedy Expressway needs to be reconstructed in order to address the continued deterioration of the corridor's 50-year-old infrastructure. I-90 is also the first corridor in Tollway history to consider specific transit accommodations. Furthermore, adding a lane in each direction will help address current and future capacity needs.

A Value Planning Study, over the summer of 2011, coordinated the transit service agencies' long-term vision of the STAR line commuter rail study and the Tollway's short term reconstruction need. The result from this study is an interim proposal for express bus transit service improvements between Randall Road and Rosemont, and short, medium, and long-term visions for the roadway cross-section. Underlying each roadway cross-section, the Value Planning Study adopted the Tollway's Master Plan traffic analyses, indicating the need for a lane addition from I-39 in Rockford to I-294, the Tri-State Tollway in Chicago. Thus the baseline build scenario results in three lanes in each direction west of Randal Road and four lanes east to approximately I-294. The Value Planning Study cross-sections depict the lane addition as a managed lane but left further study the precise termini for further study. The base roadway cross-section includes a 15-foot inside median lane, three or four 12-foot lanes, and a 12-foot outside shoulder. The widened median lane fully utilizes constrained right-of-way while preserving the potential commuter rail centered on the Tollway concept.

The cross-sections being considered for the short, medium, and long term visions include:

- Short-Term Cross-Section – widening of the inside shoulder and inside lane while maintaining all other base case configurations. (Potential to convert the inside lane to managed lane).
- Mid-Term Cross-Section (Bus on Shoulder) – maintaining lane configurations and inside managed lane of Short-Term cross-section, and add peak hour bus on shoulder service to the inside shoulder.
- Long-Term Cross-Section (between Stations) – Expanding the Mid-Term cross-section to add an additional outside general purpose lane, widening outside shoulder, and maintaining a buffer between transit right-of-way and the managed lane.
- Long-Term Cross-Section (at Station Locations) – Maintaining the Long-Term Cross Section, narrowing the inside buffer, allowing rail transit corridor to pass on either side of a center platform station centered on the Tollway right-of-way.

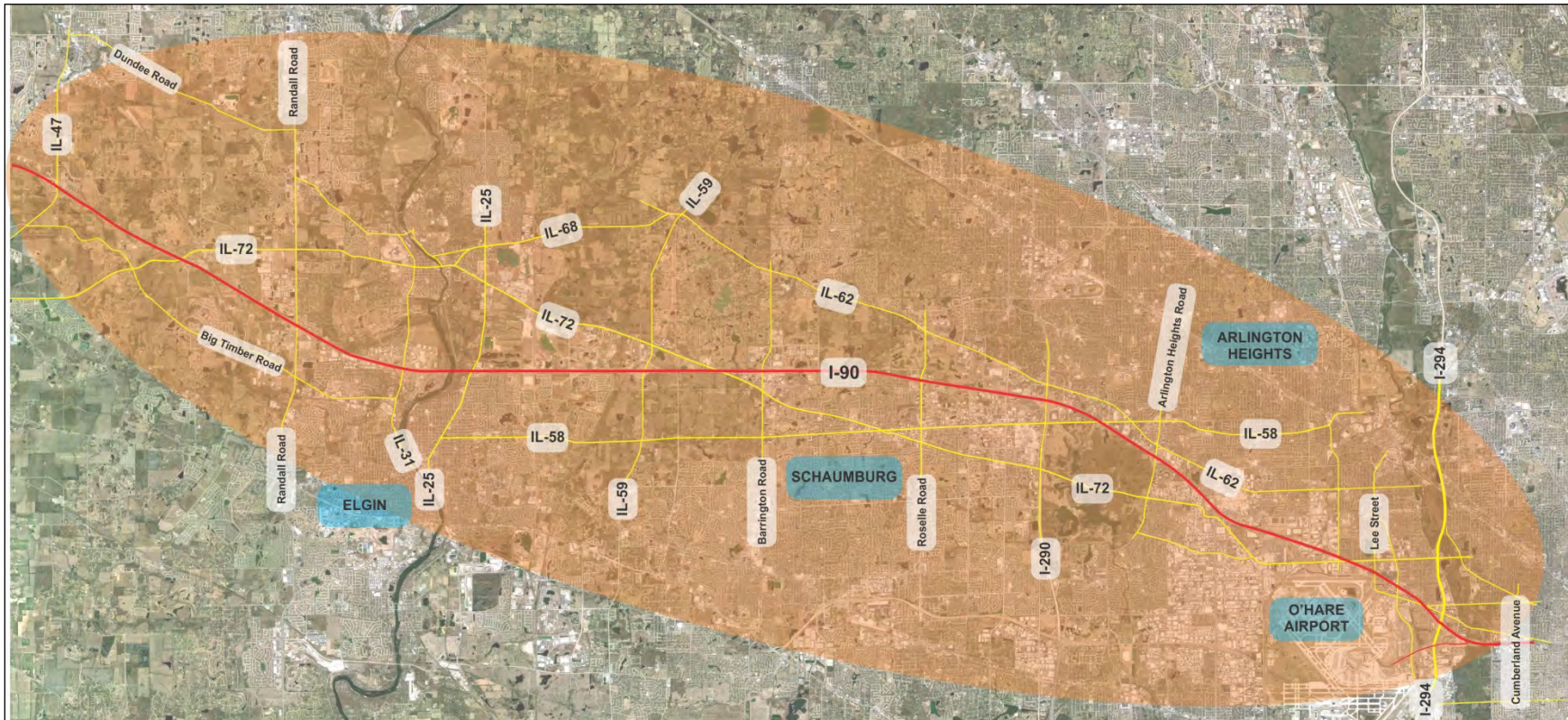
In December 2011, a corridor design charrette was held to discuss and determine the priorities for the upcoming reconstruction and improvements of the I-90 corridor from I-39 in Rockford in the west to the Kennedy Expressway near Chicago O'Hare International Airport in the east. Managed lanes were one of the ten core design element components identified and recommended for further study, which would include elements such as premium congestion pricing, I-PASS travel requirements, and a painted stripe between the managed lanes and general purpose lanes.

The Chicago Metropolitan Agency for Planning (CMAP), the designated Metropolitan Planning Organization, adopted the GoTo2040 plan inclusive of the I-90 managed lanes. The GoTo2040 planning process was aided by a prior federal and Tollway funded planning effort to incorporate stakeholder input and screen-level modeling of managed lanes on all regional freeway segments. The GoTo2040 plan was adopted in October, 2010. Subsequently, from summer of 2011 to spring of 2012 the Tollway convened the I-90 Corridor Planning Council to focus policy recommendations. The Council was composed of state, county, and local elected officials, as well as environmental and transportation interest group representation. The Councils' recommendations include implementation of congestion-priced managed lanes and facilitating transit use in the corridor.

### 1.3 Area of Focus

Recognizing the above considerations and policy directive for further study, the base case for this study is assumed to consist of an additional managed lane in each direction approximately east of IL-25 (Elgin Road) and a general purpose lane in each direction approximately west of Randall Road. This study will focus on the analysis, through detailed traffic modeling, of the potential physical and operational options for the proposed managed lane. In addition, existing and proposed transit service along with supporting facilities will be included.

The physical limits of the study area of focus are shown in **Figure 1.1**. This area of focus incorporates the approximate extents of the proposed managed lane and the adjacent road network that will influence travel demand and operations within the I-90 corridor.



**Figure 1.1: Study Area**



## 2.0 EXISTING AND PROPOSED RECONSTRUCTION CONDITIONS

As indicated earlier, the Jane Addams Memorial Tollway portion of the I-90 corridor is being reconstructed with related construction activities slated for completion by the end of 2016. As part of the reconstruction, a number of access and operational improvements are being incorporated into the corridor. In addition to these physical improvements, several transit service improvements are being proposed. The existing conditions and proposed changes to the corridor, both physical and operational, are summarized in this section.

### 2.1 Existing and Proposed Reconstruction Infrastructure

The existing conditions and proposed reconstruction conditions as they relate to the laning and access configuration of the I-90 corridor are described below. This information forms the basis for the development of the managed lane options, the modeling tools, and traffic analysis which is all further described in subsequent sections of the report.

#### 2.1.1 EXISTING INFRASTRUCTURE CONDITIONS

The Jane Addams Memorial Tollway is primarily a six-lane facility between the northern terminus at Rockton Road to I-39 at Cherry Valley and between Randall Road at Elgin to the eastern terminus at the Kennedy Expressway. The remainder segments, between I-39 at Cherry Valley and Randall Road at Elgin, primarily consist of a four-lane facility.

There are four mainline toll plazas in each direction along the corridor, of which two of them are full plazas located in South Beloit and Elgin, and the other two are split plazas situated at Belvidere (westbound) and Marengo Hampshire (eastbound), and at Devon Avenue (westbound) and River Road (eastbound). Ramp toll plazas are also located at several locations within the study area of focus.

**Figure 2.1** and **Figure 2.2** provide schematic illustrations of the existing lane configuration for the eastbound and westbound directions of the I-90 study corridor between IL-47 in the west and Cumberland Avenue in the east. The figures illustrate the location and general configuration of each interchange along the I-90 study corridor along with each existing toll facility. This information will be used to develop and calibrate the base traffic operations models.

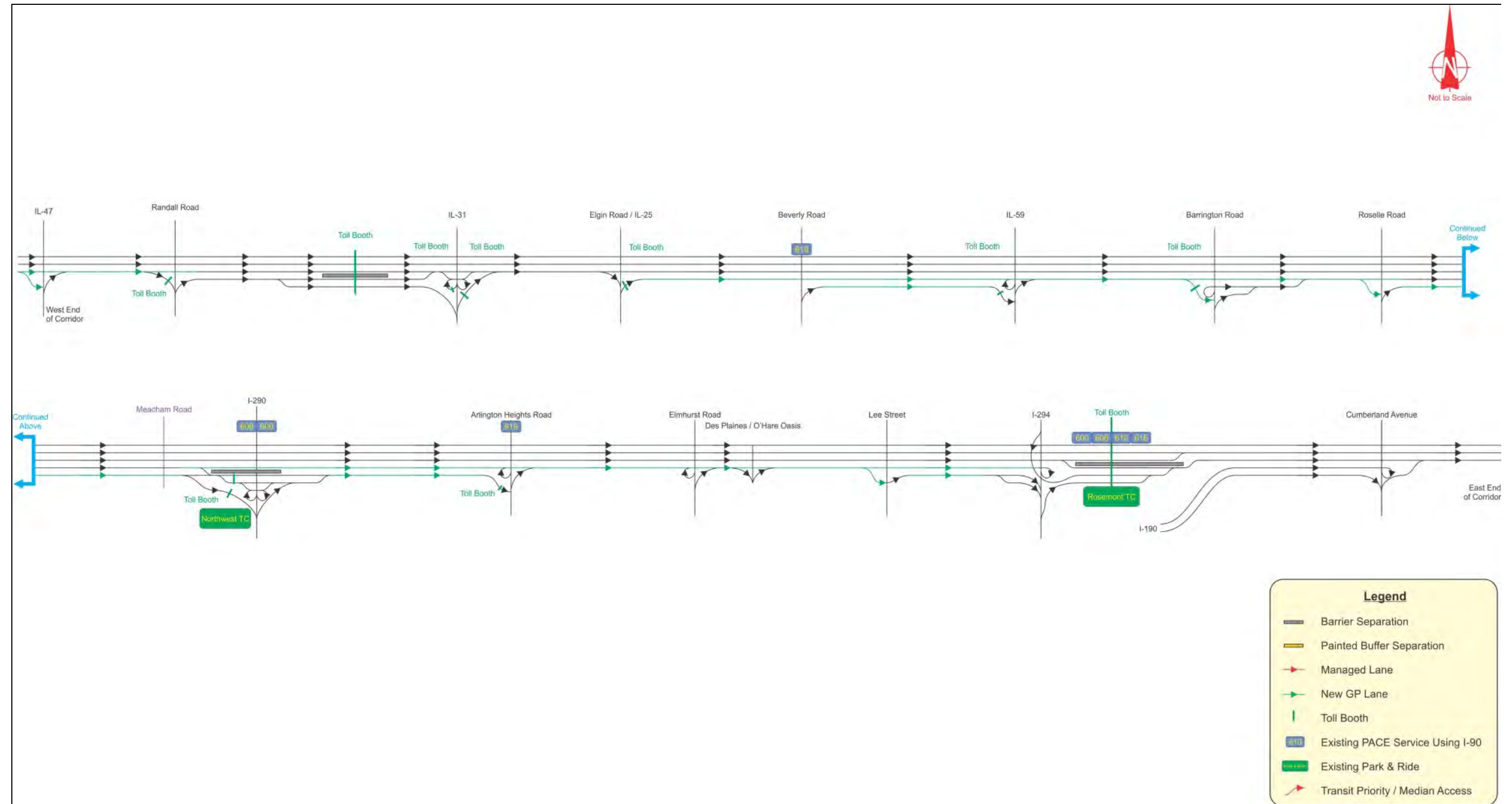


Figure 2.1: Existing Eastbound Lane Schematic

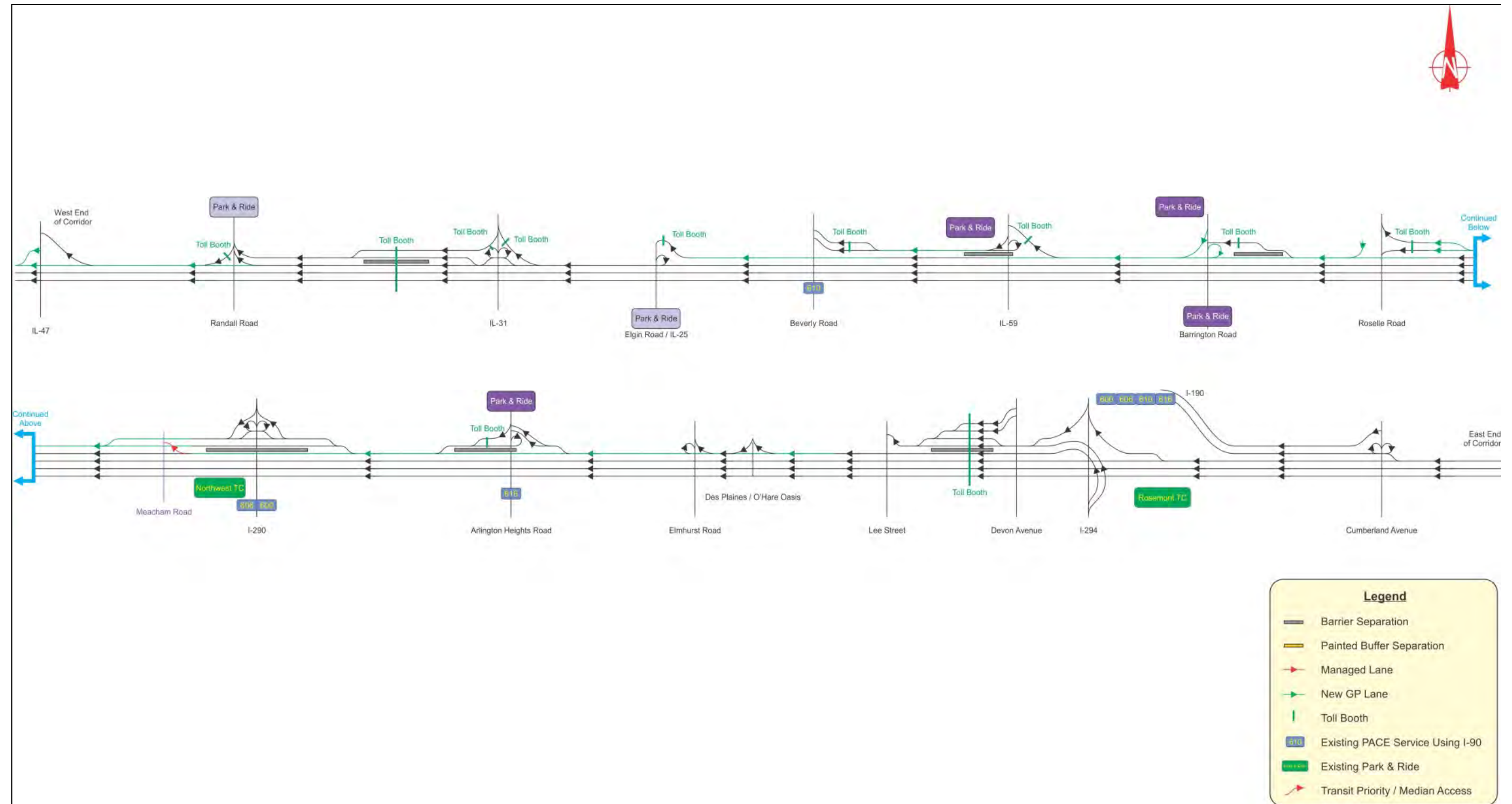


Figure 2.2: Existing Westbound Lane Schematic

## 2.1.2 RECONSTRUCTION INFRASTRUCTURE

As part of the reconstruction strategy for the I-90 study corridor, a number of access and operational improvements are being incorporated including:

- Completion of the Barrington Road interchange to include a new southbound to westbound directional on-ramp, a new eastbound directional off-ramp, a new northbound to westbound loop on-ramp, and a reconfigured westbound directional off-ramp;
- Completion of the Roselle Road interchange to include a new eastbound directional off-ramp and a new westbound directional on-ramp;
- Completion of the Lee Street interchange to include a new eastbound directional off ramp;
- Reconfiguration of the Elmhurst Avenue Interchange as a “diverging diamond” type interchange with full movements; and
- Auxiliary lanes and ramp improvements at various locations.

**Table 2.1** provides a summary of the access currently provided at the various interchanges within the study corridor as well as the future level of access to be provided at each location.

**Table 2.1: Interchange Existing Level of Access and Proposed Level of Access**

Location	Existing Access Level	Future Access Level
IL-47	East Facing Ramps	Full Movement Interchange
Randall Road	Full Movement Interchange	Full Movement Interchange
IL-31	Full Movement Interchange	Full Movement Interchange
IL-25 (Elgin Road)	Full Movement Interchange	Full Movement Interchange
Beverly Road	East Facing Ramps	East Facing Ramps
IL-59	Full Movement Interchange	Full Movement Interchange
Barrington Road	East Facing Ramps	Full Movement Interchange
Roselle Road	East Facing Ramps	Full Movement Interchange
I-290	Full Movement Interchange	Full Movement Interchange
Arlington Heights Road	Full Movement Interchange	Full Movement Interchange
Elmhurst Road	East Facing Ramps	Full Movement Interchange
Lee Street	East Facing Ramps	East Facing Ramps with EB off ramp
I-294	Full Movement Interchange	Full Movement Interchange



The proposed changes to the I-90 study corridor related to the reconstruction are also shown in green in **Figure 2.1** and **Figure 2.2** including the various auxiliary lanes and ramp improvements. The configuration of the upgraded interchanges and other corridor improvements being incorporated into the reconstruction of the I-90 study corridor or being considered in future planning horizons are discussed in more detail in Section 5.1, Model Development.

## **2.2 Existing and Proposed New Transit Service**

PACE is the bus service provider along and around the I-90 corridor between Randall Road and the Rosemont Transit Center. PACE serves multiple markets, which means they serve peak, reverse peak and mid-day service both weekday and on weekends for different commuting reasons. PACE riders are using transit to access other PACE suburban services or CTA Blue Line for the most part. METRA is commuter rail and has a much higher fare with a different market. PACE believes there are some riders who are using their services to access METRA even though the majority of the METRA stations are significantly south of the I-90 corridor and the key employment areas. The following section outlines PACE's existing and proposed routes in the corridor, existing and proposed service frequencies and provides reference to additional PACE services that could be redesigned to take further advantage of connections to I-90 Express services.

### **2.2.1 EXISTING AND PROPOSED ROUTES**

PACE operates the existing and will operate the proposed new bus transit service in the I-90 study area as outlined in outlined in **Table 2.2** below on the basis of existing I-90 entrance and exit ramp locations. The proposed new services reference potential new Park and Ride lots located along the I-90 study corridor. These potential Park and Ride lots have been shown graphically in **Figure 2.3**.

**Table 2.2: Existing and Proposed Transit Services**

Ramp\Location	Existing Service	Proposed New Service
IL-47	None	None
Randall Road	PACE Route 550: Operates during rush hours between Metra/Milwaukee West Line at the Elgin Terminal Metra Station to businesses along Big Timber and Randall Road. Destinations served include Metra/Milwaukee West line Big Timber Station, J P Morgan Chase, Fisher Corporate Center, Northwest Corporate Park, Judson University, Verizon, Country Inn and Suites and the Sherman Hospital on Randall Road.	<b>Proposed PACE Route 605:</b> Randall Road Elgin-Rosemont Blue Line Station Express: New all-day Monday through Saturday bi-directional express route would operate between a park-n-ride lot near Randall Road/I-90 and the Rosemont Blue line with stops at various park-n-rides along I-90 as well as at the Tollway's Des Plaines oasis for connections to a new distributor service that will operate between the Oasis stop and the greater O'Hare industrial corridor.  <b>Proposed PACE Route 607:</b> Randall Road Elgin-Schaumburg: New all-day Monday through Saturday service would branch off Route 605 and would operate from the Randall Road/I-90 slip ramp to the Northwest transit center in Schaumburg for connections to the PACE network including a demand-responsive service.
IL-25 (Dundee Road)	PACE Route 543: Serves commercial and residential areas along Dundee Avenue/IL25 connecting with Route 803 Carpentersville local in East Dundee. Also serves the Elgin Terminal, Meadowdale Shopping Center, Wal-Mart, Larsen Middle School and the Elgin Metra Station.	<b>Proposed PACE Route 605:</b> Randall Road Elgin-Rosemont Blue Line Station Express: New all-day Monday through Saturday bi-directional express route would operate between a park-n-ride lot near Randall Road/I-90 and the Rosemont Blue line with stops at various park-n-rides along I-90 as well as at the Tollway's Des Plaines oasis for connections to a new distributor service that will operate between the Oasis stop and the greater O'Hare industrial corridor.  <b>Proposed PACE Route 607:</b> Randall Road Elgin-Schaumburg: New all-day Monday through Saturday service would branch off Route 605 and would operate from the Randall Road/I-90 slip ramp to the Northwest transit center in Schaumburg for connections to the PACE network including a demand-responsive service.
IL-59 (Old Sutton Road)	PACE Route 610: Provides weekday rush hour express service between the Rosemont Blue Line Station and Sears at Prairie Stone Business Park.	<b>Proposed Expanded PACE Route 610:</b> Expanded reverse service that would also serve a new park-n-ride to be established near IL-59/I-90 for service to the Rosemont Blue Line Station.
Barrington Road	None	<b>Proposed PACE Route 609:</b> Barrington Road Hoffman Estates Call-N-Ride: New, all day distributor service would connect with several PACE express routes at or new Barrington Road park-n-ride and will distribute riders to nearby office parks/retail businesses.

Ramp/Location	Existing Service	Proposed New Service
Meacham Road	PACE Route 600: Provides non-stop rush hour service between the Northwest Transportation Center and the Rosemont CTA Blue Line Station.	<p><b>Proposed Expended PACE Route 600:</b> Bi-directional service with trips originating at the CTA Rosemont Blue Line and terminating at either the existing PACE NWTC or proposed transportation center at Meacham Road.</p> <p><b>Proposed PACE Route 604:</b> Palatine-Schaumburg Express: New weekday route operating between Dundee/IL-53 and PACE NWTC in Schaumburg via IL-53 and connecting with express routes on I-90 as well as other PACE routes at the Schaumburg terminal.</p> <p><b>Proposed PACE Route 607:</b> Randall Road Elgin-Schaumburg: New all-day Monday through Saturday service would be a branch of Route 605 operating from the Randall Road/ I-90 park-n-ride serving various park-n-rides along the I-90 and then operating via a to-be-determined slip ramp to the NWTC in Schaumburg for connections to the PACE network including a demand-responsive service.</p> <p><b>Proposed Route 608 Addison-Schaumburg:</b> New weekday service operating between the Addison Walmart at Lake/Rohlwing to the PACE NWTC in Schaumburg via several northwest suburban communities. This service would distribute people from the I-90 corridor to areas south of Jane Addams Tollway.</p> <p><b>Proposed Route 611-North Schaumburg Call-N-Ride:</b> New all-day Monday through Saturday distributor service connecting with many PACE routes serving the PACE NTC and distributing riders to nearby office parks/retail businesses.</p> <p>Potential service from Rockford's Mass Transit District.</p>
Arlington Heights Road	PACE Route 616: Provides rush hour express service via the Northwest Tollway and Arlington Heights Road, connecting the Rosemont CTA Blue Line Station and Itasca. Serves Northwest Point Park-N-Ride, Wyndham Hotel, Itasca Metra Station, Spring Lake Business park, The National Safety Council and the Chancellory.	<b>Proposed Expended PACE Route 616:</b> Bi-directional service with trips originating from Itasca to the CTA Rosemont Blue Line earlier in the morning and in the reverse direction in the evening.
IL-83/Busse Road	None	New I-90 Express bus service garage proposed for near this ramp location.
Des Plaines/O'Hare Oasis	PACE Route 606: Provides service between the Rosemont CTA Station and Woodfield Corporate Center, serving Woodfield Mall and business and commercial areas in Schaumburg, Arlington Heights, Rolling Meadows and Mt. Prospect. These businesses include United Airlines HQ, PACE HQ, Illinois Department of Employment Security, Meadows Corp Center, Hyatt Regency Woodfield, and the Northwest Transportation Center. Operates via the Northwest Tollway between River Road and Elmhurst Road.	<b>Proposed PACE Route 612:</b> Des Plaines Oasis Call-N-Ride: New peak distributor service connecting with the new Elgin-Rosemont express route and other PACE routes in the greater O'Hare/Elk Grove Village area to distribute riders to nearby businesses (retail and office park).

Ramp/Location	Existing Service	Proposed New Service
Rosemont Enhanced Transportation Facility	<p>PACE Route 600: Provides non-stop rush hour service between the Northwest Transportation Center and the Rosemont CTA Blue Line Station.</p> <p>PACE Route 606: Provides service between the Rosemont CTA Station and Woodfield Corporate Center, serving Woodfield Mall and business and commercial areas in Schaumburg, Arlington Heights, Rolling Meadows and Mt. Prospect. These businesses include United Airlines HQ, PACE HQ, Illinois Department of Employment Security, Meadows Corp Center, Hyatt Regency Woodfield, and the Northwest Transportation Center. Operates via the Northwest Tollway between River Road and Elmhurst Road.</p> <p>PACE Route 610: Provides weekday rush hour express service between the Rosemont CTA Blue Line Station and Sears at Prairie Stone Business Park.</p> <p>PACE Route 616: Provides rush hour express service via the Northwest Tollway and Arlington Heights Road, connecting the Rosemont CTA Blue Line Station and Itasca. Serves Northwest Point Park-N-Ride, Wyndham Hotel, Itasca Metra Station, Spring Lake Business Park, The National Safety Council and the Chancellory.</p> <p>Newly initiated Express Route 895 operates peak period, peak direction, express service (NB in morning; SB in midday and evening) between Chicago Ridge and PACE Northwest Transportation Center with selected trips operating via the CTA Blue Line Rosemont Station. Route also includes a distributor segment to serve businesses in the Schaumburg area; the routing for each morning trip will vary/flex based on passenger destinations and the routing for midday and evening trips will follow the route's Schaumburg segment, picking up passengers at Posted Stops Only. Route serves Posted Stops Only along the entire route.</p>	<p><b>Proposed Expanded PACE Route 600:</b> Bi-directional service originating at CTA Rosemont Blue Line station and terminating at either the existing PACE NWTC or the proposed Meacham Road location.</p> <p><b>Proposed PACE Route 605:</b> Randall Road Elgin-Rosemont Blue Line Station Express: New all-day Monday through Saturday bi-directional express service operating between park-n-ride lot near Randall Rd/I-90 and Rosemont Blue Line Station with stops at various park-n-rides along the I-90 as well as the Tollway's Des Plaines Oasis for connections to a new distributor service operating between the Oasis stop and the greater O'Hare industrial corridor.</p> <p><b>Proposed Expanded PACE Route 610:</b> Expanded reverse peak service serving a new park-n-ride to be established near IL-59/I-90 for service to the Rosemont Blue Line Station.</p>

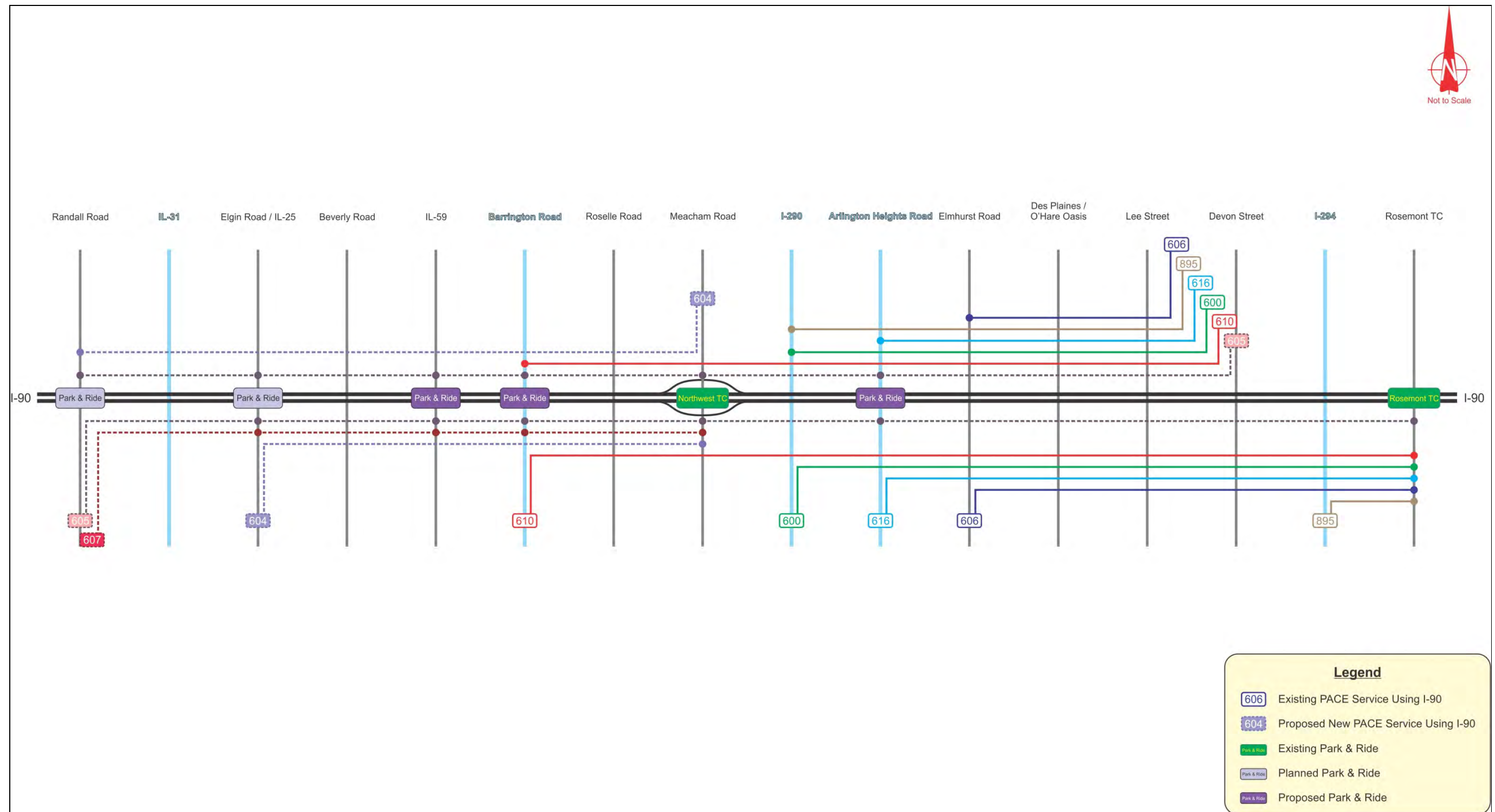


Figure 2.3: Existing and Proposed Transit Service Facilities

### 2.2.2 SERVICE FREQUENCIES

Routes currently using the I-90 corridor between Rosemont CTA and the North West Transit Center in Schaumburg are operating at approximately 20 minute headways in the morning peak direction and every 30 minutes in the morning reverse peak direction. Approximately the same service is provided in the afternoon peak period. Proposed service frequencies for this portion of the corridor are similar, but have extended operating periods beyond 6 pm to 10 pm in some cases as well as Saturday services where it is not currently provided.

Current service operating in the I-90 corridor between the North West Transit Center in Schaumburg and Randall Road is much less frequent with only one bus operating approximately every 90 minutes in the peak direction and only one bus operating in the entire three hour peak period in the reverse peak direction. This same service, in reverse, is offered in the afternoon peak period. Services in this section of the I-90 are proposed to be more frequent, operating in peak periods every 20 to 30 minutes and every hour in the off peak, with the express services also operating on Saturdays.

### 2.2.3 EXISTING CONNECTOR ROUTES WITH POTENTIAL FOR EXPANSION

Arterial routes listed in **Table 2.3** have the potential to bring existing and new riders to connections with new express service operating in the proposed managed lane within the I-90 corridor.

**Table 2.3: Existing Connector Routes**

Route No	Route Name	Route Type	Average Weekday Ridership	Description
<b>Arterial Routes Serving the CTA Blue Line Station at Rosemont</b>				
221	Wolf Road	CTA connector	873	Wolf Rd. north to Willow Rd. (Prospect Heights)
223	Elk Grove Rosemont Station	CTA connector	1, 769	Elk Grove loop route via Busse/Devon
230	South Des Plaines	CTA connector	475	United HQ via downtown Des Plaines
325	25 <sup>th</sup> Avenue	CTA connector	519	25 <sup>th</sup> Ave. south to Cermak Rd.
326	West Irving Park	CTA connector	288	Norridge via Irving Park Rd.
332	River-York Roads	CTA connector	481	Oak Brook via Irving Park Rd. and York Rd.
<b>Arterial Routes Serving the Northwest Transportation center, Schaumburg</b>				
208	Golf Road	CTA connector	1,953	Linking NWTC to Davis St. CTA (Evanston)
554	Elgin-Streamwood-Schaumburg	Suburban Link	147	NWTC west to downtown Elgin via golf Rd., Barrington Rd., IL-19
696	Woodfield-Arlington Heights Randhurst	Suburban Link	341	NWTC to Randhurst Mall via downtown Arlington Heights
757	Northwest Connection	CTA connector	174	NWTC to Elk Grove via Busse/Devon
905	Schaumburg Trolley	Intra-Community	115	Local loop accessing NWTC
<b>Arterial Routes Serving Elgin</b>				
543	Dundee	Intra-community	344	Downtown Elgin to East Dundee via IL-25
550	Big Timber-Randall Road	Intra-community	185	Downtown Elgin to NW Corporate Park via Bid Timber Rd. and Randall Rd.
552	North State-Spring Hill Mall	Intra-community	361	Downtown Elgin to West Dundee via IL-31

These existing services and proposed changes to transit service within the study area will be modeled as part of the managed lane option analysis in order to determine the potential increase in ridership within the overall corridor. Further discussion on the results stemming from the analysis of the proposed transit service improvements is provided in Section 6.

## 3.0 MANAGED LANE OPTION DEVELOPMENT

Several managed lane options were generated by examining the various elements and characteristics that form the actual managed lane as being considered within the I-90 study corridor. These include the physical characteristics, the potential for direct access to and from the managed lane, and the operational characteristics.

### 3.1 Physical Characteristics

In any managed lane option, it is assumed that the managed lane will be located on the left side of the travel lanes or adjacent to the median. As such, the managed lane in each direction would be designated as Lane 1 within the I-90 study corridor.

With the general location of the managed lane fixed, other physical characteristics that can be considered for the managed lane facility include the separation treatment between the managed lane and general purpose lanes, specific start and end locations for the managed lane, and the method of lane development and termination. Due to the nature of this study, each physical variant will be discussed primarily from a traffic modeling perspective.

#### 3.1.1 SEPARATION BETWEEN THE MANAGED LANE AND THE GENERAL PURPOSE LANES

There are three main types of separation between managed lanes and general purpose lanes that can be considered:

- Buffer / line paint separation;
- Traffic channelizers; and
- Barrier separation.

The three separation types vary in their cost, right-of-way requirements, enforcement costs, emergency access, managed lane speed, and throughput. **Table 3.1** summarizes the three separation types and discusses their respective pros and cons.



**Table 3.1: Types of Lane Separation**

Option	Pros	Cons
Buffer / Line Paint Separation	<ul style="list-style-type: none"> <li>Consistent with existing base concept</li> <li>Lowest cost</li> <li>Flexibility to adapt</li> <li>Emergency access provision</li> <li>Full access / egress opportunities</li> </ul>	<ul style="list-style-type: none"> <li>High potential for toll violation based on type of tolling</li> <li>Highest manual enforcement costs</li> <li>Lowest speed differential</li> <li>Requires more frequent toll zones to reduce lane changing / avoidance</li> </ul>
Traffic Channelizers	<ul style="list-style-type: none"> <li>Adaptation of current base concept</li> <li>Discourages toll avoidance</li> <li>Moderate cost</li> <li>Higher speed differential permitted</li> <li>Emergency access</li> </ul>	<ul style="list-style-type: none"> <li>Higher maintenance cost than line / buffer</li> <li>Higher manual enforcement costs</li> <li>Speeds affected by adjacent general purpose traffic</li> <li>Greater revenue leakage than barrier</li> </ul>
Barrier Separation	<ul style="list-style-type: none"> <li>Reduced toll zones</li> <li>Reduces manual enforcement coverage</li> <li>Speed control</li> <li>Higher vehicle throughput</li> <li>Variation in roadway profiles</li> </ul>	<ul style="list-style-type: none"> <li>High cost</li> <li>More right of way requirement</li> <li>Emergency access constrained</li> <li>Potential loss of flexibility</li> <li>Increased infrastructure maintenance</li> </ul>

From a modeling and planning perspective, both traffic channelizers and barrier separation prevent vehicles from entering or exiting the managed lane. As a result, there is no difference between the two options in terms of model coding. Thus, only barrier separation and buffer / line separation types will be discussed in detail as follows.

#### **BUFFER / LINE PAINT SEPARATION**

A buffer / line paint separation method employs pavement markings to demarcate managed lanes adjacent to general purpose traffic lanes. This type of separation may include double-solid white lanes, double-solid white lines with a

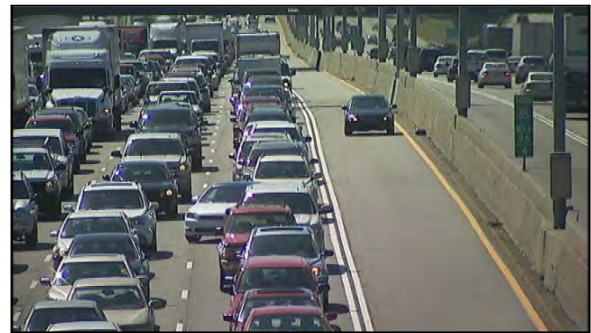


Photo: Minnesota Department of Transportation

buffer wider than four feet and chevron markings in the buffer, one solid thick white line, or double wide broken lines.

This method of separation is low in cost, does not require additional right-of-way, can be easily changed, allows emergency vehicle access, and provides opportunity for diversion. However, this configuration does not provide any physical separation between the general purpose lane and the managed lane and therefore may result in a high number of violators, incur high manual enforcement costs, require more frequent toll zones in order to reduce vehicles weaving to avoid paying tolls, and result in the lowest speed differentials between the general purpose and managed lane traffic. This low speed differential is caused by high friction between the separated lane and the adjacent congested lane.

#### **BARRIER SEPARATION (TRAFFIC CHANNELIZERS)**

Barrier separation can be implemented through the use of concrete median barriers mounted onto the pavement between the managed lane and the general purpose lane with appropriate shy distance and / or shoulder. This



This method requires approximately two feet of width for the barrier plus shy distance, drainage space, and / or shoulder on both sides.

The barrier separation option reduces the number of toll zones required, has the least manual enforcement required, has the highest speed differentials between general purpose and managed lane traffic, and promotes fewer violations. However, barrier separation incurs the highest cost, requires the most right-of-way, severely limits emergency access, potentially loses flexibility, and has increased infrastructure maintenance costs.

#### **3.1.2 MANAGED LANE DEVELOPMENT AND TERMINATION**

There are several means to develop the managed lane and to terminate the managed lane as described as follows.

## MANAGED LANE DEVELOPMENT

Common practice is to develop a new lane rather than convert the designation of an existing general purpose lane, thus forcing drivers to make a specific action to access the managed lane. In developing the managed lane, a simple add lane design could be considered where the managed lane is gradually developed on the left side / median side of the highway using a standard taper. Conversely, the managed lane could be developed from a managed lane access ramp from an adjacent interchange accessing directly into the median of the I-90 study corridor.



Option1: Managed Lane Developed with Taper



Option 2: Managed Lane Developed from Access Ramp



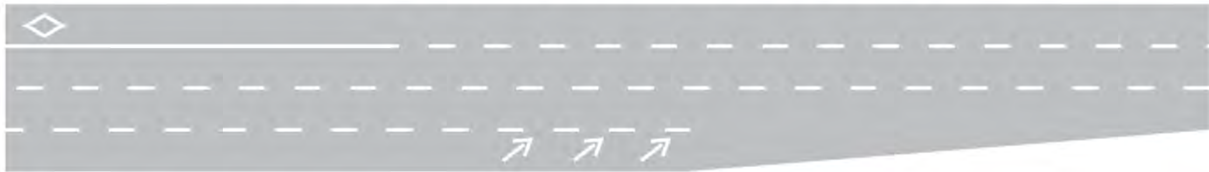
**Figure 3.1: Managed Lane Development Options**

## MANAGED LANE TERMINATION

In terms of terminating the managed lane, a change in designation from managed lane to general purpose lane represents one option. A second option is to end the managed lane with a merge through a standard taper, thus forcing vehicles in the managed lane to merge right into the adjacent general purpose lane. A third

treatment for terminating the median managed lane is to transition the managed lane into a drop lane exit ramp which will depart the median of the I-90 study corridor and terminate at a cross street – typically at a signalized intersection.

Option1: Change in Designation from Managed Lane to General Purpose Lane



Option 2: Merge through Standard Taper



Option 3: Drop Lane Exit Ramp



**Figure 3.2: Managed Lane Termination Options**

### 3.1.3 TERMINI LOCATIONS

Two general start and end location options for the managed lane are being proposed based on current travel demand and patterns within the I-90 study corridor, reconstruction limits, toll plaza interference, and physical constraints at the I-294 interchange. The potential termini options being considered are described below.

### **TERMINI OPTION 1**

In the westbound direction, the managed lane would be developed immediately east of Lee Street. The start of the lane would be developed as an add lane on the left side / median side of the highway. The terminus of the westbound managed lane would be approximately 2000 feet east of the Randall Road interchange. The managed lane would terminate by a lane drop from the median side, thereby forcing traffic in the managed lane to merge to the right, into the adjacent general purpose lane. Ideally, the managed lane should overlap with the westbound exit lane to Randall Road.

In the eastbound direction, the managed lane would be developed approximately 1000 feet east of the Randall Road interchange. The start of the lane would be developed on the left side / median side of the highway as a new lane. The terminus of the managed lane would be approximately 3000 feet west of the I-294 interchange. The managed lane would terminate by a lane designation change from managed lane designation to a GP lane designation. As required to match the existing cross section further to the east, a lane drop on the right shoulder side of the highway may be required, thus forcing vehicles in the right lane to merge left.

### **TERMINI OPTION 2**

In the westbound direction, the managed lane would be developed immediately east of Lee Street. The start of the lane would be developed as an add lane on the left side / median side of the highway. The terminus of the westbound managed lane would be located approximately 2000 feet east of the IL-25 (Elgin Road) interchange. The managed lane would terminate by a lane drop from the median side, thereby forcing traffic in the managed lane to merge to the right, into the adjacent general purpose lane.

In the eastbound direction, the managed lane would be developed approximately 1000 feet west of the IL-25 (Elgin Road) interchange. The start of the lane would be developed as an add lane on the left side / median side of the highway. The terminus of the managed lane would be located approximately 3000 feet west of the I-294 interchange. The managed lane would terminate by a lane designation change from managed lane designation to a GP lane designation. As required to match the existing cross section further to the east, a lane drop on the right shoulder side of the highway may be required, thus forcing vehicles in the right lane to merge left.



## **3.2 Managed Lane Direct Exits and Entrances**

To match traffic patterns and minimize turbulence caused by additional lane changing / weaving maneuvers, specific access and egress locations directly between the median managed lanes and the cross streets / highways should be considered.

The need for these potential direct median exits and entrances are primarily driven by planned or desired transit service to and from transit centers or park and ride lots along the corridor as well as overall traffic demand interacting between the I-90 corridor and the various cross streets / highways. The following subsections discuss the possible options for direct median access as generated in consideration of the transit service options and interacting traffic volumes.

### **3.2.1 TRANSIT FOCUSED RAMP OPTIONS**

It is anticipated that entry and exit ramps to I-90 at key transit centers and high employment locations may require some form of dedicated exit and entry from and to the managed lanes. These stops could include:

- Randall Road (as termini);
- Barrington Road;
- Schaumburg (North West Transit Center and connections to Metra via Meacham Road);
- Arlington Heights;
- Des Plain Oasis (Elk Grove); and
- Rosemont Transit Center with connections to CTA's Blue Line (as a terminus).

Currently planned transit service at the two transit center locations, considering both express and local connector routes, results in bus volumes of approximately 12 buses per hour in the peak (am) or one every five minutes on average. For the park and ride only stops, combined eastbound and westbound service results in bus volumes of approximately six buses per hour. While not a substantial amount of bus traffic, combined with other local transit services accessing these transit transfer locations and high auto volumes may result in congestion and operational issues in the managed lane in a “no dedicated exit” location. These congestion and operational issues may also have the potential to cause delays to buses which lead to additional service costs.

For buses using the managed lanes there are two transit priority ramp options for entry and exit. For the purposes of this study, the two types are referred to as “direct” ramps and “overpass” ramps. The “direct” ramps are defined as ramps crossing from the inner managed lane over the three lanes of the existing corridor to either an exclusive entry to a park and ride facility or to the local road network. The managed lane would also need to operate underneath the ramp to continue free flow. The “overpass” ramps would exit the managed lane on the median side and connect directly to an existing cross street overpass in the form of a signalized intersection. The managed lane would also need to remain continuous adjacent to the ramp(s).

The purpose of these transit priority ramps is to support express bus use of the managed lanes and maintain the ability for express buses to take advantage of time savings in the corridor resulting from the use of the managed lanes. Ideally, these ramps would be provided at all major transit service connections along the corridor study area. However, the provision of such ramps may not be necessary from a cost efficiency perspective.

Based on a potential to support increased ridership and for phased implementation, several transit priority ramps along the I-90 study corridor have been identified and prioritized. These transit priority ramp locations are:

- Meacham Road: Transit priority ramps to provide access to / from the North West Transit Center (NWTC)
- River Road: Transit priority ramps to provide access to / from the Rosemont Transit Center.
- Barrington Road: Transit priority ramps to provide access to / from the other major express service locations / park and ride lots.
- Randall Road: Transit priority ramps to provide access to / from the two additionally proposed park and ride lots at IL-25 and IL-59 to support express service at these locations.
- Busse Road: Transit priority ramps to provide access to / from the as yet confirmed O&M facility near this potential median ramp location.

### **3.2.2 VOLUME DRIVEN RAMP OPTIONS**

The second potential need for direct entrances and exits to and from the managed lanes is dependent on the magnitude of the traffic volume interacting between the I-90 corridor and the cross streets / highways at the various interchanges within the proposed limits of the managed lane. If this interaction is high, the use of a specific

entrance to or exit from the managed lane may be warranted to minimize turbulence caused by additional lane changing / weaving maneuvers.

Interaction between the cross streets / highways and the I-90 study corridor is determined by the magnitude of on and off ramp traffic volumes at the current interchange ramps. Peak on and off ramp hourly traffic volumes were examined for all interchanges along the study corridor and categorized into high, moderate, and low demand thresholds.

A high volume threshold was defined as a peak on or off ramp volume of 1,500 vph and greater (representing approximately the maximum free flow volume of a single lane ramp). A moderate volume threshold was then defined as a peak on or off ramp volume between 750 and 1,500 vph. A volume of 750 vph or less was defined as a low volume threshold. Highest individual ramp volumes were obtained from the 2011 Traffic Data Report for the Illinois Tollway System prepared by CDM Smith.

Based on the assessment of interaction between the cross streets / highways and the I-90 study corridor, the following interchanges were identified as locations where a median ramp could be considered. The interchange locations are listed in order of priority:

- Arlington Heights Road;
- Beverly Road;
- IL-59; and
- Roselle Road.

The exact configuration and location of any proposed median ramps will require additional investigation and will be somewhat dependent upon the proposed design of the upgraded I-90 study corridor. Three possible alternatives exist for the treatment of any proposed median ramp:

- Direct connections to existing (or reconstructed) cross street overpass structures – either as part of an existing interchange or to a simple flyover structure;
- Direct connections to cross streets by separating the I-90 east and westbound structures to permit median ramps to be constructed in between; and
- New direct ramps connecting to an existing public road currently not accessing the I-90 freeway.



### 3.3 Operational Characteristics

The operational characteristics of the managed lane are discussed in terms of:

- Tolling Strategy;
- Pricing Policy; and
- User Eligibility.

#### 3.3.1 TOLLING STRATEGY

The existing I-90 corridor primarily uses an open road, electronic tolling operation with the use of I-PASS transponders. The need of travelers with I-PASS to stop at a toll booth is eliminated as the toll charge will be automatically deducted at the toll plaza regardless of the travel lane of the user within the corridor. Besides I-PASS, cash toll booths are also available at various toll plazas. Currently, car I-PASS travelers pay a toll charge which is fifty percent less than those who pay by cash.

Similar to implementation throughout the nation, the proposed managed lane on the I-90 study corridor would involve an electronic open road tolling strategy in which the premium will be deducted from a traveler's I-PASS transponder. Cash travelers will not be permitted in the managed lane. The actual locations to collect the premium toll will be tested via operational analysis and evaluation using the micro-simulation model, however, an initial “starting point” has been proposed based on high volume interchanges, current congestion locations, transit routing, and the possibility of including median ramps.

Two options for the proposed tolling locations or zones are described below and graphically portrayed on **Figure 3.3** and **Figure 3.4**:

#### OPTION 1 – FOUR TOLL ZONES (**Figure 3.3**)

- Zone 1: IL-25 to West of Barrington Road:
  - Completion of the west facing ramps at Barrington Road suggests that an exit from the managed lane in this location may be necessary to allow eastbound motorists an opportunity to change lanes prior to the new right hand exit.
  - In the westbound direction, the zone boundary is suggested to be located east of Barrington Road to again allow motorists in the managed lane an opportunity to change lanes prior to the right hand exit to Barrington Road.

- Zone 2: Barrington Road to West of Meacham Road:
  - In the base option for the managed lane scenario, new median ramps are proposed at a newly reconstructed Meacham Road overpass.
  - The physical design concept precludes access between Meacham Road and I-290 given the close proximity of the I-290 interchange with the new Meacham Road interchange. The zone boundary is suggested to be located west of Meacham Road to allow motorists a sufficient opportunity to change lanes prior to the right hand exit to I-290.
- Zone 3: West of Meacham Road to East of Arlington Heights Road:
  - Both the I-290 and Arlington Heights Road interchanges have high interacting volumes with I-90. Therefore, the location to the east of Arlington Heights Road provides an opportunity for westbound motorists to exit the managed lane and perform the necessary lane change maneuvers to exit the highway on the right side at either Arlington Heights or further west at I-290.
  - This location also allows sufficient distance to permit traffic entering the I-90 corridor from both I-290 and Arlington Heights Road to enter the managed lane in the eastbound direction.
- Zone 4: East of Arlington Heights Road to East of I-294:
  - The final managed lane segment or zone terminates just east of I-294 to allow motorists in the managed lane sufficient distance to change lanes and exit the highway at I-290.
  - The managed lane designation ends at this location as right-of-way and other physical constraints restrict the ability to continue the managed lane further east.
  - In the westbound direction, the managed lane begins just east of Lee Street.

#### **OPTION 2 – THREE TOLL ZONES (*Figure 3.4*)**

- Zone 1: IL-25 to East of Barrington Road:
  - In the eastbound direction, the zone boundary is suggested to be located east of Barrington Road to bypass the eastbound congestion caused by the Barrington Road on-ramps.

- In the westbound direction, the zone boundary is suggested to be located east of Barrington Road to again allow motorists in the managed lane an opportunity to change lanes prior to the right hand exit to Barrington Road.
- Zone 2: Barrington Road to East of Arlington Heights Road:
  - Due to the high interaction between I-290 and I-90, especially in the eastbound direction in the AM peak period, the managed lane is continuous through the central section of the study corridor.
  - This location also allows additional distance to allow traffic entering the I-90 corridor from both I-290 and Arlington Heights Road to enter the managed lane in the eastbound direction.
- Zone 3: East of Arlington Heights Road to East of I-294:
  - The final managed lane segment or zone terminates just east of I-294 to allow motorists in the managed lane sufficient distance to change lanes and exit the highway at I-290.
  - The managed lane designation ends at this location as right-of-way and other physical constraints restrict the ability to continue the managed lane further east.
  - In the westbound direction, the managed lane begins just east of Lee Street.

Between each zone, an egress / ingress area will be provided to allow other vehicles to enter the managed lane or to allow vehicles in the managed lane to exit. This cross over area will be approximately 1500' to 2000' in length – depending upon the weaving traffic volume.

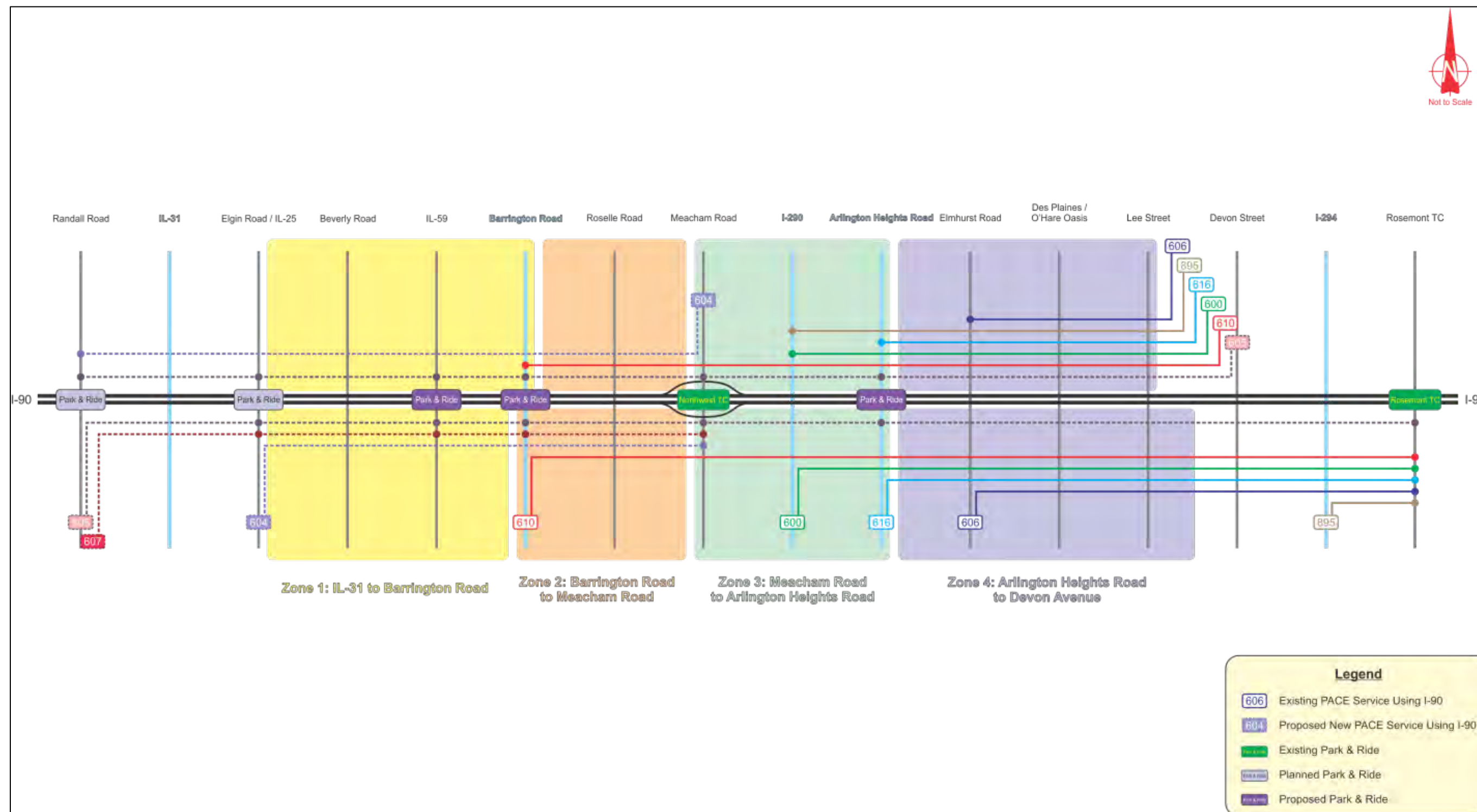


Figure 3.3: Four Toll Zone Option

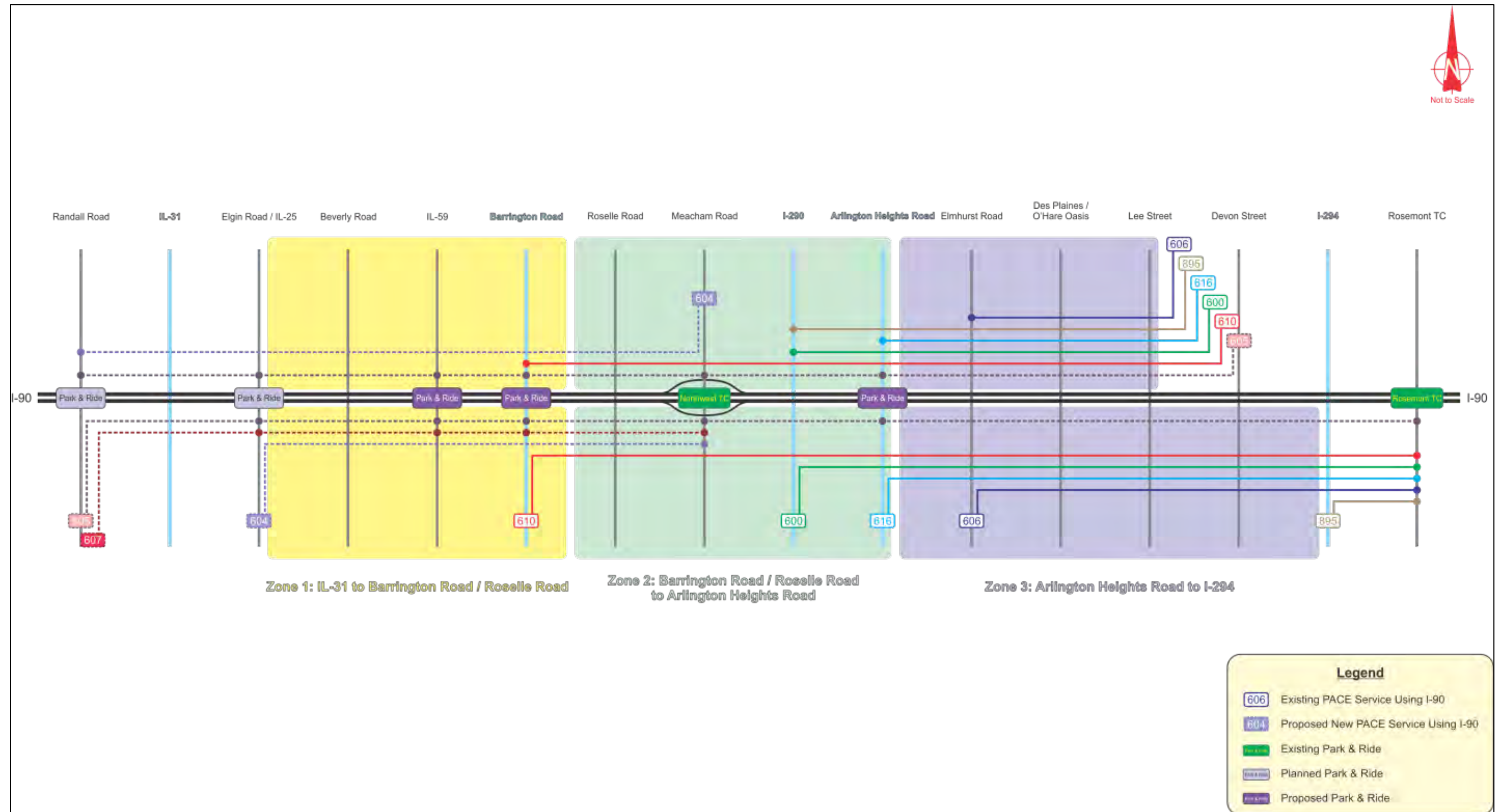
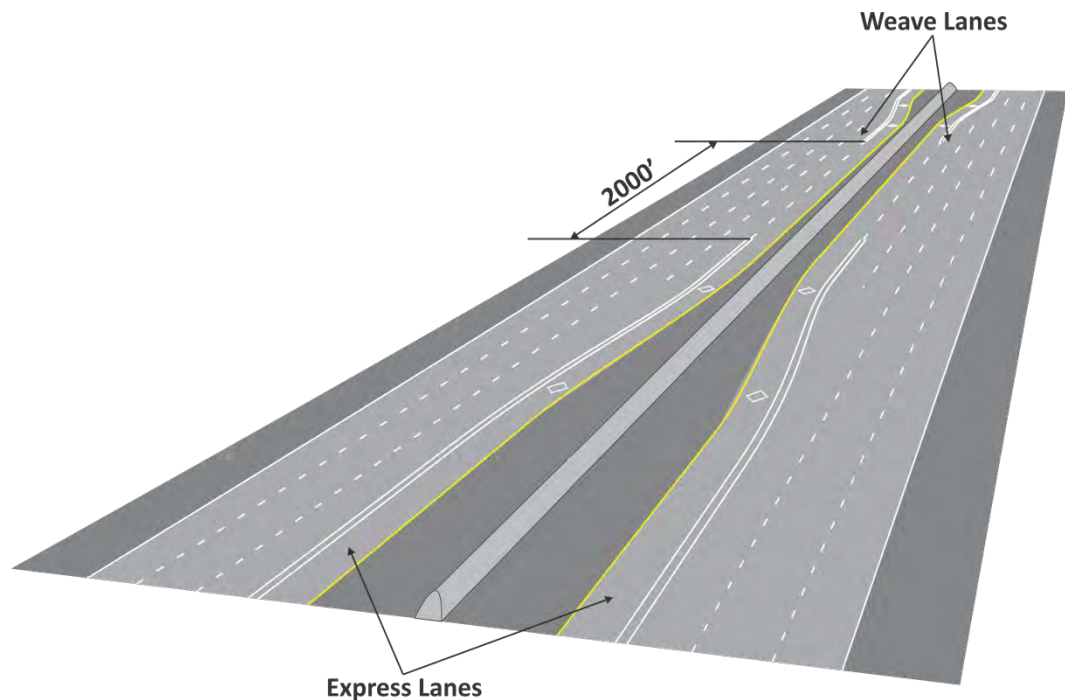


Figure 3.4: Three Toll Zone Option





**Figure 3.5: Managed Lane Access Location**

Electronic signs are envisioned to be located at the entrance to each premium toll zone. The electronic signs would indicate the travel times in the managed lane and the adjacent general purpose lanes, the premium pricing for the next two premium toll zones, and potentially eligibility requirements (see below).

The operations model will be developed to replicate a similar toll strategy in that toll points will be located along the managed lane at the beginning of each toll zone. The premium to be applied at each of these toll points will be derived from the traffic conditions in the adjacent general purpose lanes and the value of time from the stated preference survey (see Section 4).

### 3.3.2 PRICING POLICY

Pricing on a managed lane has an effect on the demand throughput and efficiency of the lane. Various pricing strategies can be considered such as fixed pricing, peak/off-peak pricing, and variable pricing.

### **FIXED PRICING**

Under the fixed pricing strategy, toll rates are fixed for all users (or fixed for each vehicle class) and during all times of the day. This strategy is best suited for facilities without a high variation in demand through the day. Further study would be required to determine such a toll rate to achieve the desired traffic demand level.

### **PEAK / OFF-PEAK PRICING**

The peak / off-peak pricing strategy applies different fixed toll rates to the peak and non-peak directions (e.g., higher rate in the peak but lower rate in the off-peak direction). This strategy is best suited in corridors with more distinct peak and off-peak traffic volumes. In addition, this pricing strategy may encourage some traffic shifting from the peak period to the off-peak period due to a lower toll rate (i.e., increase the utilization of the facilities during the off-peak period).

### **VARIABLE PRICING**

In the variable pricing strategy, toll rates vary depending on the corridor traffic characteristics such as demand, speed, and travel time performance. Similar to the peak/off-peak pricing strategy, this variable pricing can encourage better utilization of the capacity during the off-peak period. A variation of this strategy is dynamic tolling where the toll rates vary based on real-time performance of the traffic conditions. This strategy is best suited in conditions where the traffic volume is high and / or sporadic.

However, the method of tolling (where and how) requires further consideration. For instance, toll at existing locations, or toll intermittently between access points to the managed lane. In general, the access and egress points of the managed lane may dictate how the lane would be tolled. Conversely, the tolling infrastructure and method of collecting tolls may also dictate the egress / ingress locations of the managed lane, depending on the tolling strategy.

### **3.3.3 USER ELIGIBILITY**

Managed lane user eligibility strategies can be applied to limit the amount of traffic on the lane to avoid congestion and maintain travel time reliability. Two common strategies are vehicle types and vehicle occupancy levels.

## **PERMITTED VEHICLE TYPES**

All general purpose vehicles (single occupancy vehicles SOV, high occupancy vehicles HOV, etc.) except for trucks are eligible to use the managed / express lane as long as those vehicles are willing to pay a premium for use of the lane. Transit buses are permitted in the managed lane for free without paying a toll or premium. However, permitting trucks can have adverse impacts on the operation of the lane due to generally lower operating speeds and safety concerns.

## **HOV DISCOUNTS**

Typically HOV discounts can be offered to attract more “efficient” users to use the managed lane. The discounts are typically provided as proportions of the toll rates required by other users of the managed lane.

Model testing initially does not include HOV discounts, which would be determined if warranted in accordance with traffic and policy objectives, after the managed lane corridor travel performance metrics are calculated. Since all vehicle types, except for trucks, are eligible to use the lane, HOVs will be treated as any other general vehicle as long as they are willing to pay the toll premium to use the managed lane.

## **3.4 Managed Lane Options**

The development of the managed lane options has been conducted in a manner to permit the testing of the various physical characteristics, median access alternatives, and operational characteristics in isolation or in combination. However, for many of the elements there is only one preference and as such, these elements would be common to all options. A summary of the how each of the various physical characteristics, median access alternatives, and the various operational characteristics were considered for inclusion as part of a managed lane option is provided below. This is followed by a description of the four managed lane options being considered for detailed testing.



### **3.4.1 SUMMARY OF MANAGED LANE PHYSICAL CHARACTERISTICS**

A summary of the physical characteristics being considered in the managed lane options is provided below:

#### **PHYSICAL SEPARATION**

Based on discussions with the Illinois Tollway, there exist numerous right-of-way limitations and utility conflicts along the corridor, thus constraining the amount of widening that can actually be physically located within the existing width of the corridor. Therefore, the painted buffer option which offers more user access flexibility is the preferred option. For this reason, only the painted buffer option will be modeled and evaluated in the managed lane options being considered for this study.

#### **LANE DEVELOPMENT AND TERMINATION**

At the start point of each managed lane, the lane will be developed from the left side of the highway, forcing drivers to physically change lanes to enter the managed lane. Conversely, two lane termination treatments will be considered:

- Managed lane designation ends and the lane continues as a general purpose lane.
- Managed lane ends and traffic is forced to merge right into the adjacent general purpose lane.

#### **TERMINI**

Based on the reconstruction limits and the desire to avoid disrupting the operations at the toll plazas, only one option is being considered for the terminal points for the managed lane. At the western limits, the start and end points are located at the IL-25 interchange. At the eastern limits, the start and end points are at Lee Street (start point for westbound lane) and prior to I-294 (end point for eastbound lane).

### **3.4.2 DIRECT ACCESS MEDIAN RAMPS**

Based on direction from the Illinois Tollway and in accordance with the reconstruction design, direct access ramps are only being considered at Meacham Road and at Lee Street. The Lee Street median access ramps are being tested in lieu of the proposed addition of the eastbound off-ramp which currently forms part of the various interchange improvements included in the reconstruction.

### **3.4.3 SUMMARY OF MANAGED LANE OPERATIONAL CHARACTERISTICS**

A summary of the operating characteristics being considered in the managed lane options is provided below:

#### **TOLLING STRATEGY**

The two tolling zone options, four tolling zones and three tolling zones, are being carried forward for testing. Managed lane options will be developed such that each tolling zone option can be tested separately.

#### **PRICING POLICY**

For the purposes of this study, it is assumed that the managed lane will charge a fixed premium per tolling interval or segment by time of day and day of week for use of the lane. Only I-PASS users will be eligible, and cash users will be considered as violators.

#### **ELIGIBILITY**

Common to all managed lane options, the following eligibility criteria will be applied:

- Trucks will not be permitted to use the managed lane.
- No discounts for HOV users are currently being proposed.
- Transit vehicles will not be charged any tolls.

### **3.4.4 MANAGED LANE OPTION DESCRIPTIONS**

From the summary of variables above, and through direction provided by the Illinois Tollway, four managed lane options were developed for subsequent testing and analysis. For comparison purposes, a general purpose lane option was also included. A description of each option is provided below with a graphical depiction provided in **Figure 3.6** through to **Figure 3.10**.

#### **OPTION 1 – GENERAL PURPOSE LANE (Figures 3.6 and 3.7)**

This option represents the Master Plan Baseline and involves the addition of a general purpose lane in each direction within the reconstructed I-90 tollway facility. The additional general purpose lanes extend approximately between the IL-25 interchange and the I-294 interchange – such that the total number of continuous basic lanes

within the study area is four in each direction of travel. A number of auxiliary lanes, ramp improvements, and interchange improvements are also included as per the reconstruction plans for the I-90 corridor.

As part of the widening to accommodate an additional general purpose lane in each direction, the baseline option includes a single westbound off ramp at Meacham Road. This proposed ramp will exit from the right side.

The general purpose lane option is primarily being assessed for comparison purposes with the managed lane options.

#### **OPTION 2 – MANAGED LANE (*Figures 3.8 and 3.9*)**

In this option, a managed lane is added to the median of the existing I-90 study corridor in each direction of travel. The managed lanes extend approximately between the IL-25 interchange and the I 294 interchange.

The tolling strategy in this option involves four toll zones. As such, the managed lane is “physically” separated from the general purpose lanes with access to / from the general purpose lanes being provided at three intermediate locations.

This managed lane scenario also includes median access ramps at the Meacham Road overpass. This new interchange would provide full movements between Meacham Road and the managed lanes.

Similar to the general purpose lane option, a number of auxiliary lanes, ramp improvements, and interchange improvements are also included as per the reconstruction plans for the I-90 corridor.

#### **OPTION 3 – MANAGED LANE (*Figures 3.10 and 3.11*)**

This option is a variation of Option 2, but reduces the number of toll zones from four to three and includes a modification of the westbound managed lane termini. In this option, the termination of the westbound managed lane has been changed such that the designation of the managed lane ends and the lane continues as a general purpose lane. The shoulder lane or right lane becomes a drop lane at the off ramp to the IL-25 interchange.

#### **OPTION 4 – MANAGED LANE (*Figure 3.12 and 3.13*)**

Option 4 involves the reconfiguration of the westbound and eastbound managed lanes as express lanes with limited access based on the start, end, and intermediate ingress / egress locations associated with Option 3 (three toll zones). With the express lanes, no tolls are applied and all vehicles are permitted to use the express lanes, with the exception of trucks.

The Meacham Road eastbound and westbound on and off-ramps are included in Option 4. However, a minimal toll rate of \$0.25 was applied to the ramps to limit traffic demand to and from Meacham Road.

#### **OPTION 5 – MANAGED LANE (*Figure 3.14 and 3.15*)**

Managed Lane Option 5 is a modified version of Option 3. The modifications include the relocation of the start of the westbound managed lane to a location upstream of the Devon Street on-ramp. Changes to the configuration of the Lee Street interchange to a full-movement single point urban interchange (SPUI) has also been included. As part of the reconfiguration at Lee Street, the eastbound on-ramp and westbound off-ramp can only access the I-90 via the managed lane.

The tolling strategy of three toll zones and two intermediate egress / ingress points is consistent with Option 3.

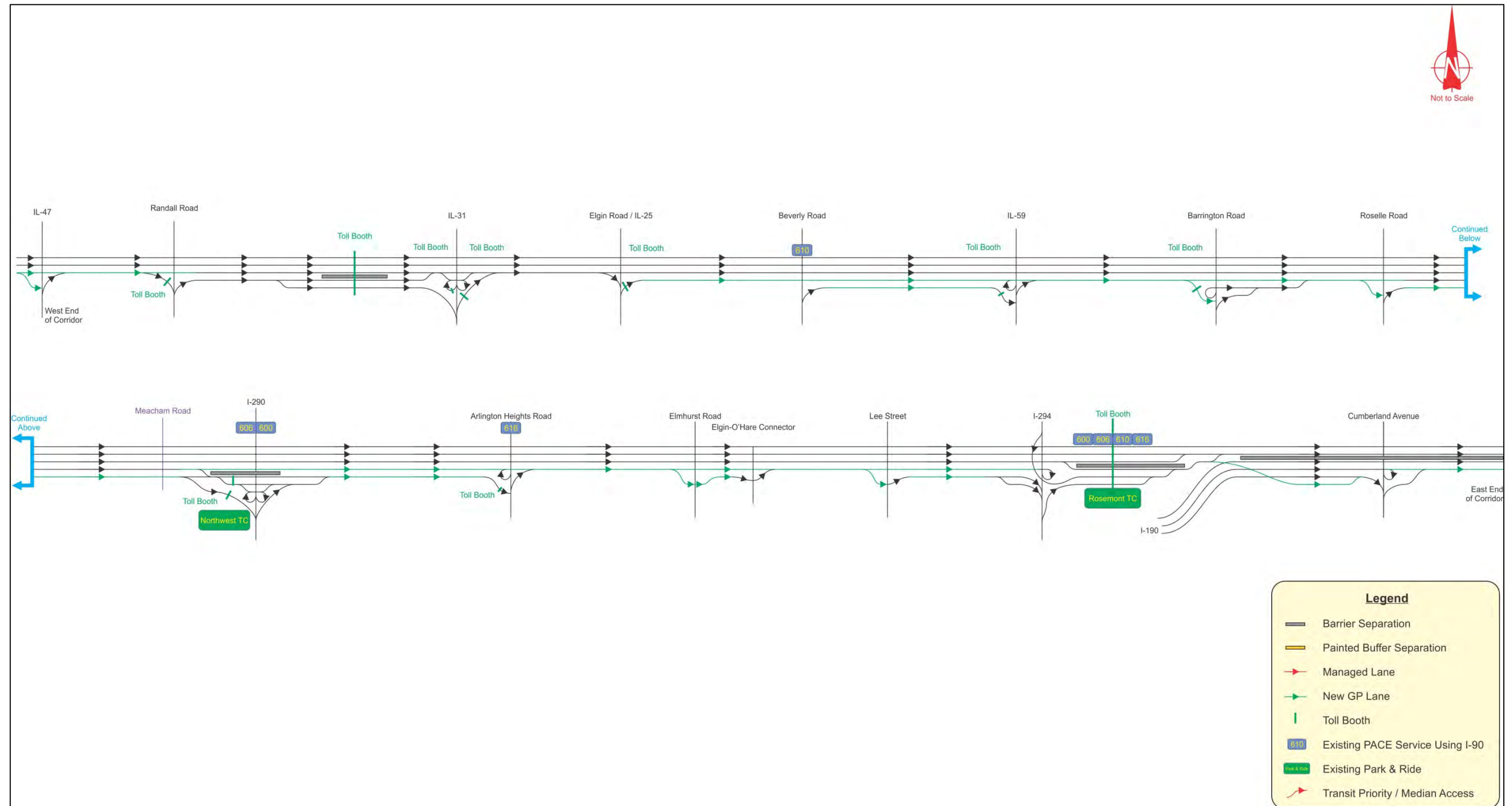


Figure 3.6: Option 1 Eastbound Schematic

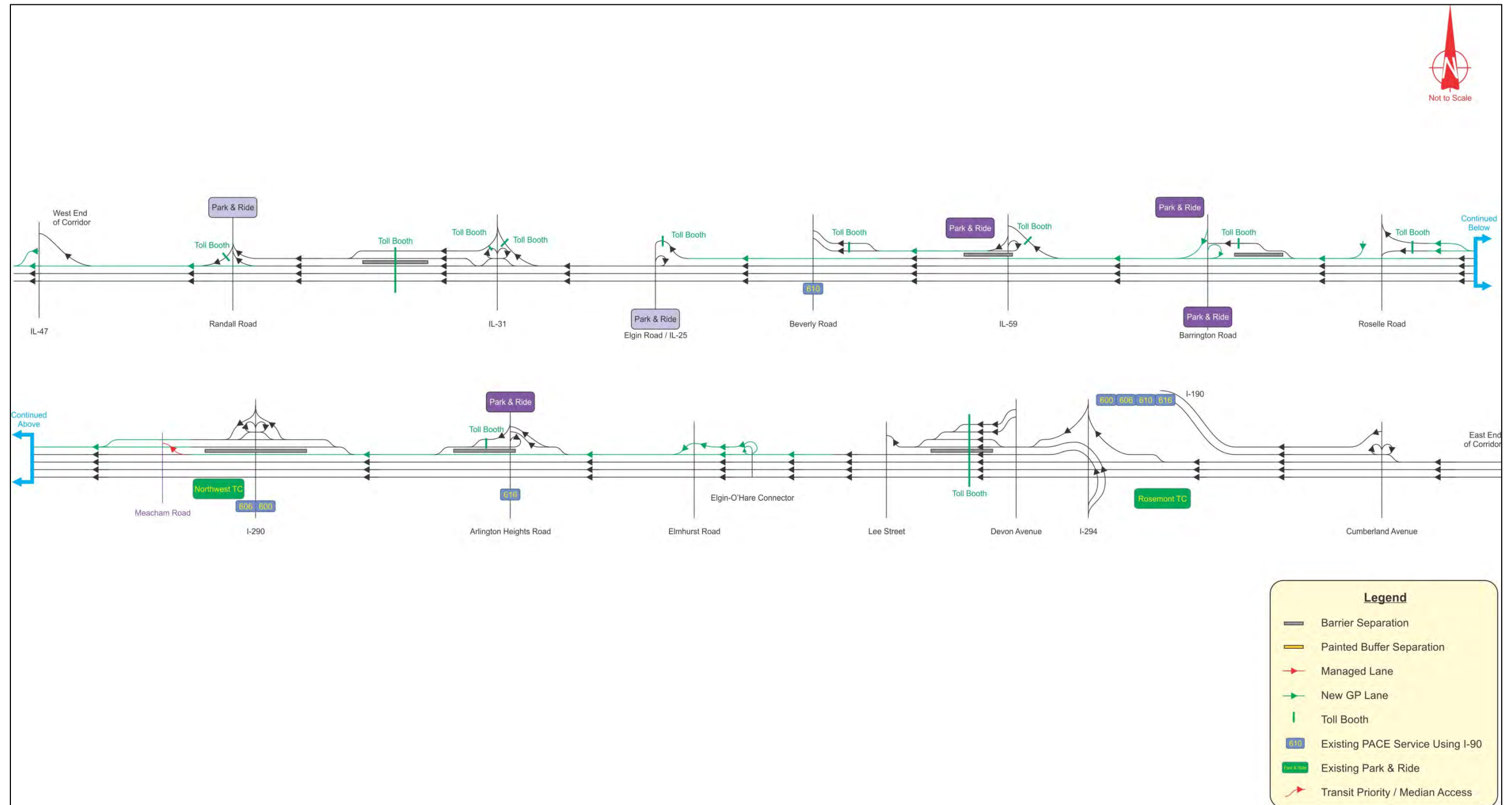


Figure 3.7: Option 1 Westbound Schematic



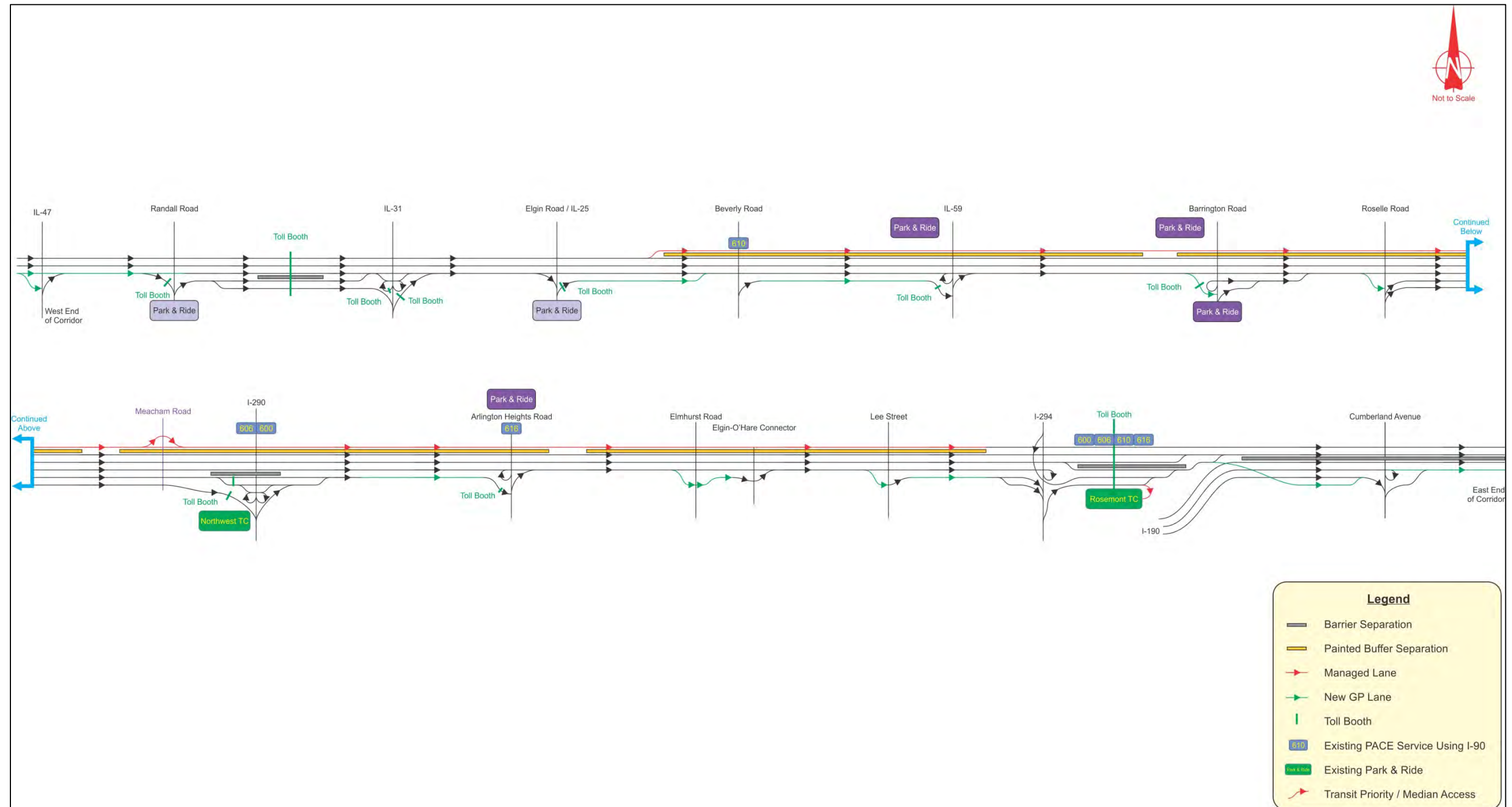


Figure 3.8: Option 2 Eastbound Schematic

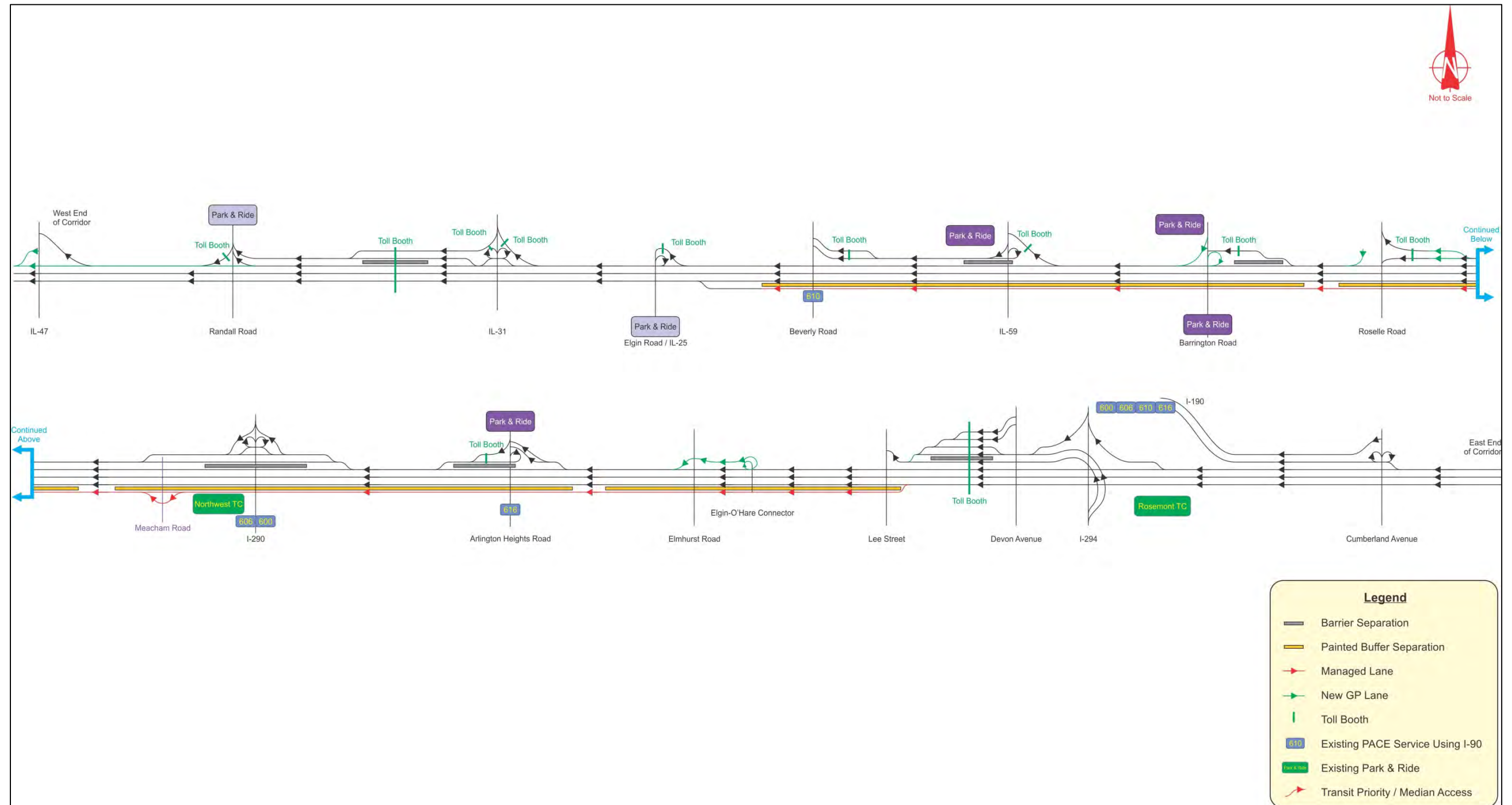
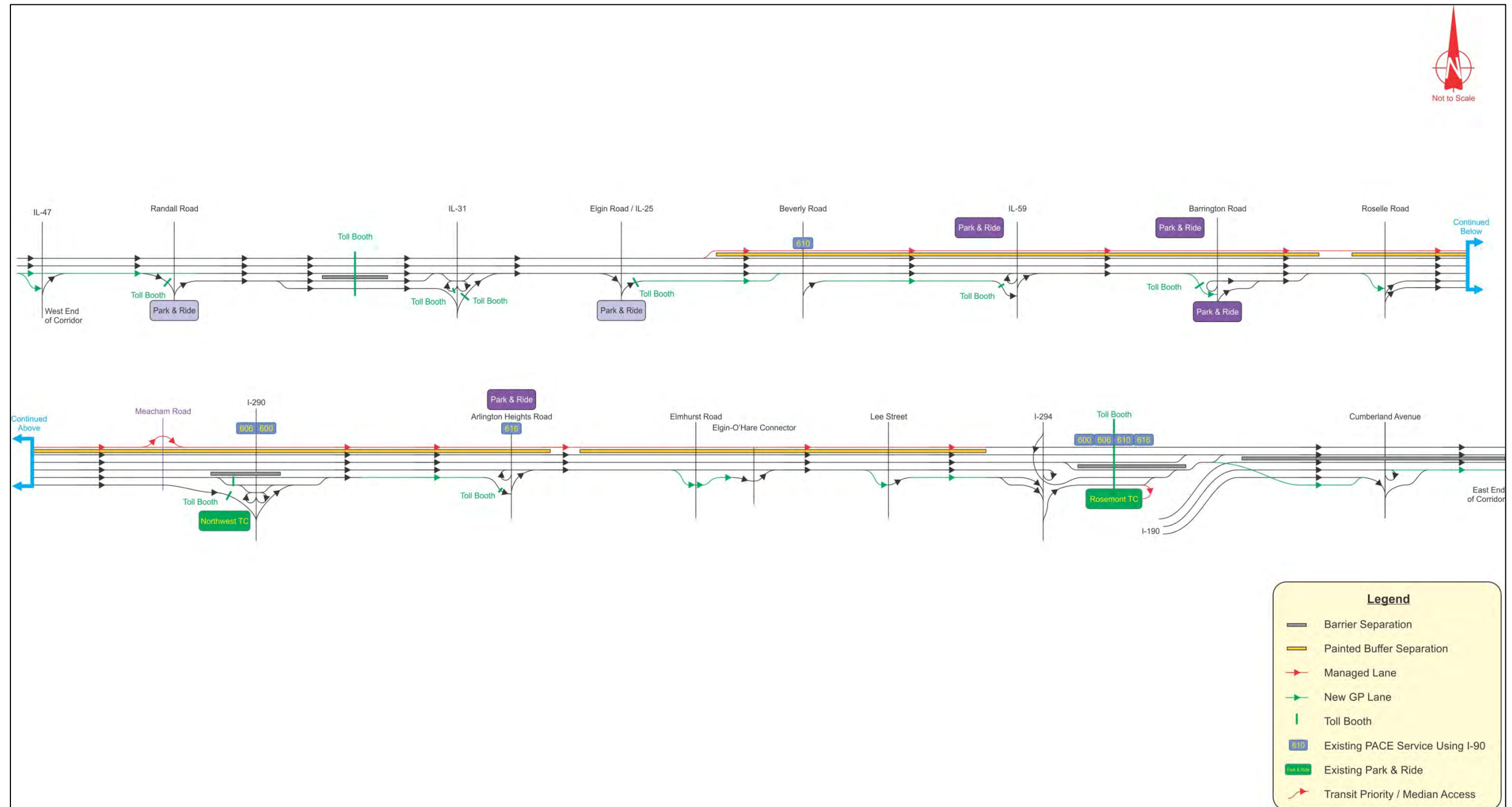


Figure 3.9: Option 2 Westbound Schematic



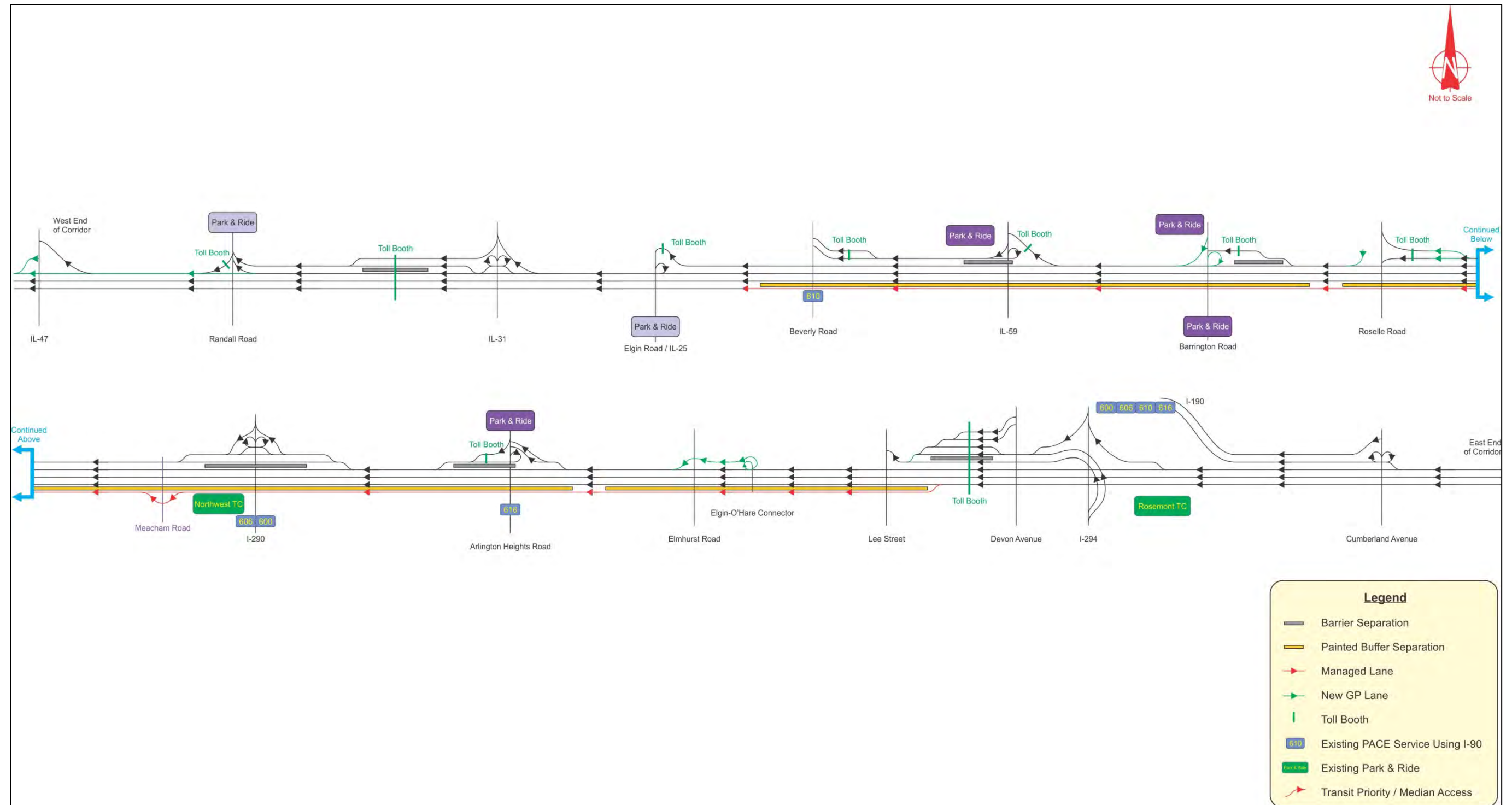


Figure 3.11: Option 3 Westbound Schematic



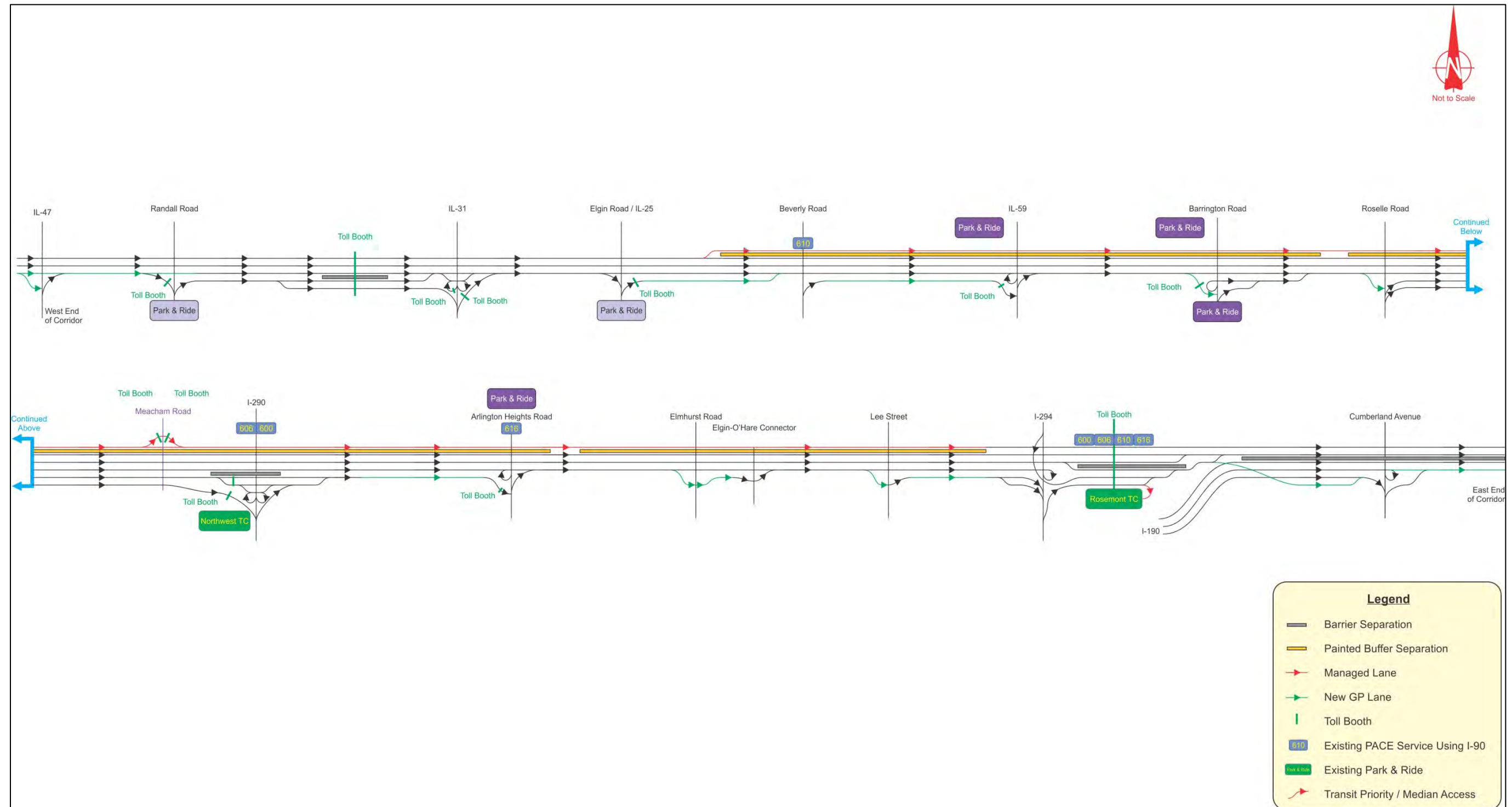


Figure 3.12: Option 4 Eastbound Schematic

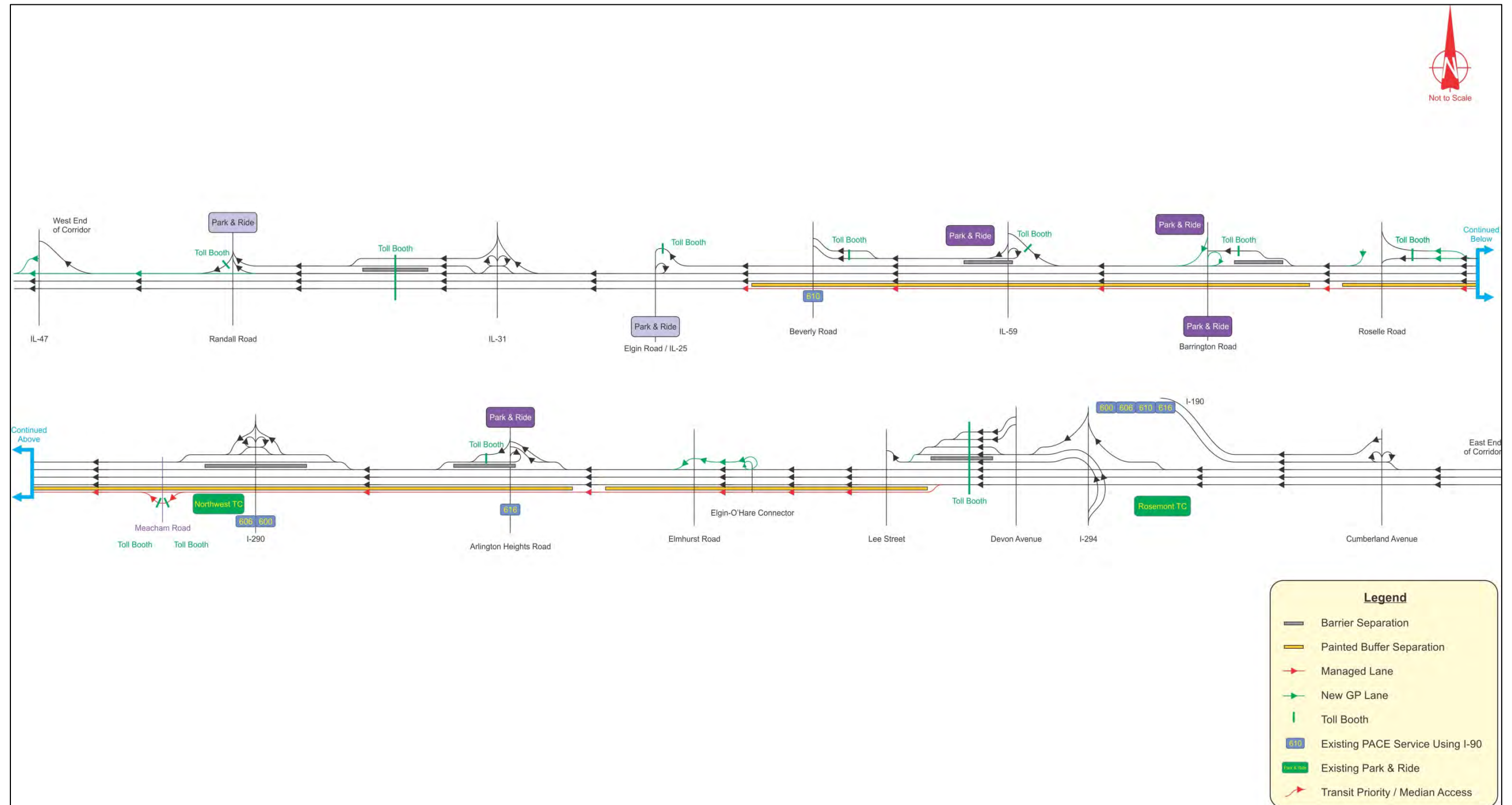


Figure 3.13: Option 4 Westbound Schematic



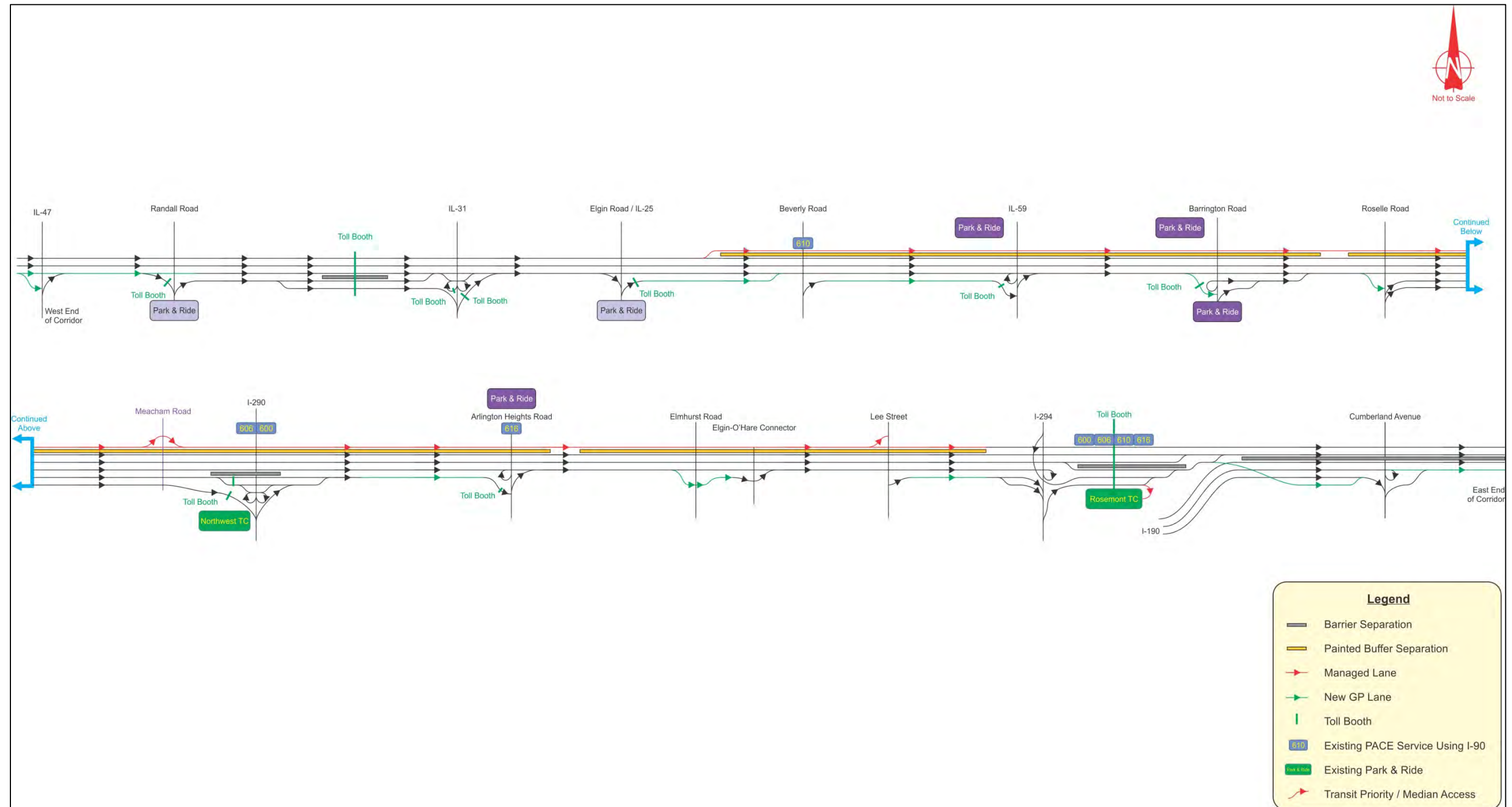


Figure 3.14: Option 5 Eastbound Schematic

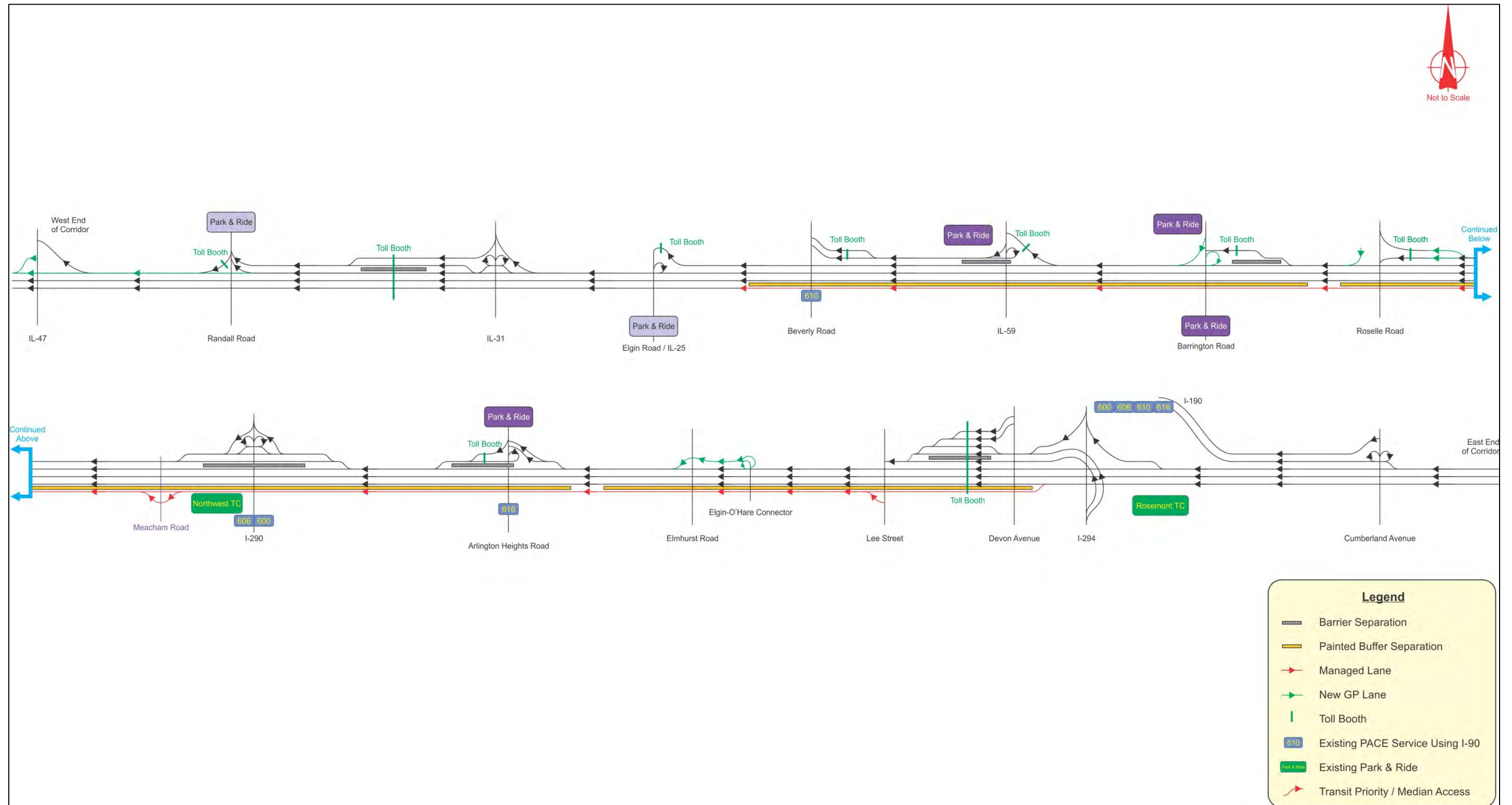


Figure 3.15: Option 5 Westbound Schematic

## 4.0 STATED PREFERENCE SURVEY

A stated preference survey was developed and performed by Resource Systems Group, Inc. (RSG) to estimate values of time (VOT) and sensitivity values of tolls. The survey questionnaire gathered information from 8,794 automobile travelers who travel along the I-90 study corridor. This web based survey was conducted using a computer assisted self-interview technique developed by RSG, in which the survey was customized for each respondent. The survey involved the collection of data regarding current travel behavior, presentation of information about proposed express toll lanes along the study corridors, and engagement of the travelers in a series of stated preference trade-off scenarios.

Automobile drivers who use the I-90 study corridor were surveyed from August 8, 2012 through to September 10, 2012 via the web based survey that solicited feedback from relevant businesses, organizations, and other users of the study corridor. The results of the targeted online survey are accurate and present realistic future conditions corresponding with the experiences of the respondents. This section outlines how the survey was designed and implemented, and provides some general outcomes. For the full report by RSG, refer to **Appendix A**.

### 4.1 Survey Design

In order to gather information from travelers using the I-90 within the study corridor, RSG designed the stated preference survey using four key questions to determine recent trip information from the targeted travelers and their potential use of express toll lanes. The questions from the survey identified eligible respondents by asking for trip details, sought information on stated trip preferences, assessed underlying rationales or reasons for choices and gathered demographic information in order to identify differences in the responses and confirm diversity in the cross section of targeted travelers. For details of the four key questions, see the full report in **Appendix A**.

#### 4.1.1 SCREENING AND TRIP DETAILS

Initial screening questions were asked to determine eligibility of those taking the survey. In order to qualify, respondents needed to meet all of the following conditions related to a recent automobile trip:

- Used part of the I-90 study corridor;
- Was made within the past month;

- Was made in a personal vehicle; and
- Took at least 20 minutes in total door-to-door travel time.

Those who did not meet these conditionals were no longer eligible to continue with the survey. However, those who did meet these conditions were asked to respond to all additional survey questions with the most recent trip in mind that met all four conditions. This trip became the reference trip that respondents would refer to when answering all subsequent questions.

Questions regarding trip details followed, specifically related to the one-way portion of the trip. These included, but were not limited to:

- Day of the week;
- Purpose;
- Beginning and ending locations;
- Roads used;
- I-90 entrance and exit ramps; and
- Tolls paid.

Respondents were also asked to demonstrate where their trip originated and terminated using Google Maps™. For additional trip detail questions, see the full report in **Appendix A**.

#### **4.1.2 STATED PREFERENCE QUESTIONS**

Once eligible to continue with the survey and after questions regarding trip details were answered, information regarding the proposed express toll lanes along the study corridor were provided to the respondents. This included explaining the difference between free-flow travel time and congested travel time and the ways of payment for use of the new lanes (e.g., by using an electronic toll transponder). Following this, instructions were provided about the stated preference questions, designed to produce responses regarding travel preferences and behavioral responses under hypothetical future conditions.

Three travel alternatives for making future trips along the I-90 study corridor were presented to respondents. The alternatives included:

1. Use of existing toll lanes.
2. Use of proposed express toll lanes.
3. Use of public transportation.

When responding to questions, respondents were asked to consider travel time and toll cost for the two alternative associated with automobile use (e.g., alternatives 1 and 2). In these cases, travel time was presented to respondents as free-flow and congested time. Total travel time was also presented to respondents. In the case of public transportation (e.g., alternative 3), respondents were asked to consider transit type, frequency, travel time, fare cost and number of transfers. Based on these considerations, time savings for costs were presented to respondents who were then asked to select the alternative they preferred. For additional details regarding stated preference questions, see the full report in **Appendix A**.

#### **4.1.3 DEBRIEF AND OPINION QUESTIONS**

Once respondents provided answers to the stated preference questions, they were asked a series of questions to assess the reasons for their choices and to help identify possible biases in their responses.

Following these questions, respondents were asked to think about two trip scenarios:

1. Arrival time does not influence their choice of alternatives and how much they would be willing to pay to save 15 minutes of travel time for that trip.
2. Arrival time influences their choice of alternatives and how much they would be willing to pay to save 15 minutes of travel time for that trip.

Additional questions within this section included: asking respondents for their opinion of the proposed express toll lanes as well as the reasons for their opinion; transit questions such as transit use frequency, improvements to transit and the importance of transit availability along the I-90 corridor; the degree to which they agree or disagree with a series of attitudinal statements regarding congestion, the use of toll roads, changing travel behavior, and public transportation; and what resource(s) they use to check traffic conditions before and during their trips.

#### **4.1.4 TRAVEL INFORMATION QUESTIONS**

The final section of the survey asked a series of questions related to demographic information. Answers were used to classify respondents, identify differences in responses among traveler segments and confirm that the sample included a diverse cross section of travelers using the I-90 study corridor. Demographic questions related to: gender, age, employment status, household size, vehicle ownership and annual household income.

Prior to completion, respondents were asked if they would be willing to participate in future travel studies in the Chicago Metropolitan area and / or enter a draw to win an iPad. They were also given the opportunity to provide comments about the survey or the proposed express toll lanes. For further details on this section of the survey, see the full report in **Appendix A**.

## **4.2 Survey Implementation**

In order to produce a generally representative sample of the I-90 study corridor travelers, an implementation plan for the survey was prepared. This included the design of a sampling plan that would include a sufficient range of travelers and trip types to identify the ways that different characteristics affect route and mode choice behavior.

The survey was administered online through RSG's website (rsgsurvey.com) and was disseminated to potential respondents via:

1. Email invitation to businesses and organizations located near the study corridor.
2. Postcard invitation to cash customers distributed at several toll plazas along the study corridor.
3. Email invitation to over 100,000 I-PASS customers.

In order to increase the response rate, respondents who completed the survey were eligible to enter into a draw for an iPad. For details on each of these three respondent groups, see the full report in **Appendix A**.

### **4.2.1 BUSINESSES AND ORGANIZATIONS**

In total, 70 businesses and organizations were contacted to participate in the survey. Of these, 20 accepted and forwarded a customized email invitation text to their employees, each containing a unique survey link for each company, allowing their responses to be individually tracked. From this email invitation, 731 surveys were completed.

### **4.2.2 POSTCARD HANDOUT TO CASH CUSTOMERS**

RSG designed and printed a postcard for distribution to automobile travelers along the I-90 study corridor. The postcard contained a brief description of the project and instructions for completing the online survey, as well as a link to the survey website



and a unique password for accessing the survey. Thirty thousand postcards were distributed to cash customers distributed at three different toll plazas (Elgin, Devon and River Road) and 124 surveys were completed.

#### **4.2.3 EMAIL RECRUIT TO I-PASS CUSTOMERS**

To coordinate emailing of the survey to over 100,000 I-PASS customers who had used the I-90 study corridor within the month prior to the survey implementation, RSG worked closely with Illinois Tollway. The email contained a brief description of the project and instructions for completing the online survey, as well as a link to the survey website and a unique password for accessing the survey. Of those who received the email, 7,939 completed the survey.

### **4.3 Survey Results**

Although 8,794 respondents completed the survey, the total number of records was reduced to 8,702 following data checks and outlier analysis during the model estimation work. For statistical modeling purposes, respondents were grouped into the following four types of trips:

1. Peak work trips.
2. Peak non-work trips.
3. Off-peak work trips.
4. Off-peak non-work trips.

Peak trips include travel beginning on a weekday either during the AM peak period (6:00 – 9:59 am) or the PM peak period (3:00 – 6:59 pm). Off-peak trips occur during all other time periods. Work trips include both commuter and business related trips while non-work trips include all other trip purposes. Results from the survey listed and described below often only describe results detailing peak work trips. This is due to the relationship between peak work trips and subsequent sections of this report. Additional results not described below (e.g., those related to peak non-work trips or off-peak work / non-work trips) are provided in **Appendix A**.

#### **4.3.1 SCREENING AND TRIP DETAILS**

The results below relate to one-way trip details described by the respondents. This includes: trip travel time and trip distance; frequency of trips; and the amount of traffic congestion a respondent experiences on the I-90 for their reference trip.

## TRIP TRAVEL TIME AND TRIP DISTANCE

Trip travel time and trip distance were calculated for each trip's origin-destination pair for all four types of trips listed above (peak and off-peak work and non-work trips). **Table 4.1** below shows the results of these calculations and includes the mean and median trip distances as well as the mean and median travel times.

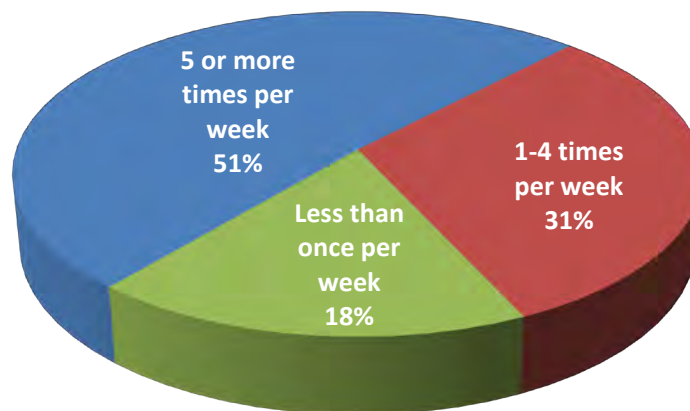
**Table 4.1: Trip Travel Time and Trip Distance and Market Segment**

Market Segment	Mean Trip Travel Time (minutes)	Median Trip Travel Time (minutes)	Mean Trip Distance (miles)	Median Trip Distance (miles)
Peak Work	65	60	37	28
Peak Non-Work	89	70	63	35
Off-Peak Work	66	60	44	34
Off-Peak Non-Work	79	60	57	35

In general, peak work trips were shorter than other types of by both time and distance and peak non-work trips were generally longer than other types of trips.

## FREQUENCY OF TRIPS

From the respondents surveyed, the most frequent type of trip included trips to work during peak hours. **Figure 4.1** below illustrates by percentage the frequency of work related trips per week made during peak hours.

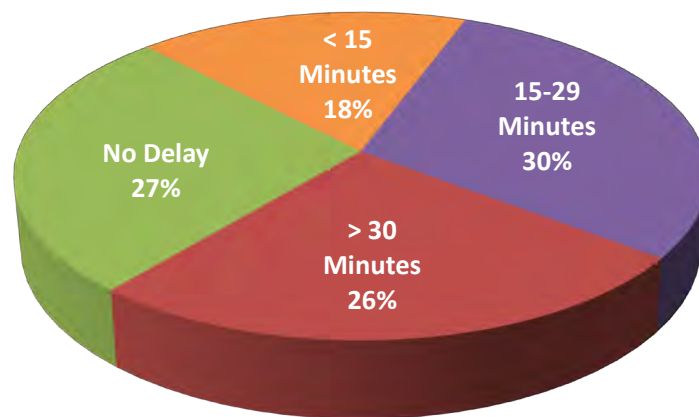


**Figure 4.1: Trip Frequency for Peak Work Trips**

As seen in the graphic above, results found that fifty-one percent of those traveling to or from work during peak hours made the same trip more than five times per week. Thirty-one percent of those traveling to or from work during peak hours made the same trip one to four times per week and eighteen percent made the same trip less than once per week.

#### AMOUNT OF TRAFFIC CONGESTION EXPERIENCED ON I-90 FOR THEIR REFERENCE TRIP

Respondents traveling to and from work during peak hours reported different amounts of traffic congestion. **Figure 4.2** illustrates by percentage the amount of delay work related trips experience during peak hours.

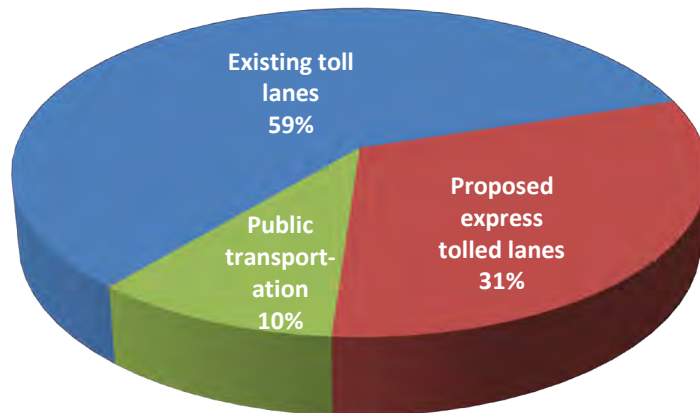


**Figure 4.2: Amount of Delay Due to Traffic Congestion for Peak Work Trips**

As seen in the **Figure 4.2** above, 30% found that they experienced a delay of 15 to 29 minutes; 26% found that they experienced a delay of 30 minutes or more; and 18% experienced a delay of less than 15 minutes. Results also found that 27% responded that they did not experience any delay during peak work trips.

#### 4.3.2 STATED PREFERENCE SCENARIOS

Of those surveyed, and as seen in **Figure 4.3**, ten percent (or 9,109) of the respondents were willing to make their current trip using public transportation, depending on transit mode, frequency and number of transfers.

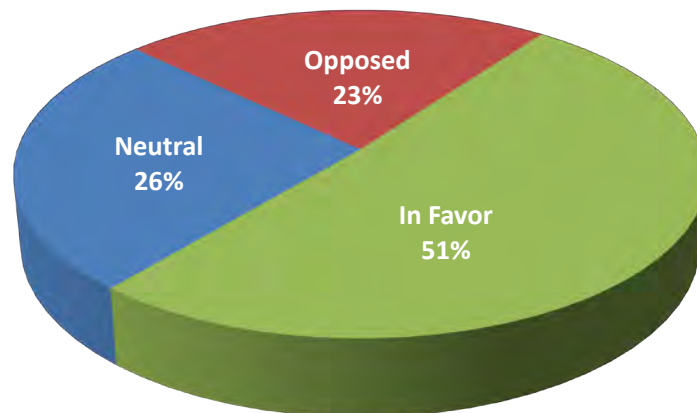


**Figure 4.3: Stated Preference Choices**

As shown in the figure above, 59% (or 51,175) of the respondents were willing to take their current route using existing toll lanes and 31% (or 26,736) of the respondents were willing to take their current route using the proposed express toll lanes.

#### 4.3.3 DEBRIEF AND OPINION

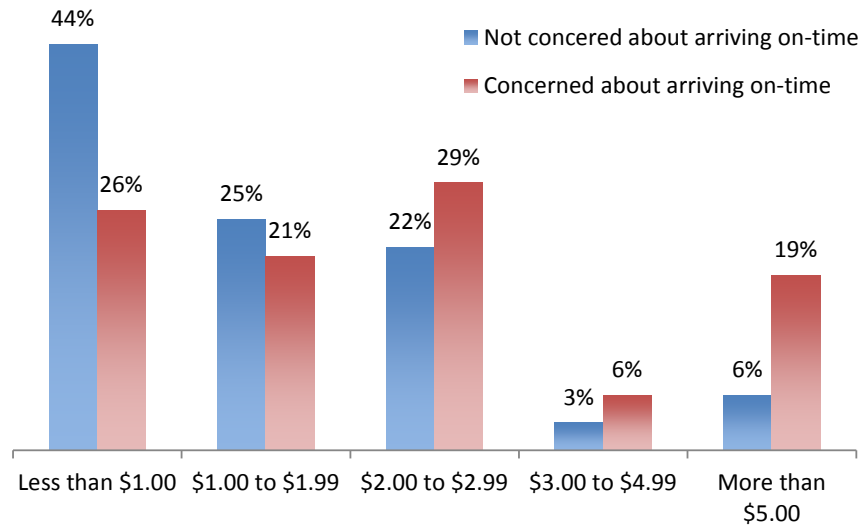
Respondent's opinion of the proposed express toll lanes is illustrated in **Figure 4.4** below. As shown, support for the proposed express toll lanes was overall positive, with 77% of respondents either neutral or in-favor, whereas only 23% of respondents were opposed to the proposed express toll lanes.



**Figure 4.4: Opinion of Proposed Express Toll Lanes**

#### AMOUNT WILLING TO PAY TO SAVE FIFTEEN MINUTES OF TRAVEL TIME

Respondents were asked how much they would be willing to pay to save 15 minutes of travel time for a trip where they are and are not concerned about arriving at their destination at a specific time (see **Figure 4.5** below).

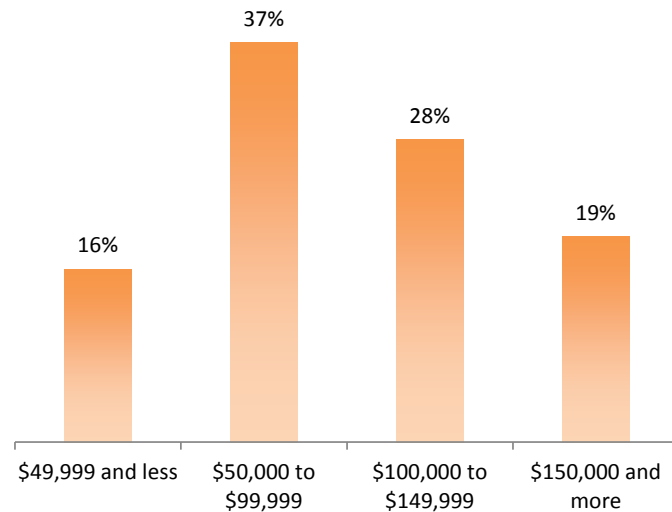


**Figure 4.5: Amount Willing to Pay to Save 15 Minutes of Travel Time**

On average, more people were willing to spend more (from \$2 to more than \$5) if saving 15 minutes of travel time when concerned about arriving on-time to their destination. Respondents were less willing to pay more than \$2 if saving 15 minutes of travel time when they were not concerned about arriving on-time to their destination.

#### 4.3.4 TRAVELER INFORMATION

From the traveler information received, grouping respondent's annual household income aids in the determination of the respondent's value of time. As illustrated in **Figure 4.6**, a range of annual household income exists from those surveyed.



**Figure 4.6: Surveyed Respondent's Household Income**

As shown in the figure above 16% of the respondents made less than \$49,000; 28% of the respondents made between \$100,000 and \$149,999; and 19% of the respondents made between \$150,000 and more than \$200,000. The highest percentage of respondents (38%) made between \$50,000 and \$99,999.

#### 4.4 Model Estimation – Value of Time

Results from the Stated Preference Survey were fed into a model that has helped to determine the “value of time” for the four different income levels listed above. The percentage of the vehicle fleet (SOV and HOV I-PASS users) that fit within these income levels was used to further categorize the base travel demand matrices for the SOV and HOV vehicle types. In creating sub classifications for SOV and HOV based on the different levels of “value of time”, a more detailed assessment of the use of the managed lane can be ascertained under variable toll rates.

For the purpose of this report, results detailing peak work trips are shown in **Table 4.2**. This table provides the relationship between each income level and the value of time. For results related to other trip types, please see **Appendix A**.



**Table 4.2: Value of Time by Income and Vehicle Class**

Income Category	SOV	HOV
\$15,000	\$9.83	\$11.58
\$20,000	\$10.13	\$11.92
\$30,000	\$10.54	\$12.41
\$42,500	\$10.90	\$12.83
\$62,500	\$11.29	\$13.29
\$87,500	\$11.64	\$13.70
\$112,500	\$11.89	\$14.00
\$137,500	\$12.10	\$14.24
\$175,000	\$12.35	\$14.53
\$225,000	\$12.60	\$14.84
\$250,000	\$12.71	\$14.96

As shown above, the value of time calculated ranges between \$9.83 and \$14.96. Depending on the income category, the value of time varies. These values of time will be used later in the modeling process described in Section 5 of the report.

## 4.5 Conclusion

The use of RSG's Stated Preference Survey has provided insight into who is using the I-90 study corridor and for what purposes. Questions within the survey generated responses that indicate user's interest in proposed express toll lanes along the Jane Addams Memorial Tollway. In general, respondents expressed support for the proposed expressed toll lanes and provided valuable information to be incorporated into the models, in particular, the value of time, income level distribution, and expected usage during peak periods. The distance survey indicates that there are significant long distance trips which are conducive for the usage of a proposed express lane. Results from the survey indicate that travel time and toll cost can impact an individual's travel behavior. These results will help the Illinois Tollway evaluate a range of tolling scenarios and travel conditions related to the proposed express toll lanes project along the Jane Addams Memorial Tollway.

## 5.0 OPTION ANALYSIS METHODOLOGY

This section describes the roles and purpose of the utilized analysis tools, the general approach and methodology used in the modeling process, and the development of the existing base case model. Relevant results from the stated preference survey, how the future model options were developed and tested, and the system metrics used to evaluate the model results are also discussed.

### 5.1 Analysis Tools

Three main tools were utilized in the evaluation of the managed lanes. This subsection lists and describes the role and purpose of each of these tools.

#### **CMAP – ACTIVITY-BASED MODEL (ABM)**

The Chicago Metropolitan Agency for Planning (CMAP) is the principal agency in charge of the Chicago region's travel demand forecasting. CMAP developed an Activity-Based Model (ABM) to serve their long-term planning needs. This model is based on a travel and activity survey completed by over 10,500 households in the Chicago region and validated to observed data. The model areas includes over 10,000 square miles covering 18 full counties and three partial counties in Illinois, three full counties in Indiana, and three full counties in Wisconsin (CMAP Travel Demand Model Validation Report, February 23, 2011).

The purpose of CMAP's ABM was to generate the initial travel demands for the study corridor. However, due to the coarseness of the model, the travel demand forecast was further refined using VISUM.

#### **VISUM**

VISUM is a macroscopic modeling tool that was employed to refine the travel demand forecasting from CMAP's ABM. CMAP's ABM encompassed a much larger area than the desired model area. A study area was created in VISUM that focused on the I-90 study corridor and adjacent parallel routes. These parallel routes were coded such that vehicles could use alternate non-tolled routes in the traffic assignment, leading to a more robust assignment. A minimum of one parallel route north and south of the study corridor was coded to provide this alternative. The VISUM model further refined CMAP's ABM road structure, operational characteristics, and other modeling characteristics to provide a more accurate assignment.

## VISSIM

VISSIM is a microscopic modeling tool that was used to assign traffic between the general purpose and managed / express lanes, to analyze operations within the I-90 corridor, quantify the usage of the managed / lanes, and evaluate other system metrics that will be discussed later in this section report.

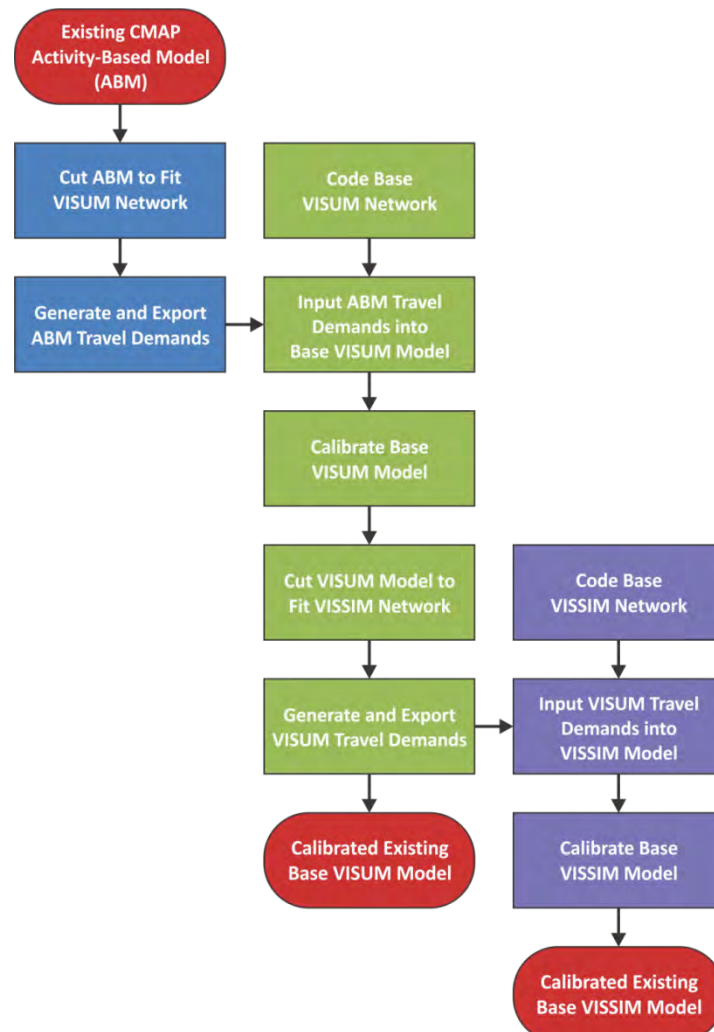
## 5.2 Approach

The general process of how the various models were developed and tested as well as their calibration is discussed below.

### 5.2.1 PROCESS

This subsection describes the overall process used in the model development process and result generation. The overall modeling process for the base scenario is shown as a flow chart in **Figure 5.1**. As shown, the initial step was to take CMAP's ABM and cut the road network to match the base network in VISUM. Since the ABM consists of the entire region, the network was trimmed to include the I-90 study corridor, a minimum of one parallel route both north and south of the corridor, major interchanges, and one major interchange upstream of the study extents. These points were chosen to provide alternatives to the tolled corridor and to allow for a realistic traffic flow into the road network.

This modified ABM was then used to generate the initial travel demands. In parallel, a base VISUM network was coded using the previously mentioned extents. The initial travel demands were imported into this base model and calibrated to observed counts. By taking the difference between the initial demands and the calibrated demands, calibration adjustment matrices were developed. These matrices were used in the development of the future scenario models.



**Figure 5.1: Modeling Process Flow Chart for Existing Scenarios**

In parallel, a base VISSIM network was coded, which included the I-90 corridor, major interchanges, and one major interchange upstream and downstream of the study extents. Since the VISSIM model's primary use was to simulate and analyze the operations of the managed lane and the I-90 facility overall, the base VISSIM network did not include any parallel routes. The assignment with parallel routes was performed in VISUM and the calibrated VISUM demands were then imported into VISSIM. A model refinement and calibration was then performed in VISSIM such that the model represented observed behavior and patterns. The end results of this exercise were calibrated existing base VISUM and VISSIM models.

The 2030 future scenario model development flow chart is shown in **Figure 5.2**.

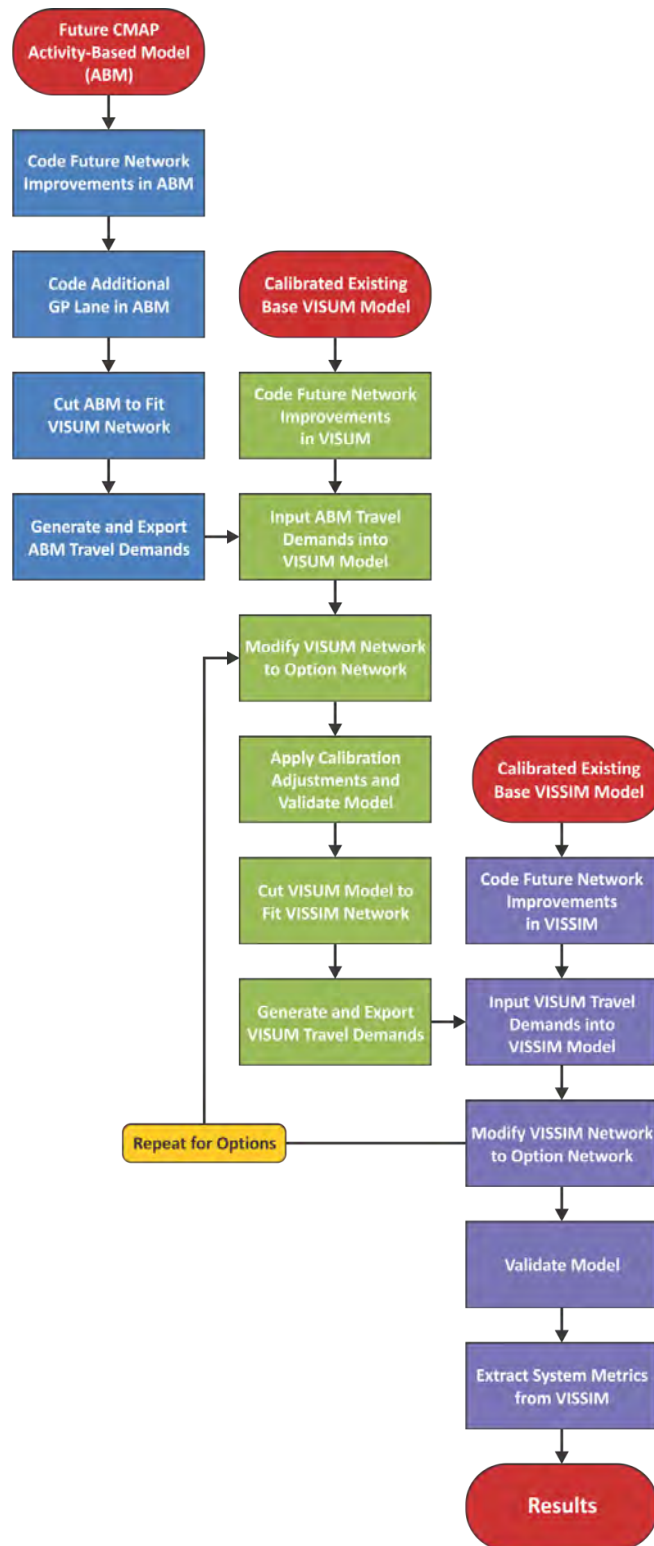


Figure 5.2: Modeling Process Flow Chart for Future Scenarios

To develop the future scenario models, the initial step was to take CMAP's future ABM and code the future network improvements previously discussed. The CMAP model was updated to include an additional general purpose lane in each direction along on the I-90 Tollway corridor from Rockford to the I-294 interchange to provide a worst case scenario in terms of travel demand. A full model run with the ABM was performed and the base future travel demands were exported for use in VISUM.

The same future network improvements coded in the ABM were also coded into the VISUM model. The calibration matrix developed in the base case scenario was applied to the base future travel demand matrices. For every option tested, modifications to the network were made in VISUM. Following the network modifications, the VISUM network was then cut to fit the VISSIM network and travel demands were exported.

In VISSIM, the existing calibrated base model was used as the starting point. Again, the same future network improvements were coded into the network. The future travel demands from VISUM were then imported into VISSIM. Next, the VISSIM network was modified to reflect the specific option to be tested. Using the new demands, the VISSIM model was then validated and run to extract results.

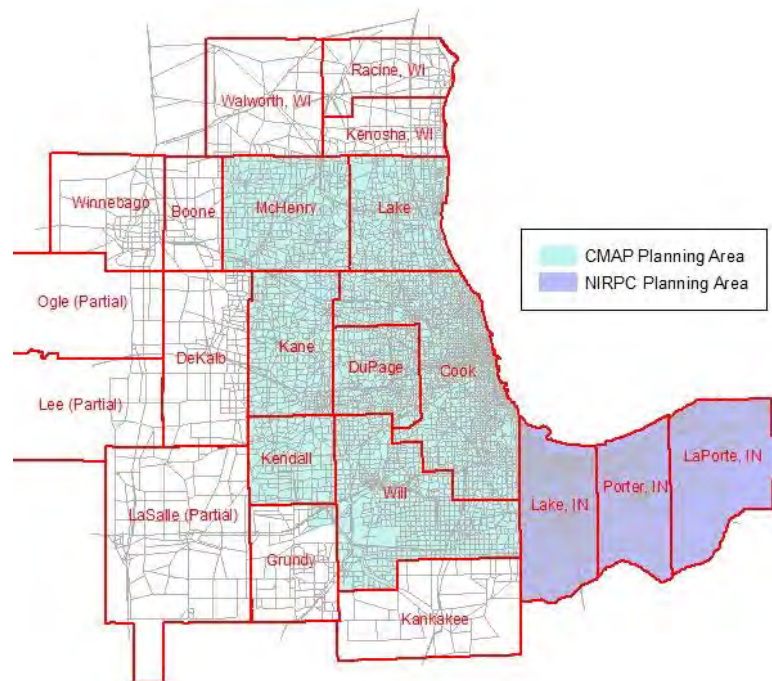
### **5.2.2 EXISTING CONDITIONS MODEL DEVELOPMENT**

This subsection discusses the existing conditions model development, including the corridor scope, value of time vehicle types, and calibration process of the model.

#### **CORRIDOR SCOPE**

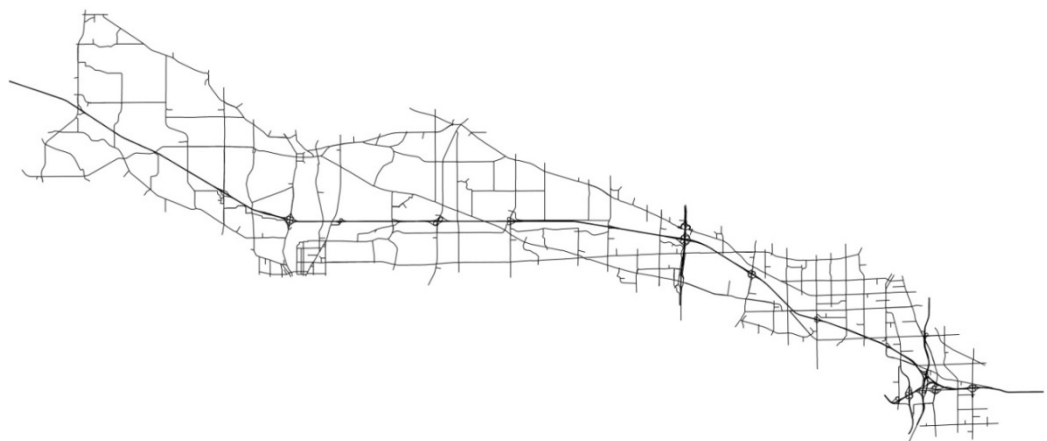
There are three corridor scopes defined for this project. The first corridor scope is the overall CMAP ABM as shown in **Figure 5.3**.





**Figure 5.3: CMAP ABM Corridor Scope**  
(Taken from CMAP Model Validation Report dated February 23, 2011)

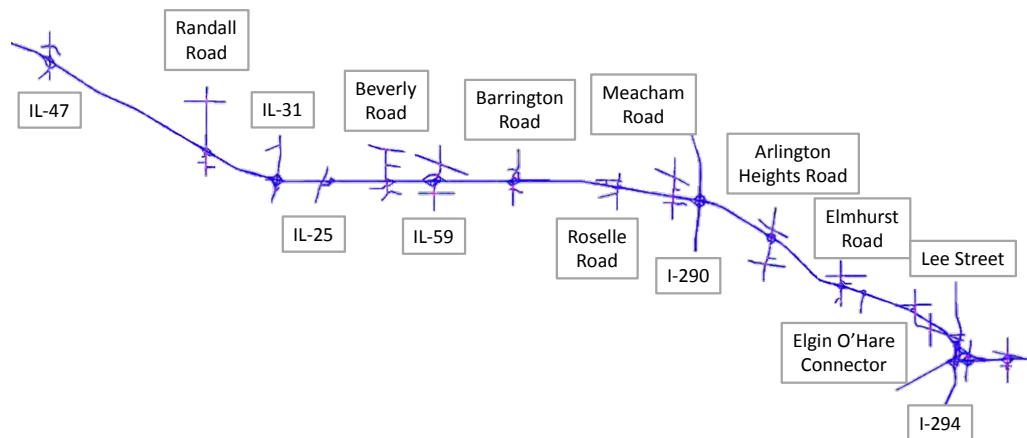
As previously mentioned in the description of the CMAP ABM, 10,000 square miles, 18 counties, three partial counties in Illinois, and three full counties each in Indiana and Wisconsin are included in the corridor scope. Since the ABM covers an area much larger than the I-90 corridor, a narrower second corridor scope was created in VISUM as shown in **Figure 5.4**.



**Figure 5.4: VISUM Corridor Scope**

The VISUM network was chosen to encapsulate the I-90 study corridor along with a minimum of one parallel route on each side of the corridor. The east and west extents were extended one major interchange past the study corridor to accurately replicate traffic flows into the network. The model study area encompasses the I-90 corridor from Cumberland Avenue, approximately 2.5 miles east of O'Hare Airport, to IL-47, located 30 miles further west. Several parallel alternative routes exist along the corridor, most notably between the eastern most terminus and IL-47. These east-west alternates include: IL-58 Golf Road, IL-62 Algonquin Road, IL-72 Higgins Road, IL-19 Irving Park Road, and US Route-20. Parallel routes were coded such that vehicles could use alternate non-tolled routes in the traffic assignment, leading to a better assignment as compared to assignments from the CMAP model. Existing north-south major collectors and arterials are included within the model as well, creating a complete roadway network of primary routes.

The third corridor scope is the VISSIM network and VISUM subnetwork as shown in **Figure 5.5**.



**Figure 5.5: VISSIM Corridor Scope**

The VISSIM network was designed to test the operations of the I-90 facility and the managed lanes. Following the traffic assignment in VISUM, the network was cut to include only the I-90 facility along with one major intersection north and south of each interchange. This network was designed such that it could succinctly predict the usage of the managed lane with no alternate routes.

#### VEHICLE TYPES

The relationship of vehicle types between CMAP's ABM, the VISUM model, and the VISSIM model is illustrated in **Figure 5.6**.

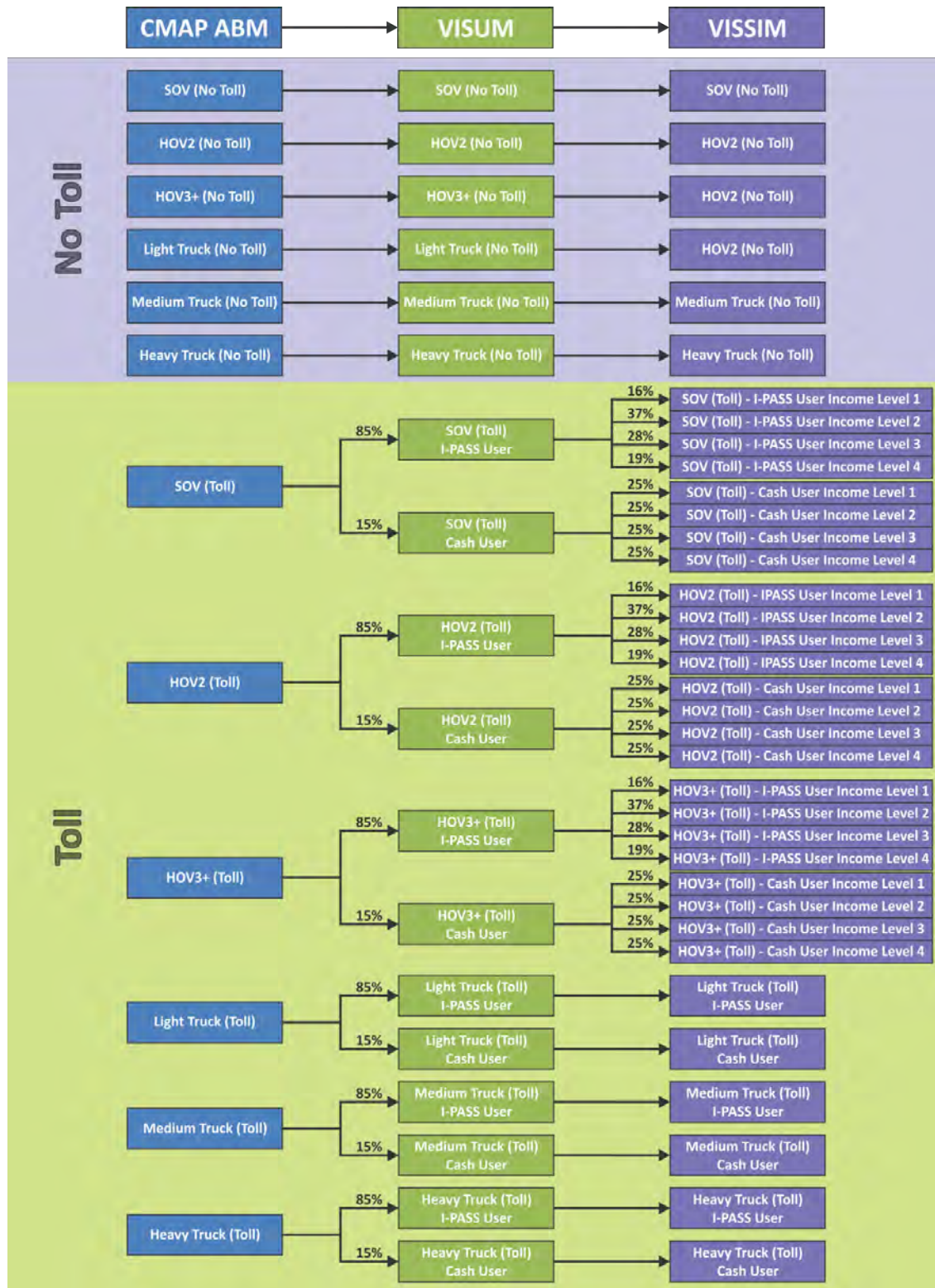


Figure 5.6: Relationship of Vehicle Types

Base vehicle types were taken from CMAP's ABM, refined in the VISUM model, and further expanded in the VISSIM model as shown in **Figure 5.6**. The ABM consisted of SOV, HOV2, HOV3+, Light Truck, and Heavy Truck vehicle types. The vehicle types are further divided into vehicles that would consider using tolled routes (Toll) and vehicles that would not use a tolled route (No Toll). The VISUM model split these toll users further into I-PASS and cash users. Based on the CDM Smith report titled "2011 Traffic Data Report for IL Tollway System", toll users were divided into 85% I-PASS users and 15% cash users.

In the VISSIM model, the SOV and HOV toll users were further divided into four different income levels based on the results from the Stated Preference Survey. These income levels were introduced in order to replicate an accurate forecast for usage of the managed lane. Furthermore, the proportion of I-PASS users was further divided base on the Stated Preference Survey annual household income percentages. The proportion of cash users was evenly distributed between income classes because of their ineligibility to use the managed lanes.

#### **CALIBRATION**

In order to calibrate the base traffic operations model, simulated network performance was compared to observed network performance. A series of performance metrics were used as a means to compare these two network performances. The supply and demand aspects of the model was modified appropriately such that the difference between the simulated network performance and the observed network performance was within an acceptable tolerance for each performance metric applied.

To calibrate the base traffic operation model, VISUM model corridor link volumes and ramp volumes were validated by comparing them to the observed or historic traffic count data. The observed data came in two forms: the *2011 Traffic Data Report for the Illinois Tollway System* produced by CDM Smith and 2010 RTMS Station Data.

The traffic data in the *2011 Traffic Data Report* were primarily based on toll plaza transaction data which allows for accurate estimates of average annual daily traffic (AADT) and peak hour traffic at toll plazas and tolled ramps. At intermediate mainline segments and non-tolled ramps, transaction data was supplemented by counts, factored by seasonal adjustment factors, and balanced by an algorithm to adjust non-toll ramp counts such that all mainline volumes are consistent with ramp entrance and exit volumes. However, in reviewing this data, some discrepancies were noted between the *2011 Traffic Data Report* and the RTMS data.

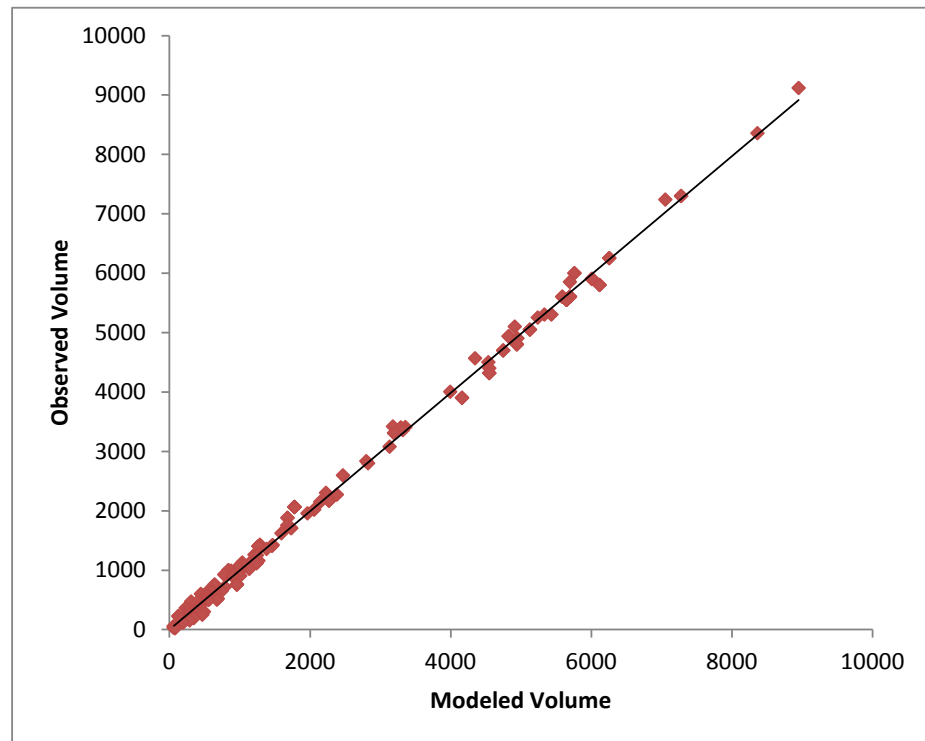
Adjustments were made to the *2011 Traffic Data Report* information to reconcile the discrepancies on the mainline and non-tolled locations. These adjustments established the “observed” traffic volumes for the corridor.

Tolls for the I-90 Tollway were applied to the base road network as per the existing toll plaza locations and rates. The existing toll plazas within the study area were coded to include I-PASS lanes and cash user lanes.

The hourly observed and modeled traffic volumes were compared at each location for the AM and PM peak hours. To compare the appropriateness of the modeled data, a GEH statistical assessment was applied where the GEH statistic is calculated as:

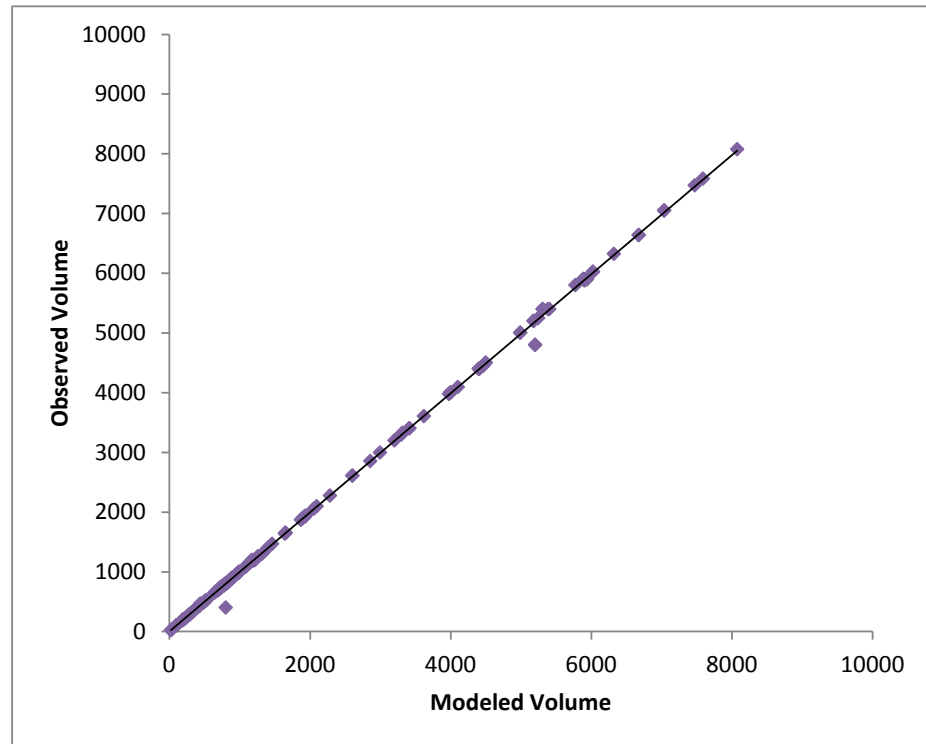
$$GEH = \sqrt{\frac{(E - V)^2}{\frac{1}{2}(E + V)}} \quad \text{Where E= modeled and V = observed}$$

In modeling terms, a GEH value of 5 or less is deemed to be desired and a GEH value of less than 10 is deemed acceptable. Using the adjusted traffic data, the VISUM model was calibrated to the observed traffic volumes. **Figures 5.7 to 5.12** depict modeled versus observed volumes following the calibration process.

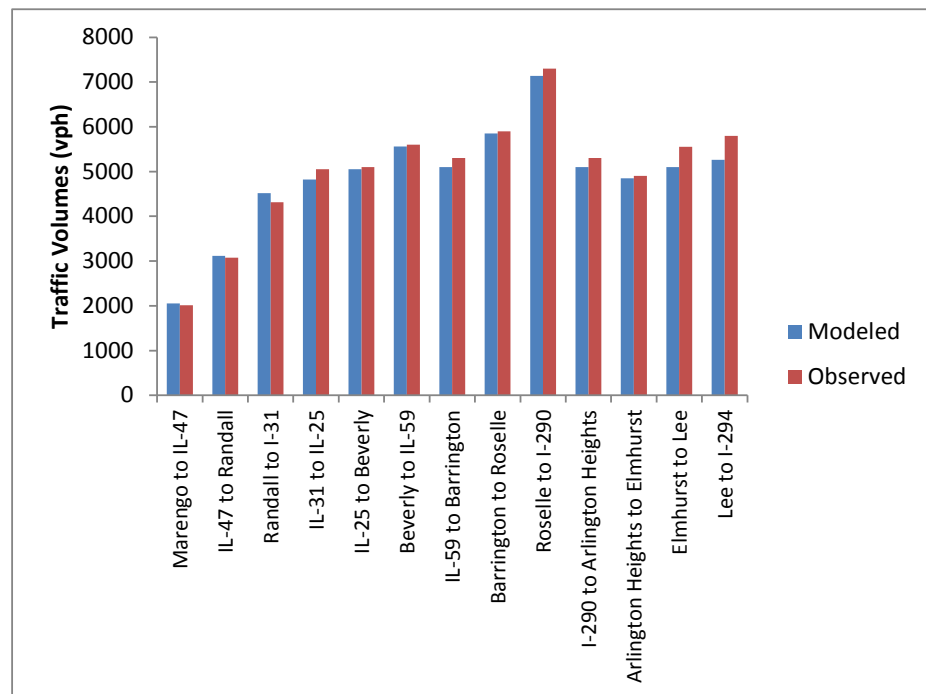


**Figure 5.7: AM Calibration**



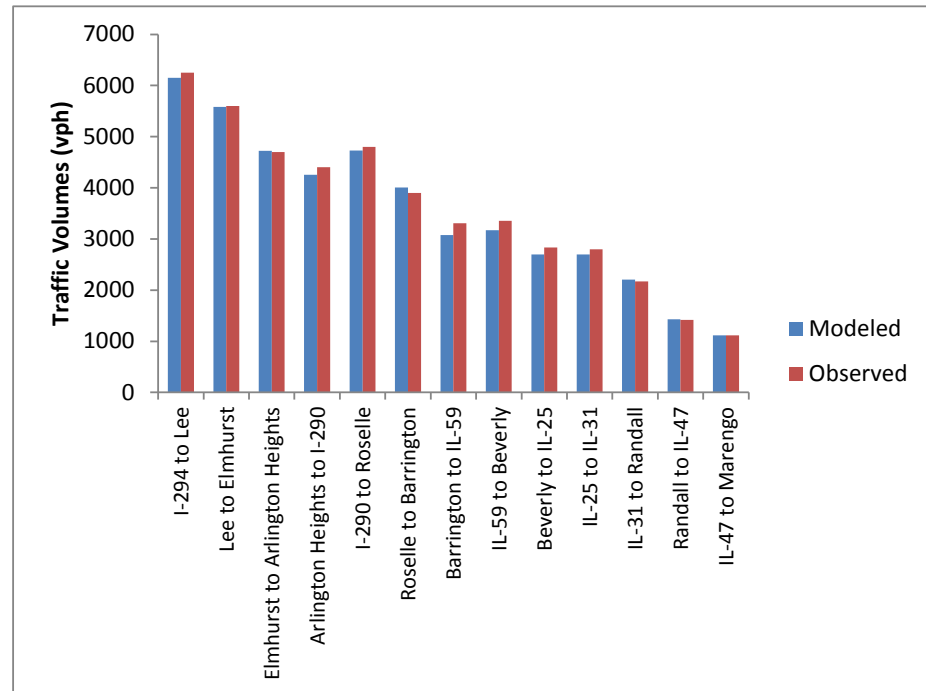


**Figure 5.8: PM Calibration**

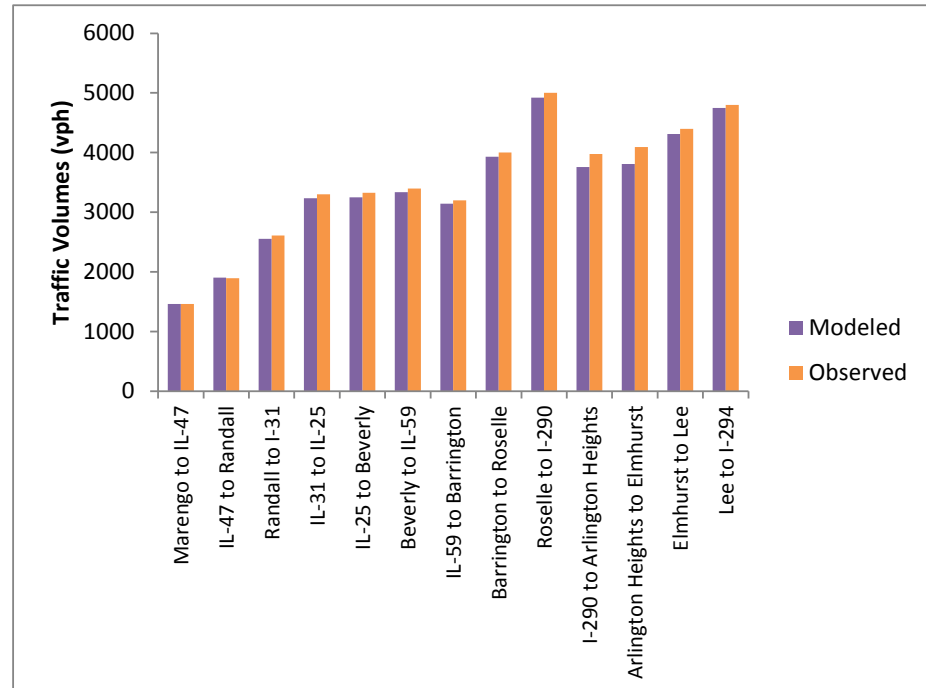


**Figure 5.9: 2010 AM Eastbound Calibration Results**

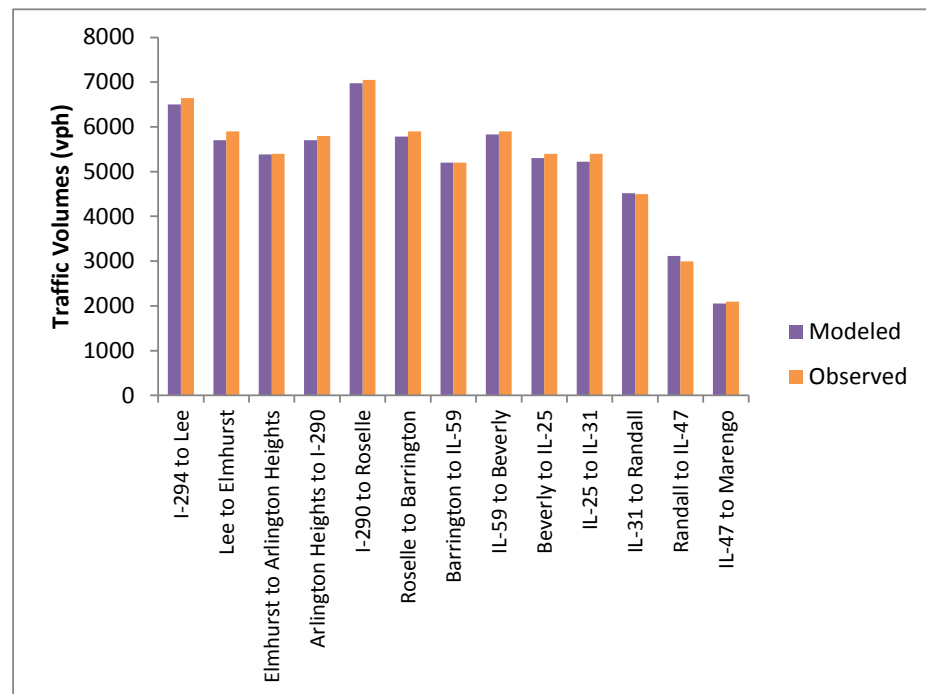




**Figure 5.10: 2010 AM Westbound Calibration Results**



**Figure 5.11: 2010 PM Eastbound Calibration Results**



**Figure 5.12: 2010 PM Westbound Calibration Results**

The calibration yielded closely fitted modeled volumes compared to the observed volumes and all GEH's were all kept under a value of 10.

The 2010 VISSIM models were created based on the 2010 VISUM models. The VISSIM models include only the I-90 corridor with no parallel routes. A sub network travel demand matrix, based on the I-90 study corridor only, was extracted from the VISUM model and inserted into the VISSIM model.

### 5.2.3 FUTURE MODELS

This subsection discusses the development of the future 2030 VISUM and VISSIM models and option networks.

#### FUTURE BASE NETWORK

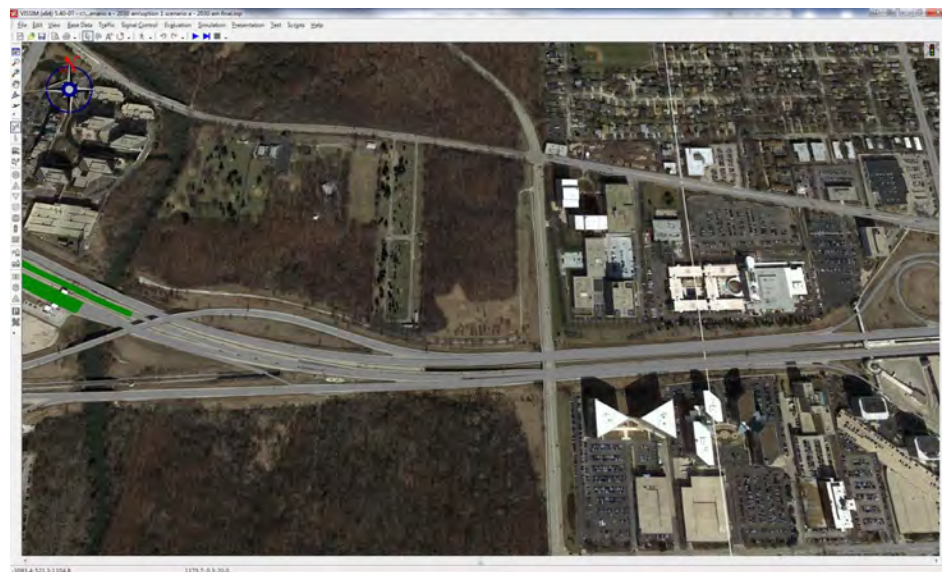
The calibrated VISUM and VISSIM models were used as the basis for the future models. As part of the 2030 future models, the following network improvements were coded in the CMAP, VISUM, and VISSIM models, where applicable. A graphical representation in VISSIM of each improvement is presented as follows:

- Elgin O'Hare Connector with a “trumpet” interchange located along I-90 at the Des Plaines Oasis site, as shown in **Figure 5.13**;



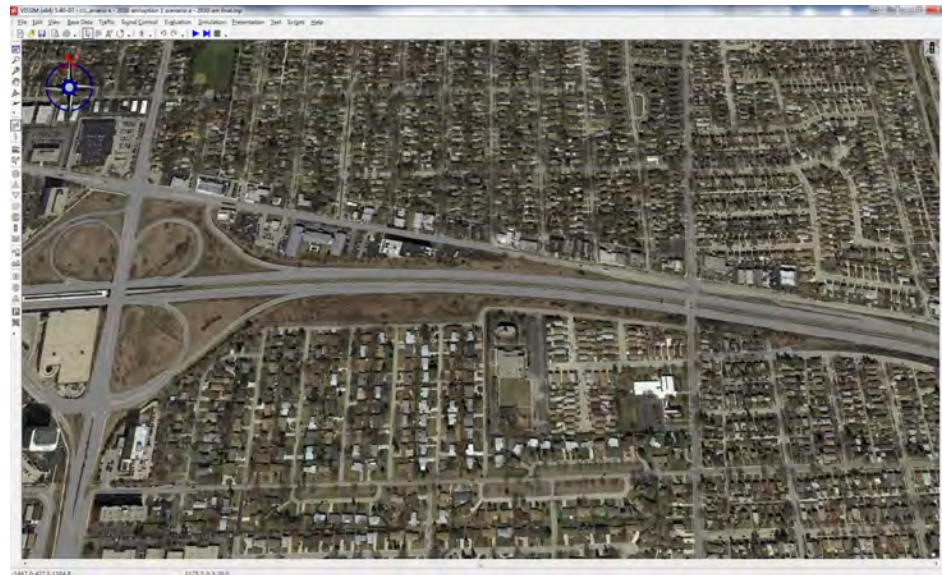
**Figure 5.13: Proposed Layout of the Completed Elgin O'Hare Connector**

- IDOT Cumberland Avenue Interchange improvements to I-90 east of the I-294 interchange. Collector-distributor system starting from the end of the cash toll plaza until east of the Cumberland Avenue interchange, as presented in **Figures 5.14 and 5.15**;



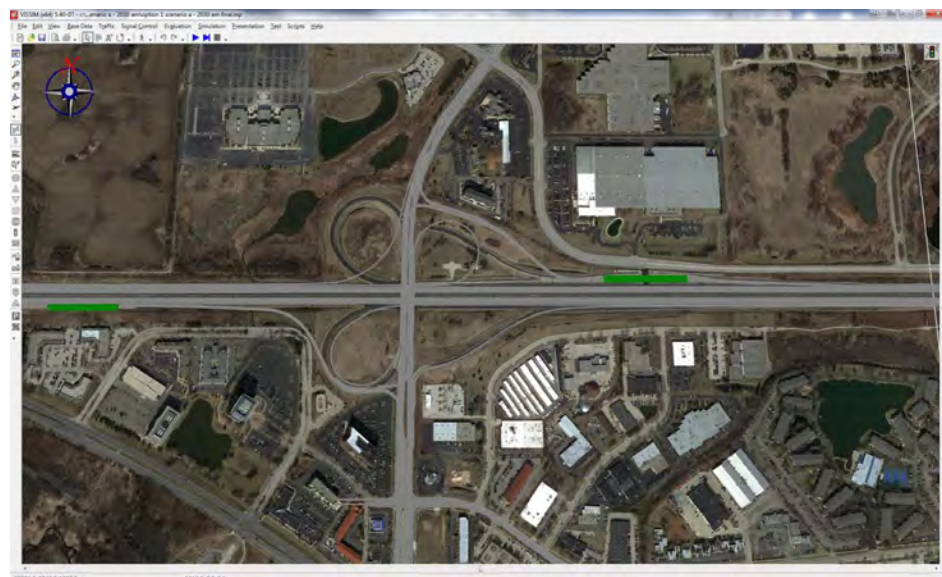
**Figure 5.14: Proposed Layout of the Completed Cumberland Avenue Flyover (West Portion)**





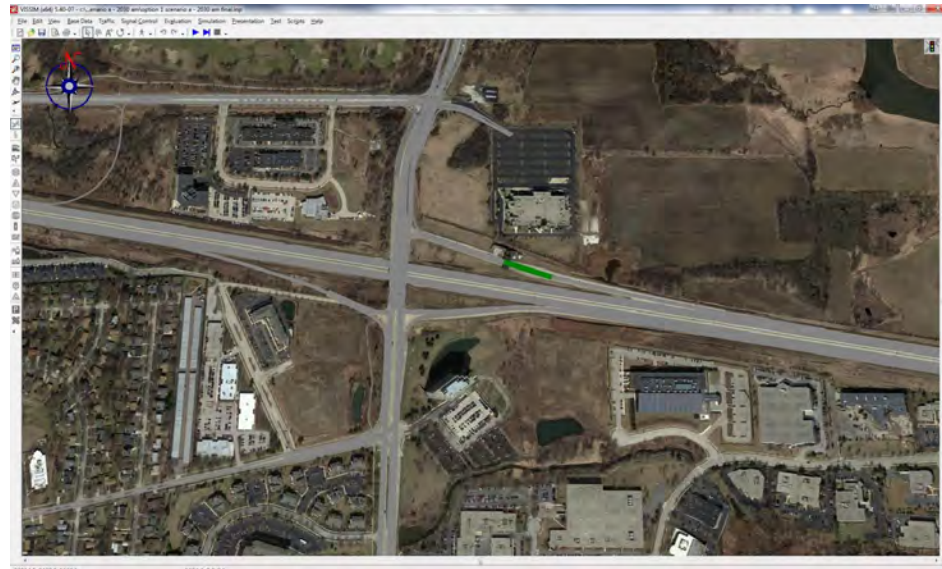
**Figure 5.15: Proposed Layout of the Completed Cumberland Avenue Flyover (East Portion)**

- Completion of the Barrington Road interchange including a new southbound to westbound directional on-ramp, new eastbound directional off-ramp, new northbound to westbound loop on-ramp, and a reconfigured westbound directional off-ramp, as shown in **Figure 5.16**;



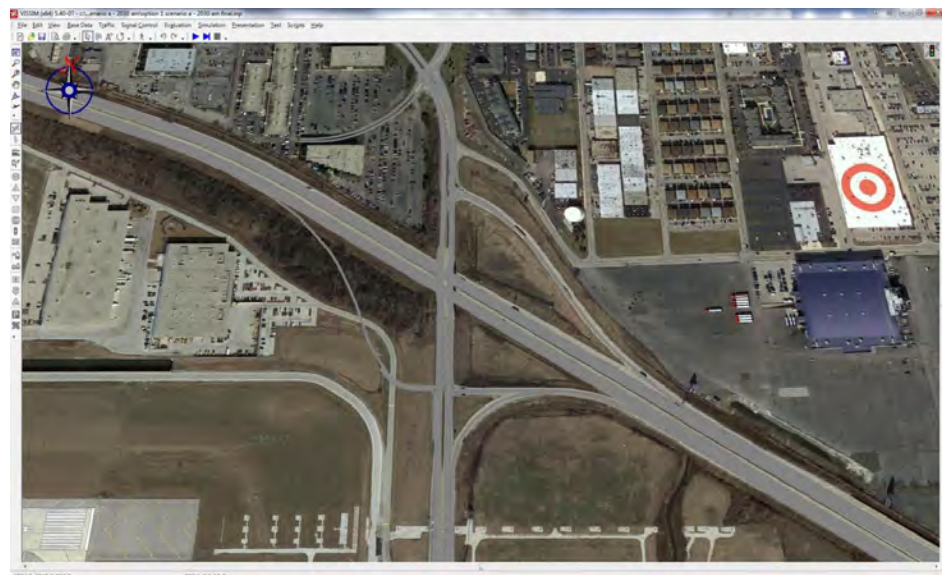
**Figure 5.16: Proposed Layout of the Completed Barrington Road Interchange**

- Completion of the Roselle Road interchange including an eastbound directional off-ramp and westbound directional on-ramp, as illustrated in **Figure 5.17**;



**Figure 5.17: Proposed Layout of the Completed Roselle Road Interchange**

- Completion of the Lee Street interchange (eastbound directional off-ramp), as pictured in **Figure 5.18**;



**Figure 5.18: Proposed Layout of the Upgraded Lee Street Interchange**

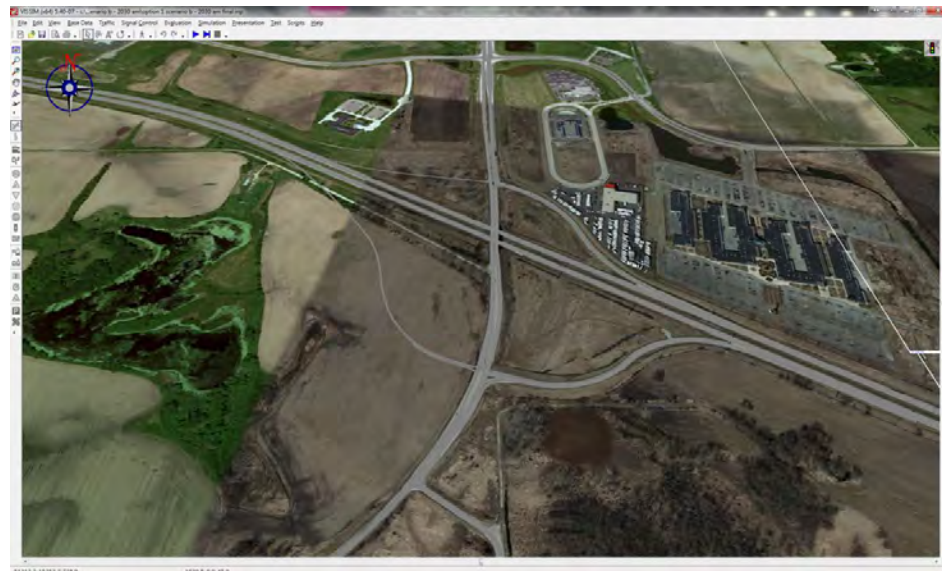


- Reconfiguration of the Elmhurst Avenue Interchange (“diverging diamond”), as shown in **Figure 5.19**; and



**Figure 5.19: Proposed Layout of the Completed Elmhurst Avenue Interchange**

- Completion of the IL-47 interchange including an eastbound directional off-ramp and westbound directional on-ramp, as pictured in **Figure 5.20**.



**Figure 5.20: Proposed Layout of the Completed IL-47 Interchange**



## **FUTURE DEMANDS**

To generate future travel demands, a complex two step approach was developed to first assign the raw travel demand (from CMAP) to the study network and then to assign the traffic to the managed lane. The first step of assigning the raw travel demand to the study network was conducted using the VISUM model. Future travel demand for the 2030 planning horizon was provided by CMAP where the above planned infrastructure improvements in the study area road network were included to represent future conditions. With respect to the actual managed lane options, only a general purpose lane was added in each direction to reflect the proposed increase in capacity along the study section of I-90. This assumption permitted a more streamlined approach for the travel demand forecasting activities. Only one set of travel demand matrices would need to be generated for each planning horizon instead of a complete set for both the managed lane option and the general purpose lane option.

The 2030 calibration targets were calculated by calculating the deltas, or differences between CMAP's 2030 travel demands and CMAP's 2010 travel demands. The differences were then added to the adjusted 2010 calibrated demands to produce the 2030 calibrated targets.

The VISUM model was used to calibrate the CMAP travel demands to the calibration targets. The reassignment of the travel demand in the VISUM model involved more detailed traffic operations which are not fully addressed in the regional model, therefore providing an improved traffic assignment within the study corridor. The demands were then adjusted using the matrix adjustment factors calculated during the calibration process.

For every future option tested, the VISUM network was modified to reflect the specific option. A reassignment was then performed, and the resulting demands were imported into VISSIM. Thus the demand for each option varies depending on the configuration tested.

## **OPTION NETWORKS**

Various managed lane and access configurations were tested in the form of option networks as previously described in Section 3 including the associated schematic diagrams. For each option tested, the appropriate network modifications were made to the future base case VISUM model and a reassignment was performed to obtain new travel patterns. The resulting origin-destination patterns were then imported into

VISSIM for testing. It should be noted that since every option was coded in the VISUM model, the resulting travel demands differ slightly for every option.

Testing the different managed lane options required the introduction of values of time in VISSIM. Values of time were not used in the calibration of the VISUM model because only a general assignment was required in the macroscopic model since usage of the managed lane was to be explored in detail in VISSIM.

The “value of time” for four different income levels was derived from the Stated Preference Survey. The percentage of the vehicle fleet (SOV and HOV I-PASS users) that fit within these income levels was used to further categorize the base travel demand matrices for the SOV and HOV vehicle types. In creating sub classifications for the SOV and HOV based on the different levels of “value of time”, a more detailed assessment of the use of the managed lane can be ascertained under variable toll rates. The values of time and proportion splits are provided in **Table 5.1**.

**Table 5.1: Modeled Values of Time**

Income Level	% of SOV and HOV	SOV Value of Time (\$/hour)	HOV Value of Time (\$/hour)
1	16%	\$10.13	\$11.92
2	37%	\$10.90	\$12.83
3	28%	\$11.89	\$14.00
4	19%	\$12.60	\$14.84

VISSIM assigns vehicles onto the managed lane using its Managed Lane Module, which requires the use of values of time. The following provides a brief overview of how this module operates.

The managed lane module only works for static demands. It does not work for models that are relying on dynamic assignment. In order to work around this problem, a dynamic assignment model run in VISSIM must be converted into a static assignment where the modeled network only includes the I-90 corridor and no other parallel routes. In summary, the managed lane module, under the static routing, will only calculate the usage of the managed lane within the I-90 corridor and not consider dynamic routing changes from parallel routes to the corridor. This latter part is executed in the VISUM model.

Within the corridor, the managed lane module calculates the probability that a vehicle would use a managed lane facility given the difference in travel time between the general purpose lanes. The model calculates this by combining a toll pricing calculation model and a decision model.

The tolls used on the managed lane can be static / fixed and unchanging for the entire model run or, the tolls can be dynamically calculated based on parameters such as travel time savings or average speed. Based on the pricing strategy discussed in Section 3, a fixed toll was assumed.

Vehicles choose whether or not to use the managed lane based on the “utility” of the managed lane. Utility can be interpreted as the quantification of the benefits generated by using the managed lane and is based on the toll rate of the managed lane facility, the vehicle’s sensitivity to the toll, travel time savings by taking the quicker route, and the vehicle’s value of time.

The end result of a Logit model is a probability, not a volume. For example, given an extremely low utility (by setting an unreasonably high toll rate), some vehicles may still be observed using the managed lane since each vehicle can still choose to use the managed lane.

An extensive calibration exercise was performed for these variables, which suggested that the maximum time savings per segment was in the order of 10 minutes (subsequent runs using calibrated constants confirmed this). Using the calibrated values, travel time savings of 10 minutes and a toll equal to 10 minutes multiplied by the value of time, yields probabilities near 50%. It is considered that value of time is the opportunity cost of time, or the amount a traveler is willing to pay to accept as compensation for lost time. If something costs as much as their value of time, the traveler may be indifferent to both options and thus a 50% probability may be justified. These values were used for the subsequent testing of all options.

### **5.3 Applied Tolling Rates**

Four managed lane options were assessed as described in Section 3 – Options 2, 3, 4, and 5. For testing purposes, various tolling rates for each zone of the managed lane were examined for each option. For Option 2, managed lane zone toll rates ranging between \$0.25 and \$1.00 were tested. For Option 3, managed lane zone toll rates ranging between \$0.25 and \$0.75 were tested. Option 4 did not have a toll rate on the managed lane. However, a minimal toll rate of \$0.25 was applied to the Meacham Road ramps to limit traffic demand to and from Meacham Road. For

Option 3, managed lane zone toll rates ranging between \$0.25 and \$0.75 were tested. Following the testing of multiple toll rates, the 2030 analysis presented in this study report applied the following zone toll rates as shown in **Table 5.2**.

**Table 5.2: Applied Toll Rates**

Peak	Direction	Zone	Option 2 Toll Rate	Option 3 Toll Rate	Option 4 Toll Rate	Option 5 Toll Rate
AM	EB	1	\$0.25	\$0.25	\$0.00	\$0.25
		2	\$0.75	\$0.50	\$0.00	\$0.50
		3	\$0.25	\$0.25	\$0.00	\$0.25
		4	\$0.25	-	-	-
	WB	1	\$0.25	\$0.25	\$0.00	\$0.25
		2	\$0.25	\$0.50	\$0.00	\$0.50
		3	\$0.25	\$0.50	\$0.00	\$0.50
		4	\$0.25	-	-	-
PM	EB	1	\$0.25	\$0.25	\$0.00	\$0.25
		2	\$0.25	\$0.25	\$0.00	\$0.25
		3	\$0.25	\$0.25	\$0.00	\$0.25
		4	\$0.25	-	-	-
	WB	1	\$0.25	\$0.25	\$0.00	\$0.25
		2	\$0.25	\$0.50	\$0.00	\$0.50
		3	\$0.50	\$0.25	\$0.00	\$0.25
		4	\$0.25	-	-	-

## 5.4 System Metrics

To assess the performance of the various managed lane scenarios being considered, a series of performance metrics were applied as a means to compare the achieved performance in each managed lane option to a base case condition. The base case condition is represented by Option 1 – General Purpose Lanes. This section presents the applicable performance metrics to be used in the subsequent analysis of the managed lane scenarios.

The performance metrics being contemplated for this study are as follows:

- Corridor Link Volumes;
- Corridor Link Travel Speeds;
- Corridor Travel Time;
- Operations at the Managed Lane Access Points;
- Median Ramp Volumes;
- Network Wide Statistics.

The analysis is being conducted for the 2030 planning horizon. For the AM peak period, the models were run over a three hour simulation period from 06:00 to 09:00, with the period 07:00 to 09:00 representing the CMAP peak period. For the metrics using hourly measures, the results from the 08:00 to 09:00 time period have been displayed.

For the PM peak period, the models were run over a five hour simulation period from 14:00 to 19:00 with the period 16:00 to 18:00 representing the CMAP peak period. For the metric using hourly measures, the results from the 17:00 to 18:00 time period have been displayed.

A more detailed description of each performance metric is provided below along with the method of data capture from the traffic operations model.

#### **5.4.1 CORRIDOR LINK VOLUMES**

Link volumes between interchanges can be extracted from each model for the general purpose lanes and the managed lane in each direction of travel. For the purposes of presentation in this study, the link volumes for the general purpose and managed lanes will be extracted for each toll zone given the limited access points. The link volumes will be extracted for the AM and PM peak hours.

The link volumes at each location will be compared between the managed lane scenarios and the base case condition which is represented by Option 1 – General Purpose Lanes. A sample table is shown below to illustrate the presentation of the link volumes for each option:

**Table 5.3: Sample of 2030 Peak Hour Link Volumes (vph)**

Facility	Zone	Option 1	Option 2	Option X
Managed Lane	Zone 1	-		
	Zone 2	-		
	Zone 3	-		
	Zone 4	-		
Mainline	Zone 1			
	Zone 2			
	Zone 3			
	Zone 4			
Total	Zone 1			
	Zone 2			
	Zone 3			
	Zone 4			

#### 5.4.2 CORRIDOR LINK TRAVEL SPEEDS

Corridor link travel speeds will be extracted from the model at points located between each interchange. The link travel speeds for the managed lane will be extracted separately from the link travel speeds for the general purpose lanes. For the general purpose lanes, a series of three detectors in each lane at 300 foot intervals will be used to capture the raw vehicle travel speeds. To aggregate the speed data to obtain a representative travel speed at each location, this raw data will be averaged over the three detectors and then averaged over all the lanes for each 15 minute period within the AM or PM peak hour. In the managed lane, three detectors will also be used to collect the raw speed data, with an average speed calculated and presented.

Average travel speed data within the AM and PM peak hours will be presented in tabular format. A sample of the tabular presentation is provided as follows.

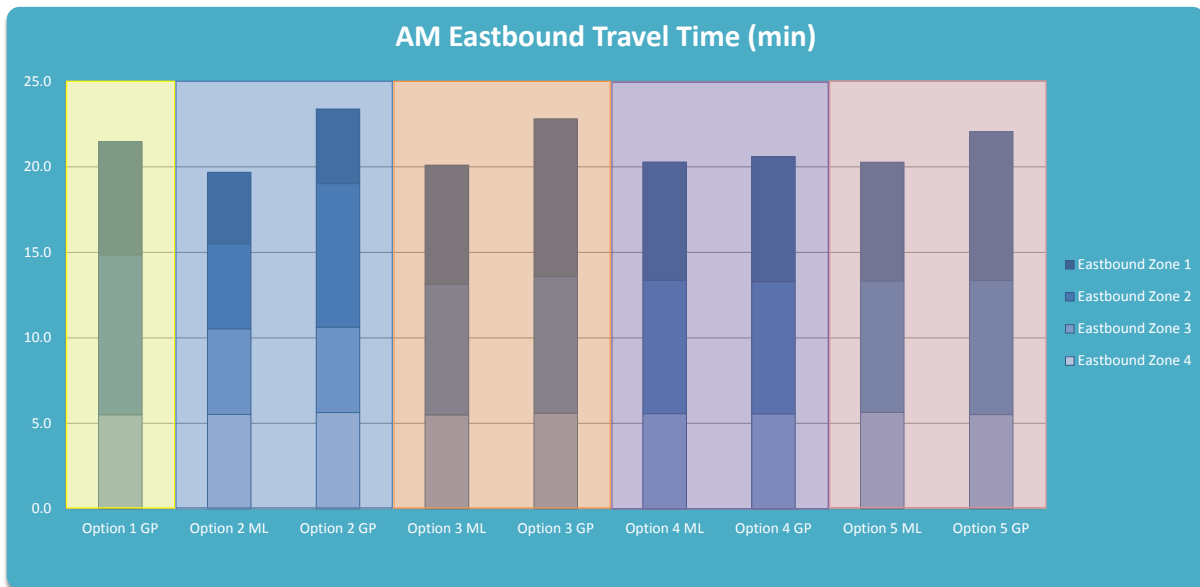


**Table 5.4: Sample of 2030 Link Travel Speeds (mph)**

AM - Eastbound	Option 1	Option 2		Option X	
Segment	GP	ML	GP	ML	GP
IL-25 to Beverly					
Beverly to IL-59					
IL-59 to Barrington					
Barrington to Roselle					
Roselle to Meacham					
Meacham to I-290					
I-290 to Arlington Heights					
Arlington Heights to Elmhurst					
Elmhurst to O'Hare Connector					
O'Hare Connector to Lee					
Lee to I-294					

### 5.4.3 CORRIDOR TRAVEL TIME

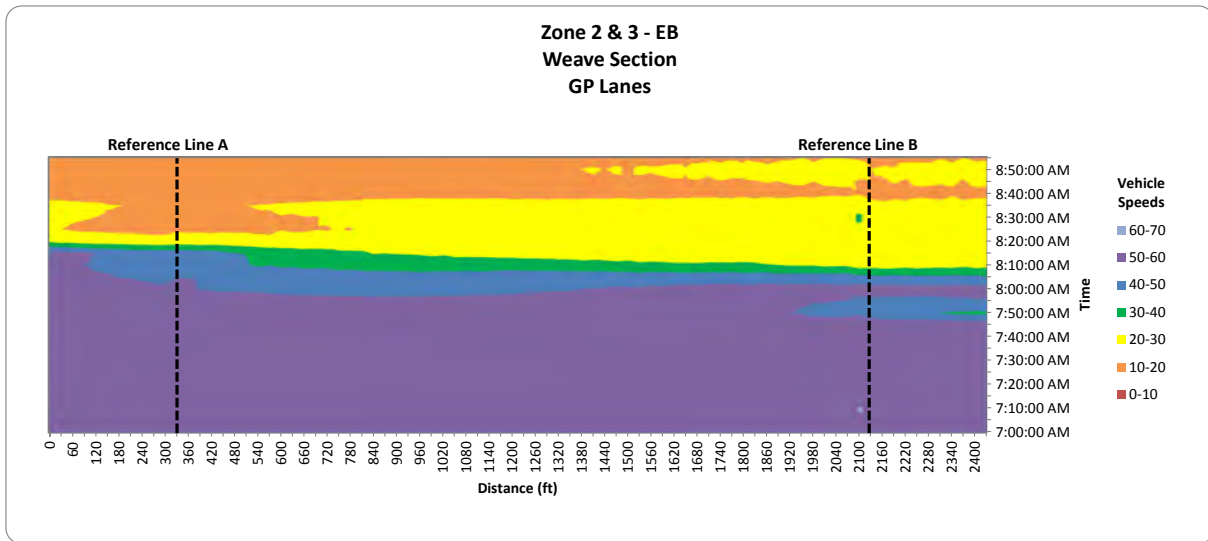
Travel time is one of the performance metrics that is most representative of the objectives of the managed lane study. Travel time along the corridor and specifically in the managed lane is an excellent indicator of the benefits and impacts associated with the various managed lane scenarios. To demonstrate the benefits and impacts, travel time will be extracted from the model for travel in the general purpose lanes and in the managed lane. For each travel time segment, which for this study will be the tolling zones, the travel time for all vehicles traveling over the segment will be captured from the model and the average travel times calculated for each peak hour over the simulation period. The travel times will be presented in a bar graph form, a sample of which is provided as follows.



**Figure 5.21: Sample of Travel Time (min)**

#### 5.4.4 OPERATIONS AT THE MANAGED LANE ACCESS POINTS

A key element of the managed lane configuration is the access points between the managed lane and the adjacent general purpose lanes. The design of these access points (between the toll zones) is critical to the successful operation of the managed lane. To assess the traffic conditions through these areas, traffic speeds will be extracted over an 8000 foot segment of the highway. The analysis segment will extend approximately 3000 feet upstream and 3000 feet downstream of the access area. Raw speed data will be extracted from detectors located in all of the lanes at 300 foot intervals. The raw speed data will be aggregated at 15 minute periods for each detector location. The speed data for each location and time periods will be graphically presented in a time of day vs. distance plot and where the speeds are portrayed by color. A sample of the graphic presentation is provided below.



**Figure 5.22: Sample of Access Point Operations Analysis**

#### 5.4.5 MEDIAN RAMP VOLUMES

In all of the managed lane options, direct median ramp access is provided at one or more locations along the study corridor. To assess the usage of each of these ramps, hourly volumes will be extracted from the model for the AM and PM peak hours within the simulation period. For the managed lane options being considered, direct median access ramps are proposed at Meacham Road (all options) and at Lee Street (Option 5 – west facing ramps only).

In addition to the extraction of the ramp volumes, intersection capacity analysis was conducted at the Meacham Road ramp terminal in all of the managed lane options. This analysis, using industry standard (Highway Capacity Manual) level of service calculations, was conducted to illustrate the potential impacts along Meacham Road, noting that this ramp terminal intersection would represent a new intersection along Meacham Road.

#### 5.4.6 NETWORK STATISTICS

In addition to the site specific metrics discussed above, a few network wide and corridor wide statistics were extracted from the traffic operation models over the entire simulation period to illustrate the overall performance of each option. The network statistics, such as travel time and travel speed, pertain to the cumulative traffic performance over the entire model network which includes portions of the adjacent street network. Conversely, the corridor statistic of corridor speed pertains to the

average travel speeds only on the segment of I-90 between IL-25 and I-294. A sample of the network wide statistics being extracted from the model is shown below:

**Table 5.5: Sample of Network Statistics**

Peak	Statistic (All Vehicles)	Option 1	Option 2	Option X
AM	Average number of stops per vehicles			
	Average delay time per vehicle [s]			
	Average stopped delay per vehicle [s]			
	Average travel time [min]			
	Average network speed [mph]			
	Total Vehicles			
	Average Corridor Speed [mph]			
PM	Average number of stops per vehicles			
	Average delay time per vehicle [s]			
	Average stopped delay per vehicle [s]			
	Average travel time [min]			
	Average network speed [mph]			
	Total Vehicles			
	Average corridor speed [mph]			

## 6.0 RESULTS AND OBSERVATIONS

The results for all five options are presented in the following subsections with respect to the key performance metrics described in the previous section. Revenue estimates based on the results of the detailed traffic analysis have also been generated to illustrate the potential cost recovery associated with the tolling scenarios. In addition, discussion on the potential transit benefits is provided.

Although different zone toll rates scenarios were tested within each option, only the scenarios resulting in the highest managed lane usage are presented herein. These zone toll rates were previously provided in **Table 5.2**.

### 6.1 Traffic Analysis Results

This subsection presents model results and observations from the traffic analysis. Metrics examined include usage of the managed lane, corridor link speeds, corridor travel times, operations at managed lane access points, usage and performance of the Meacham Road access ramps, and network statistics.

#### 6.1.1 VOLUMES

Traffic volumes for all five options are presented in **Tables 6.1 to 6.4**. Note that a different zone structure exists between Options 1 and 2 and Options 3, 4, and 5 as previously shown in **Figures 3.3 and 3.4**. As such, zones are grouped for the two different zone types.

**Table 6.1: 2030 AM Eastbound Traffic Volumes (vph)**

Facility	Zone (Options 1 & 2)	Zone (Options 3, 4, & 5)	Option 1	Option 2	Option 3	Option 4	Option 5
Managed Lane	Zone 1	Zone 1	-	629	1268	1020	1171
	Zone 2	Zone 2 (W of Meacham)	-	1171	1087	1331	1205
	Zone 3	Zone 2 (E of Meacham)	-	742	637	886	661
	Zone 4	Zone 3	-	306	307	452	951
Mainline	Zone 1	Zone 1	5842	5232	4569	4807	4707
	Zone 2	Zone 2 (W of Meacham)	6324	5381	6171	6022	6195
	Zone 3	Zone 2 (E of Meacham)	5916	5458	5747	5580	5759
	Zone 4	Zone 3	4934	4411	4507	4394	3938
Total	Zone 1	Zone 1	5842	5861	5837	5827	5878
	Zone 2	Zone 2 (W of Meacham)	6324	6552	6486	6558	6600
	Zone 3	Zone 2 (E of Meacham)	5916	6200	6384	6466	6420
	Zone 4	Zone 3	4934	4717	4814	4846	4889

Key observations from **Table 6.1** with respect to the AM traffic demand in the eastbound managed lane:

- Option 3 shows the high usage of the Zone 1 managed lane in the eastbound direction, followed closely by Option 5 then Option 4. Option 2 shows a moderate use of the Zone 1 managed lane in the eastbound direction, most likely due to vehicles unable to avoid the congestion at the Barrington Road interchange with the four zone structure, thus reducing the travel time savings and attractiveness of the managed lane.
- All managed lane options show high usage of the western portion of the Zone 2 managed lane in the eastbound direction approaching the Meacham Road eastbound off ramp, with Option 4 showing the highest usage. High eastbound off ramp volumes at Meacham Road are a main factor contributing to these high managed lane volumes. Option 4 usage is the highest due to the lack of a toll on the managed lane facility.
- Moderate usage, of the eastbound managed lane in Zone 3 and the eastern portion of Zone 2 is noted in the AM peak period – for all scenarios. Again, Option 4 shows the highest usage due to the lack of tolls.



- Low usage of the eastbound managed lane is observed in Zone 4 (Option 2) and Zone 3 for Options 2, 3, and 4. Moderate to high usage is observed for Option 5, which is related to vehicles exiting from the managed lane to access the ramps at Lee Street.

**Table 6.2: 2030 AM Westbound Traffic Volumes (vph)**

Facility	Zone (Options 1 & 2)	Zone (Options 3, 4, & 5)	Option 1	Option 2	Option 3	Option 4	Option 5
Managed Lane	Zone 4	Zone 3	-	1104	588	1016	547
	Zone 3	Zone 2 (E of Meacham)	-	745	813	796	843
	Zone 2	Zone 2 (W of Meacham)	-	331	438	544	515
	Zone 1	Zone 1	-	310	255	387	248
Mainline	Zone 4	Zone 3	5635	4251	5009	4631	5181
	Zone 3	Zone 2 (E of Meacham)	5188	4098	4107	4018	4098
	Zone 2	Zone 2 (W of Meacham)	4126	3676	3715	3492	3721
	Zone 1	Zone 1	3720	3237	3246	3083	3367
Total	Zone 4	Zone 3	5635	5355	5597	5647	5728
	Zone 3	Zone 2 (E of Meacham)	5188	4843	4920	4813	4941
	Zone 2	Zone 2 (W of Meacham)	4126	4007	3993	3813	4082
	Zone 1	Zone 1	3720	3547	3501	3470	3615

Key observations from **Table 6.2** with respect to the AM traffic demand in the westbound managed lane:

- The managed lane in Zone 4 (Option 2) and Zone 3 (Options 3, 4, and 5) during the AM peak hour shows high usage for Options 2 and 4 and moderate usage for Options 3 and 5.
- In Zone 3 (Option 2) and the eastern portion of Zone 2 (Options 3, 4, and 5), there is moderate usage of the managed lane due to the travel demand to the Meacham Road access.
- In the western portion of Zone 2, usage of the westbound managed lane is low to moderate.
- In Zone 1, usage of the managed lane is low due to the lack of congestion on the parallel general purpose lane.

**Table 6.3: 2030 PM Eastbound Traffic Volumes (vph)**

Facility	Zone (Options 1 & 2)	Zone (Options 3, 4, & 5)	Option 1	Option 2	Option 3	Option 4	Option 5
Managed Lane	Zone 1	Zone 1	-	440	384	665	406
	Zone 2	Zone 2 (W of Meacham)	-	490	720	867	775
	Zone 3	Zone 2 (E of Meacham)	-	844	748	906	867
	Zone 4	Zone 3	-	437	419	700	969
Mainline	Zone 1	Zone 1	4012	3445	3503	3306	3578
	Zone 2	Zone 2 (W of Meacham)	4678	4137	4594	4417	4624
	Zone 3	Zone 2 (E of Meacham)	5287	4450	4569	4444	4531
	Zone 4	Zone 3	5423	4891	4969	4710	4448
Total	Zone 1	Zone 1	4012	3885	3887	3970	3984
	Zone 2	Zone 2 (W of Meacham)	4678	4627	4765	4668	4886
	Zone 3	Zone 2 (E of Meacham)	5287	5294	5317	5350	5398
	Zone 4	Zone 3	4934	4717	4814	4846	4889

Key observations from **Table 6.3** with respect to the PM traffic demand in the eastbound managed lane:

- Options 2, 3, and 5 show low usage of the westbound managed lane in Zone 1 during the AM peak period and Option 4 shows moderate usage. The relatively low usage shows that minimal congestion or delay is expected on the parallel general purpose route through that segment.
- At Zone 2 west of Meacham Road, Option 2 shows low usage due to the lack of a connection to Meacham Road. Options 3, 4, and 5 shows moderate usage, with Option 4 showing the highest usage due to the lack of a toll on the managed lane. Moderate eastbound off ramp volumes at Meacham Road are a main factor contributing to these moderate managed lane volumes. Option 4 usage is the highest due to the lack of a toll on the managed lane facility.
- Moderate usage, of the eastbound managed lane in Zone 3 and the eastern portion of Zone 2 is noted in the AM peak period – for all scenarios. Again, Option 4 shows the highest usage due to the lack of tolls.

- Low usage of the eastbound managed lane is observed in Zone 4 (Option 2) and Zone 3 for Options 2 and 3. Moderate usage is observed for Option 4, which is related to the lack of a toll on the managed lane. High usage is observed for Option 5, which is related to vehicles exiting from the managed lane to access the ramps at the Lee Street interchange.

**Table 6.4: 2030 PM Westbound Traffic Volumes (vph)**

Facility	Zone (Options 1 & 2)	Zone (Options 3, 4, & 5)	Option 1	Option 2	Option 3	Option 4	Option 5
Managed Lane	Zone 4	Zone 3	-	446	437	732	596
	Zone 3	Zone 2 (E of Meacham)	-	1068	893	1087	1212
	Zone 2	Zone 2 (W of Meacham)	-	623	1232	1397	1501
	Zone 1	Zone 1	-	553	615	974	584
Mainline	Zone 4	Zone 3	5057	4515	4526	4279	4556
	Zone 3	Zone 2 (E of Meacham)	7045	5525	5748	5604	5565
	Zone 2	Zone 2 (W of Meacham)	6368	5598	5707	5568	5428
	Zone 1	Zone 1	6057	5363	5470	5149	5427
Total	Zone 4	Zone 3	5057	4961	4964	5011	5152
	Zone 3	Zone 2 (E of Meacham)	7045	6593	6640	6691	6777
	Zone 2	Zone 2 (W of Meacham)	6368	6221	6360	6388	6309
	Zone 1	Zone 1	6057	5916	6085	6123	6011

Key observations from **Table 6.4** with respect to the PM traffic demand in the westbound managed lane:

- The westbound managed lane usage in Zone 4 (Option 2) and Zone 3 (Options 3, 4, and 5) for Options 2, 3, and 5 are moderate and slightly higher in Option 4 due to the lack of a toll on the managed lane in that option.
- In Zone 3 (Option 2) and the eastern portion of Zone 2 (Options 3, 4, and 5), there is high usage of the managed lane due to the very high travel demand to the Meacham Road access.
- In western portion of Zone 2, usage of the westbound managed lane is low in Option 2 but high in Options 3, 4, and 5 due to high demands from the Meacham Road access.
- In Zone 1, usage of the managed lane is moderate in Options 2, 3, and 5, but significantly higher in Option 4 due to the lack of a toll on the managed lane and congestion on the general purpose parallel route.

## 6.1.2 TRAVEL SPEEDS

The average travel speeds in the managed lane as well as in the general purpose lanes are illustrated in **Tables 6.5 to 6.8**. The tables have been grouped by the peak period and direction of travel.

**Table 6.5: 2030 AM Eastbound Segment Speeds (mph)**

AM - Eastbound	Option 1	Option 2		Option 3		Option 4		Option 5	
Segment	GP	ML	GP	ML	GP	ML	GP	ML	GP
IL-25 to Beverly	58	58	56	57	58	57	58	57	58
Beverly to IL-59	56	58	55	56	57	57	56	57	57
IL-59 to Barrington	58	57	58	56	58	55	58	56	58
Barrington to Roselle	57	56	49	58	51	57	53	57	53
Roselle to Meacham	31	58	38	57	58	56	58	56	57
Meacham to I-290	39	54	50	57	58	54	50	56	52
I-290 to Arlington Heights	59	57	59	57	58	57	59	57	58
Arlington Heights to Elmhurst	58	59	58	59	58	59	58	57	58
Elmhurst to O'Hare Connector	58	58	57	59	58	58	58	56	58
O'Hare Connector to Lee	59	58	58	58	58	57	58	56	59
Lee to I-294	58	58	59	58	59	57	59	59	58

**Table 6.6: 2030 AM Westbound Segment Speeds (mph)**

AM - Westbound	Option 1	Option 2		Option 3		Option 4		Option 5	
Segment	GP	ML	GP	ML	GP	ML	GP	ML	GP
I-294 to Lee	58	48	45	54	51	51	48	59	57
Lee to O'Hare Connector	56	56	26	58	34	57	36	58	43
O'Hare Connector to Elmhurst	58	56	58	58	58	56	59	57	58
Elmhurst to Arlington Heights	58	56	58	57	56	56	57	56	55
Arlington Heights to I-290	52	57	58	57	52	57	53	57	57
I-290 to Meacham	58	54	59	50	59	51	59	50	59
Meacham to Roselle	59	49	58	58	59	58	59	58	59
Roselle to Barrington	59	58	58	57	58	57	58	57	58
Barrington to IL-59	59	58	58	58	58	57	58	58	58
IL-59 to Beverly	58	58	58	58	58	58	58	57	58
Beverly to IL-25	59	58	59	58	59	57	59	57	59

In the AM peak period, lower travel speeds are observed in the eastbound general purpose lanes in the Roselle Road to I-290 segment of the I-90 corridor in Option 1 and Option 2. This reduction in speed is caused by the interaction of vehicles exiting Zone 2 and vehicles attempting to enter the downstream managed lane to use the Meacham Road access.

In the westbound direction, Option 2, 3, and 4 general purpose lane segment speeds are slow in the Lee Street to Elgin O'Hare Connector segment. This congestion is caused by the weave maneuver from vehicles entering the I-90 facility from the Devon Avenue on-ramp and attempting to enter the managed lane facility on the far left side. In Option 5, the start of the managed lane is moved upstream of the Devon Avenue on-ramp, thus reducing / eliminating this congestion.

Travel speeds in both the managed lane and general purpose lane are generally 50 mph for the remaining directions, segments and options, suggesting acceptable performance.

**Table 6.7: 2030 PM Eastbound Segment Speeds (mph)**

PM - Eastbound	Option 1	Option 2		Option 3		Option 4		Option 5	
Segment	GP	ML	GP	ML	GP	ML	GP	ML	GP
IL-25 to Beverly	58	59	59	59	59	58	59	59	59
Beverly to IL-59	57	58	58	59	58	57	59	58	58
IL-59 to Barrington	58	57	58	58	58	57	58	58	58
Barrington to Roselle	57	57	58	58	58	58	58	58	57
Roselle to Meacham	31	57	58	57	59	56	59	57	59
Meacham to I-290	39	54	59	57	59	54	59	57	59
I-290 to Arlington Heights	59	57	59	57	59	56	59	57	59
Arlington Heights to Elmhurst	58	59	58	59	58	59	58	58	58
Elmhurst to O'Hare Connector	58	58	58	58	58	57	59	57	59
O'Hare Connector to Lee	58	57	58	58	58	57	58	56	58
Lee to I-294	58	57	58	57	58	57	59	59	58

**Table 6.8: 2030 PM Westbound Segment Speeds (mph)**

PM - Westbound	Option 1	Option 2		Option 3		Option 4		Option 5	
Segment	GP	ML	GP	ML	GP	ML	GP	ML	GP
I-294 to Lee	58	56	56	55	55	54	54	59	58
Lee to O'Hare Connector	55	58	58	58	58	58	58	57	58
O'Hare Connector to Elmhurst	58	58	59	58	59	57	59	57	59
Elmhurst to Arlington Heights	58	57	56	57	57	56	56	56	57
Arlington Heights to I-290	54	57	33	57	55	57	55	56	56
I-290 to Meacham	58	50	47	52	58	53	58	53	59
Meacham to Roselle (Upstream of Weave)	59	48	23	55	58	53	58	53	58
Roselle to Barrington	58	57	57	55	58	56	58	55	58
Barrington to IL-59	58	57	57	57	56	56	57	57	57
IL-59 to Beverly	58	56	55	56	56	55	56	57	55
Beverly to IL-25	59	56	57	56	58	56	58	57	58

In the PM peak period, lower travel speeds are observed in the eastbound direction in Option 1 between Roselle Road and the I-290 interchange. This reduction in travel speed is attributed to congestion from the I-290 interchange, which is in turn due to higher volumes using the interchange since no alternate access is available at Meacham Road. Options 2 to 5 provide access to Meacham Road thus avoiding congestion in this segment.

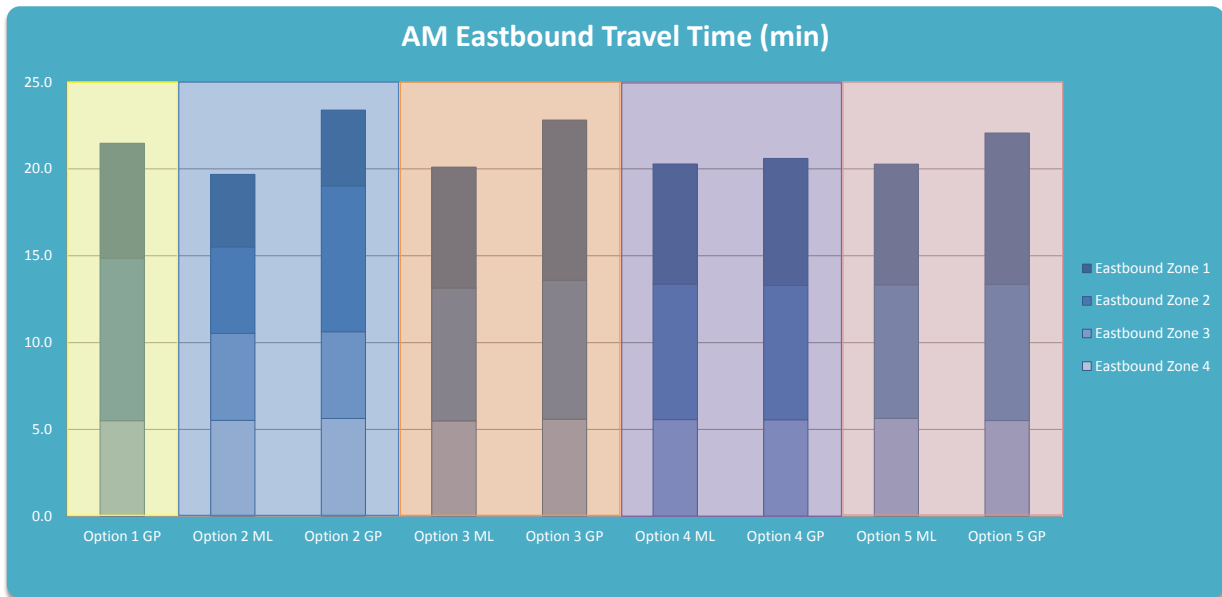
In the westbound direction, the segment between Arlington Heights Road and Roselle Road is observed to possess lower travel speeds. The main cause for this congestion is the interaction of vehicles between Zones 3 and 2 and the high volumes using the Meacham Road on-ramp.

Travel speeds for all other segments, directions, and options are deemed to be at an acceptable level.



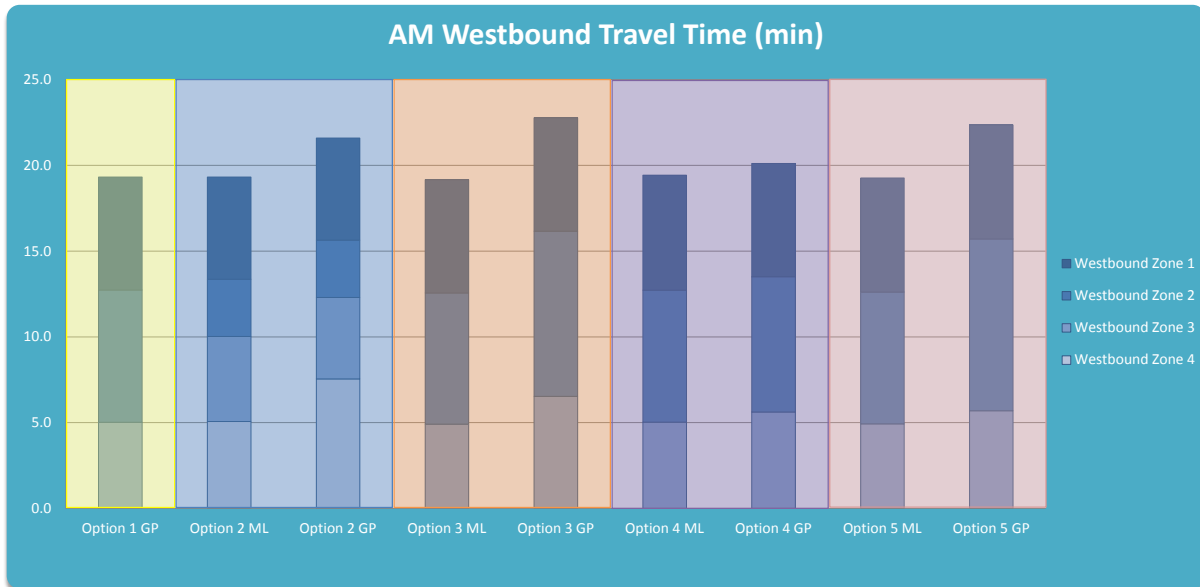
### 6.1.3 TRAVEL TIMES

The travel times for the study corridor by zone are presented in **Figures 6.1 to 6.4**.



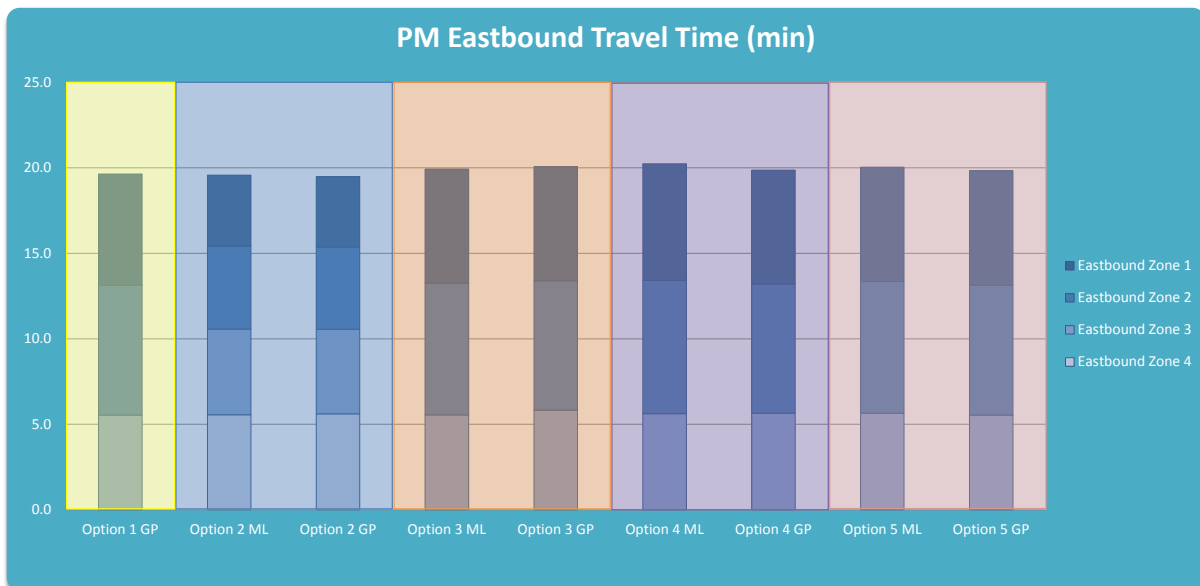
**Figure 6.1: 2030 AM Eastbound Corridor Travel Times (minutes)**

In the AM eastbound direction, the Option 1 general purpose lane corridor travel times generally fall between Option 2 to 5 managed lane travel times and general purpose travel times. All managed lane travel times save between one to five minutes compared to the general purpose lane. With regards to the managed lane options, Option 2 has the biggest travel time savings between the managed lane and general purpose lane. This difference is attributed to the four zone structure of Option 2 which causes delays in the general purpose lanes in Zone 2. Option 4 is observed to have similar managed lane and general purpose corridor travel times. This similarity in travel times is due to the removal of tolls on the managed lane which leads to a relatively even distribution between the two alternatives.



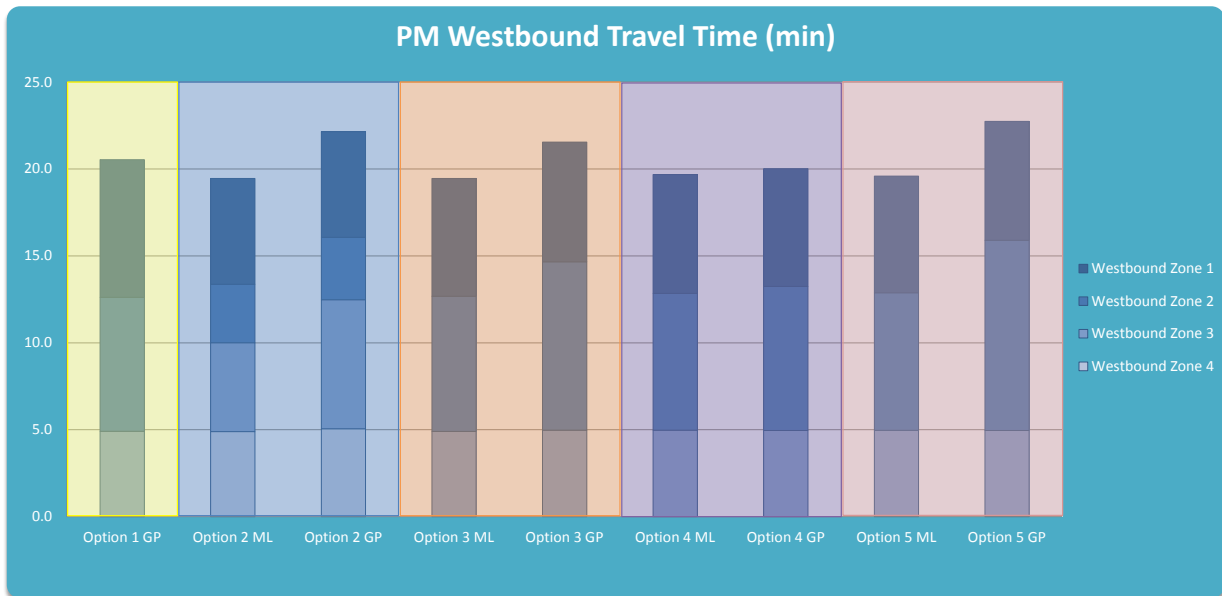
**Figure 6.2: 2030 AM Westbound Corridor Travel Times (minutes)**

In the AM westbound direction, Option 1 exhibits very similar travel times as compared to the managed lane corridor travel times observed in Options 2 to 5. The managed lane corridor travel times save anywhere between one to four minutes relative to the adjacent general purpose lanes. Again, Option 4 exhibits the smallest difference in travel time between the two lane types, which is again caused by the increased managed lane utilization with the removal of the managed lane toll.



**Figure 6.3: 2030 PM Eastbound Corridor Travel Times (minutes)**

In the PM eastbound direction, there are no noticeable differences between the general purpose lane and managed lane corridor travel times. This similarity is due to the lack of observed congestion in the corridor during this period.



**Figure 6.4: 2030 PM Westbound Corridor Travel Times (minutes)**

The PM westbound direction exhibits corridor travel time savings for the managed lane compared to the general purpose lane in Options 2, 3, and 5. Option 4 shows minimal travel time savings again because the lack of a toll on the managed lane leads to equilibrium of delays between lanes. It is observed that Option 1 has corridor travel times generally in between the Option 2 to 5 managed lane and general purpose lane corridor travel times.

#### 6.1.4 OPERATIONS AT MANAGED LANE ACCESS POINTS

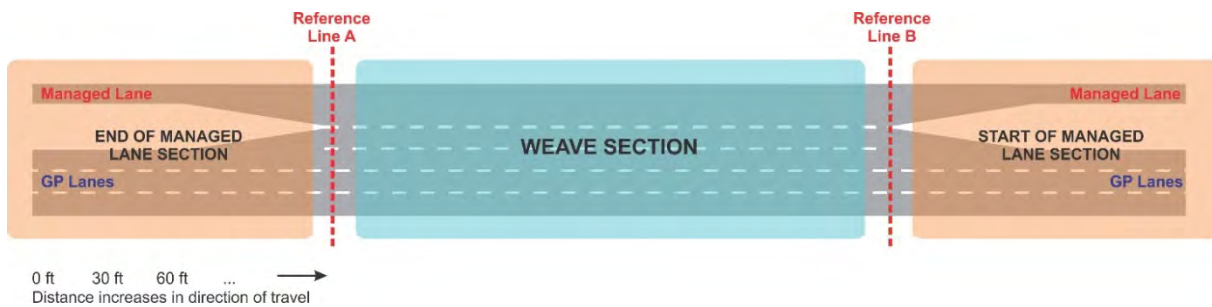
A key indicator of the operation of the managed lane within the overall facility is the level of congestion at the entrance and exit points due to the potential for additional lane changing and weaving maneuvers. To illustrate the level of congestion, travel speeds were extracted from the model at five minute intervals at the managed lane access points (ingress / egress transition areas).

The charts shown in this section illustrate the congestion experienced at the access points located between each toll zone for both peak periods in both directions. The following should be noted:

- Option 1 contains no managed lanes, as such, this analysis was not performed;
- Option 2 has four toll zones; and
- Options 3, 4, and 5 have three toll zones.

The following schematic in **Figure 6.5** illustrates the typical design for the transition areas between the managed lane and the general purpose lanes, and describes the two key reference points marked in the charts below. Reference Line A refers to the point at which the weave section begins, while Reference Line B refers to the point at which the weave section ends.

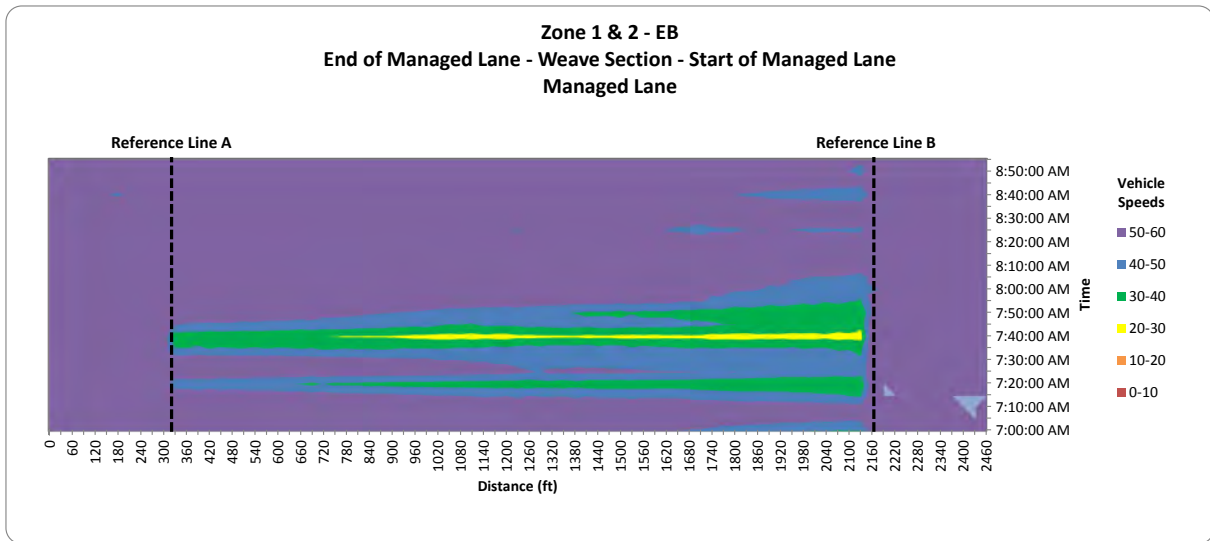
For brevity, only charts showing moderate to considerable congestion are shown.



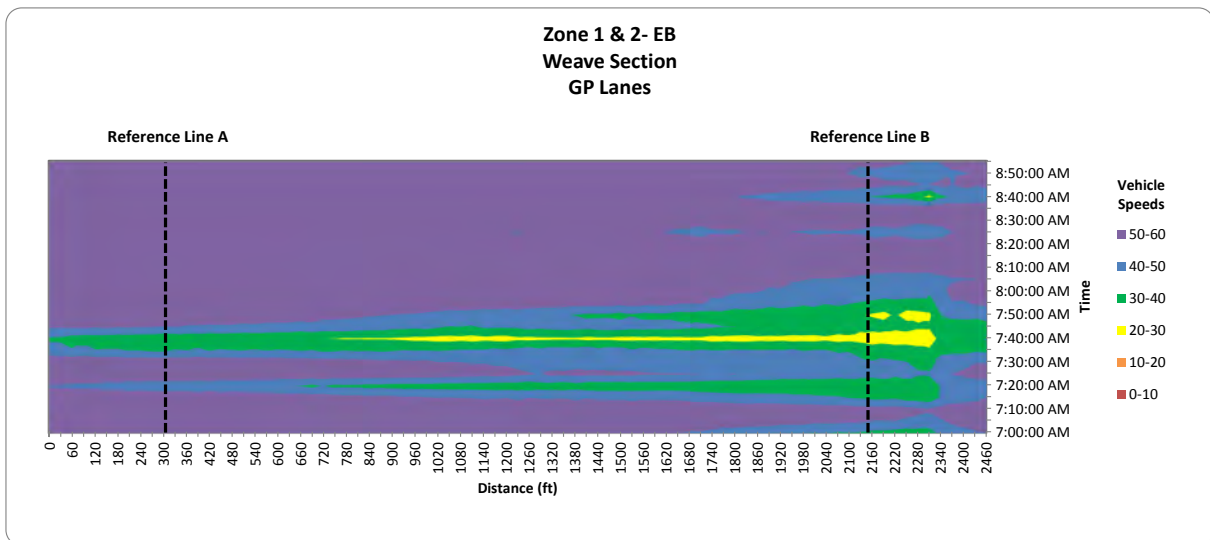
**Figure 6.5: Managed Lane Weave Section Schematic**

## OPTION 2

**Figures 6.6** and **6.7** show moderate congestion at the interface between Zone 1 and Zone 2 in the eastbound direction during the AM peak period. The delays in the weave section dissipate over time, and do not affect travel speeds in the managed lane.

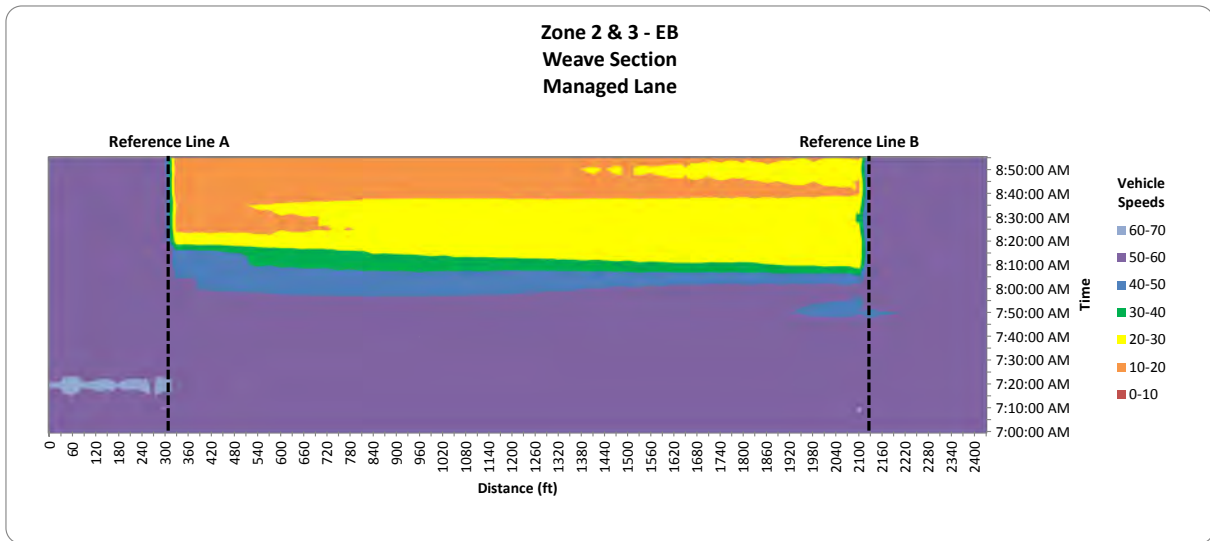


**Figure 6.6: 2030 AM Option 2 Eastbound Zone 1 and 2 Weave Section Managed Lane**

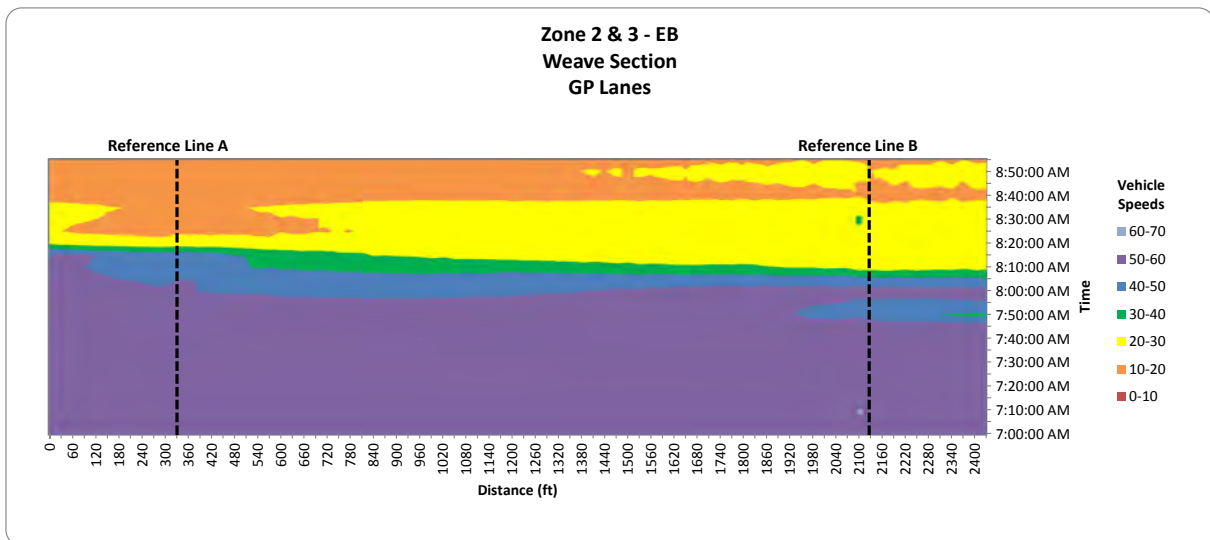


**Figure 6.7: 2030 AM Option 2 Eastbound Zone 1 and 2 Weave Section General Purpose Lanes**

**Figures 6.8** and **6.9** show severe congestion at the interface between Zone 2 and Zone 3 in the eastbound direction during the AM peak period. This delay occurs quite suddenly in the middle of the peak period, and does not dissipate over time. This suggests that capacity issues exist downstream, which causes queues to back up past the weave section. Observations of the model indicate that the turbulence may be first caused by the high exit volumes at the I-290 EB to SB off ramp. Further compounding the problem is the likelihood that some of the vehicles exiting at the I-290 off-ramp are originating from the eastbound managed lane, thus weaving across all of the general purpose lanes.



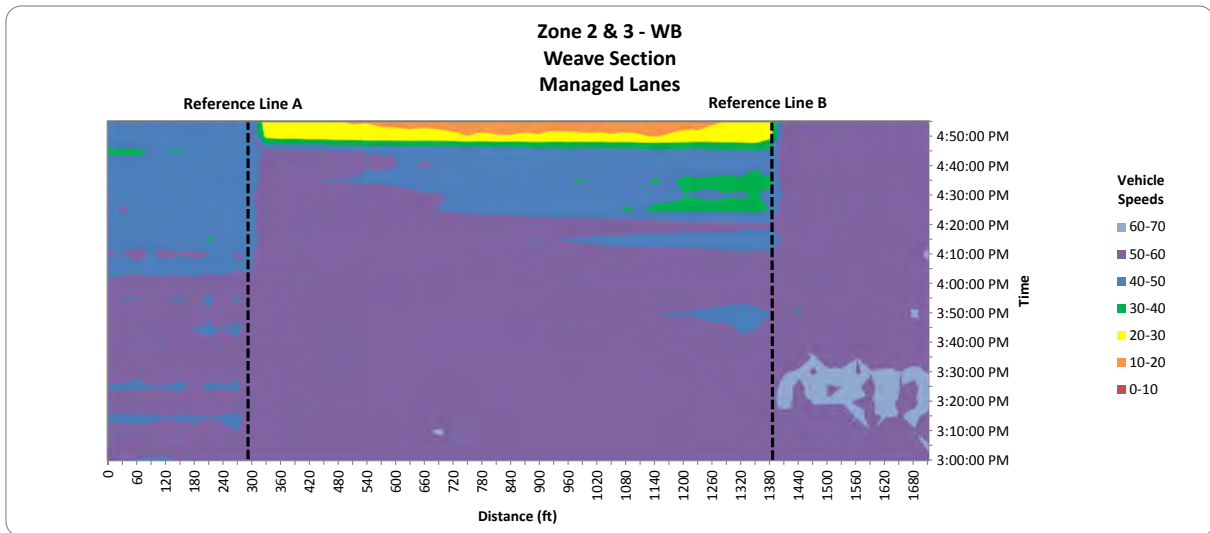
**Figure 6.8: 2030 AM Option 2 Eastbound Zone 2 and 3 Weave Section Managed Lane Lanes**



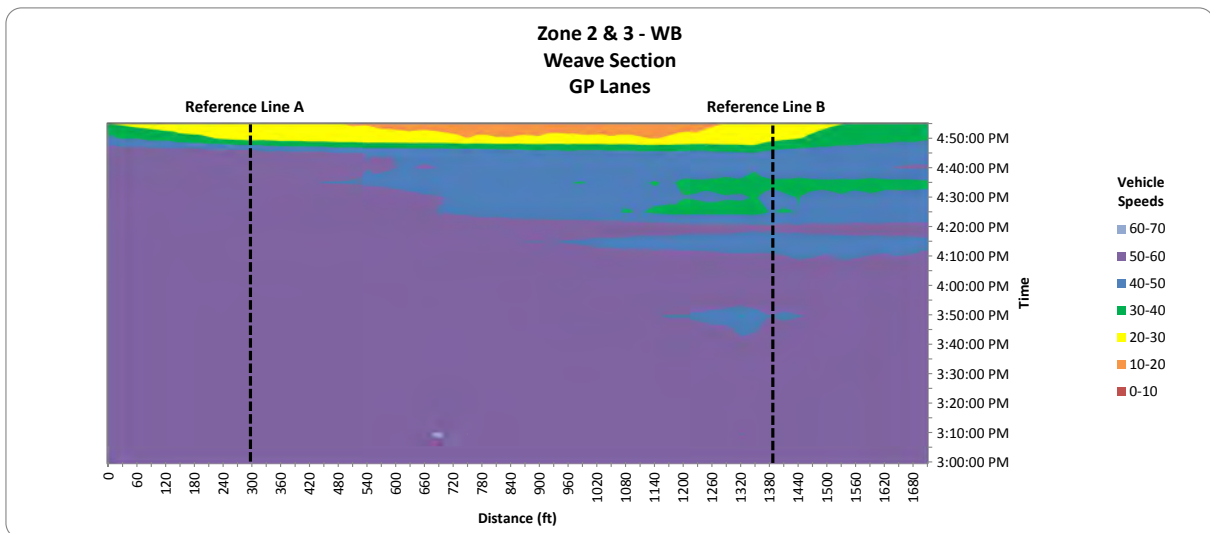
**Figure 6.9: 2030 AM Option 2 Eastbound Zone 2 and 3 Weave Section General Purpose Lanes**

**Figures 6.10** and **6.11** show congestion at the interface between Zone 2 and Zone 3 in the westbound direction during the PM peak period. Of particular concern is the slower speeds experienced by managed lane users exiting the managed lane between 4:00 and 4:30 pm. A significant amount of traffic enters the highway from the Meacham Road westbound on-ramp. However, due to the tolls in Zone 2 and possibly incompatibility of destinations via Zone 2, much of the Meacham Road westbound on-ramp traffic elects to move into the general purpose lanes, which in turn causes significant turbulence and queues.





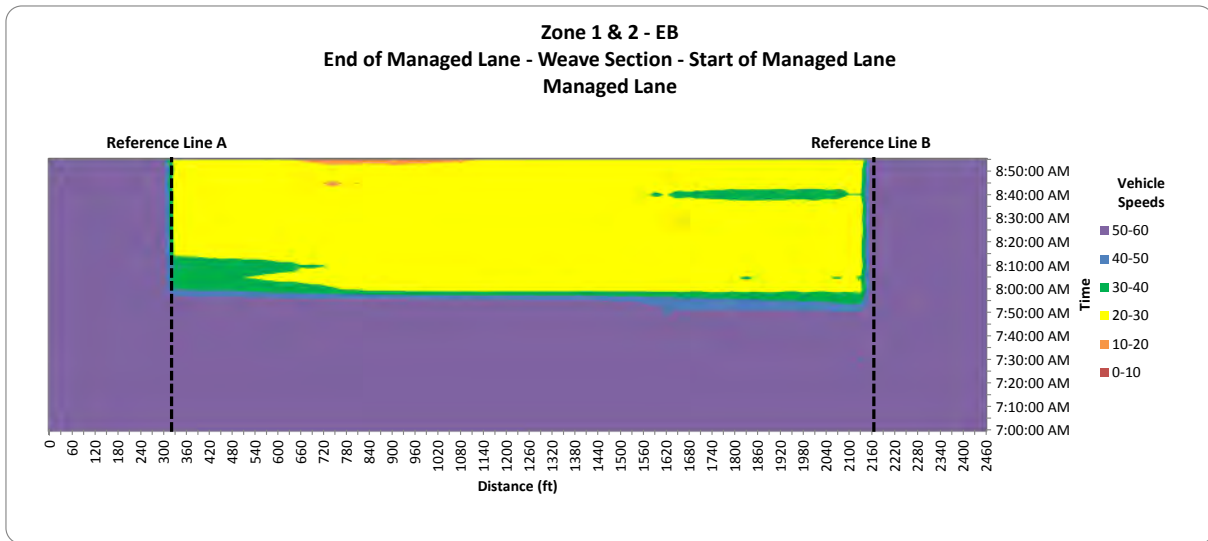
**Figure 6.10: 2030 PM Option 2 Westbound Zone 2 and 3 Weave Segment Managed Lane**



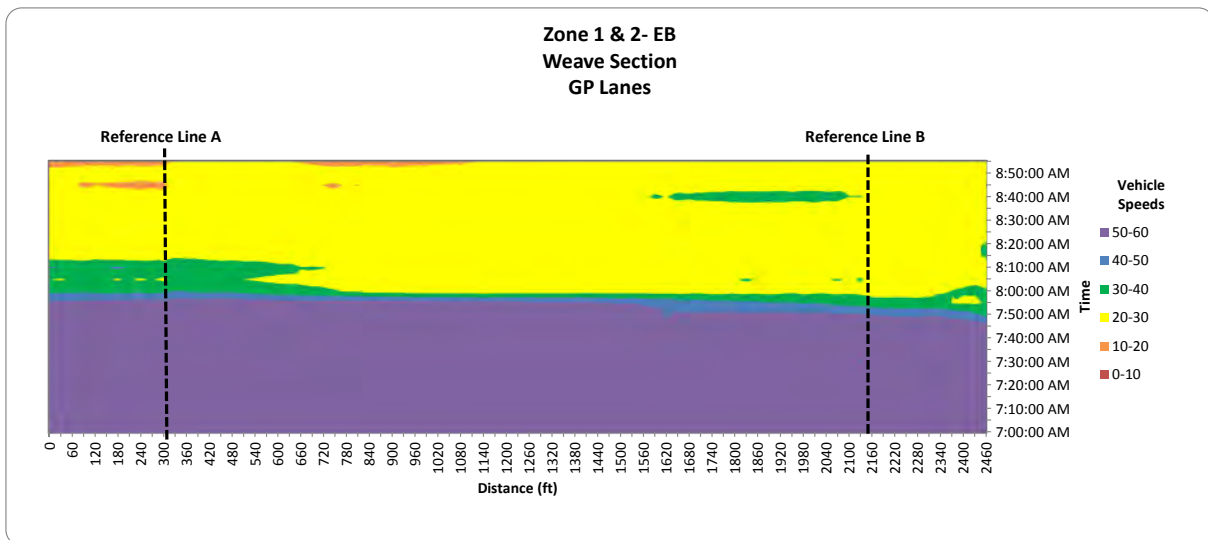
**Figure 6.11: 2030 PM Option 2 Westbound Zone 2 and 3 Weave Segment General Purpose Lanes**

### OPTION 3

**Figures 6.12** and **6.13** show severe congestion at the interface between Zone 1 and Zone 2 in the eastbound direction during the AM peak period. This congestion may be caused by capacity issues downstream of the access point. It should be noted however, that speeds in the managed lanes remain largely unaffected.



**Figure 6.12: 2030 AM Option 3 Eastbound Zone 1 and 2 Weave Section Managed Lane**



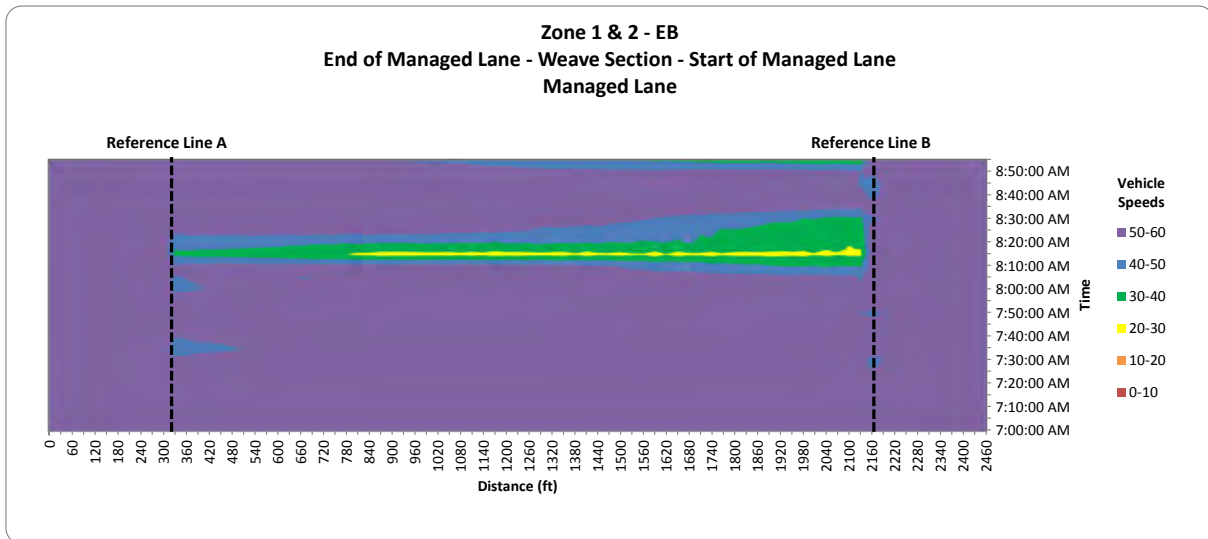
**Figure 6.13: 2030 AM Option 3 Eastbound Zone 1 and 2 Weave Section General Purpose Lanes**

#### OPTION 4

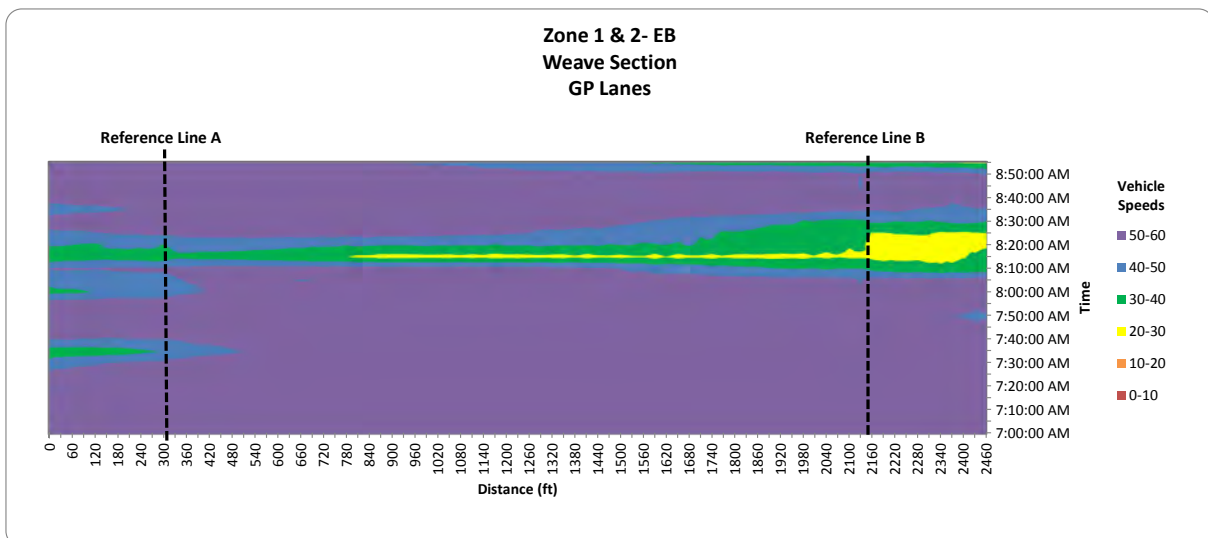
No significant congestion was observed in Option 4. Option 4 is a variant of Option 3 where tolls on the managed lane are removed. Hence, travel time in the managed lane and GP lanes should be equivalent. Vehicles are unlikely to move from managed lane to GP lanes (or vice versa) if no travel time savings can be realized, which reduces the likelihood of turbulence occurring at the access points. Therefore, the lack of congestion observed in this option is a reasonable finding.

## OPTION 5

**Figures 6.14** and **6.15** show congestion at the interface between Zone 1 and Zone 2 in the eastbound direction during the AM peak period. This congestion may be caused by capacity issues downstream of the access point. It should be noted however, that speeds in the managed lanes remain unaffected.



**Figure 6.14: 2030 AM Option 5 Eastbound Zone 1 and 2 Weave Section Managed Lane**



**Figure 6.15: 2030 AM Option 5 Eastbound Zone 1 and 2 Weave Section General Purpose Lanes**

### 6.1.5 MEACHAM ROAD MEDIAN RAMP

Usage of the Meacham Road on and off ramps was recorded for each applicable option and is presented in **Table 6.9** as follows.

**Table 6.9: Meacham Road Ramp Usage**

Peak	Approach	Option 1	Option 2	Option 3	Option 4	Option 5
AM	EB Off Ramp	-	1187	966	1028	964
	EB On Ramp	-	527	501	530	503
	WB Off Ramp	688	603	529	540	529
	WB On Ramp	-	210	228	229	224
PM	EB Off Ramp	-	534	501	498	505
	EB On Ramp	-	634	562	550	574
	WB Off Ramp	653	478	499	533	500
	WB On Ramp	-	892	827	848	819

In the AM peak, there is very high usage observed for the eastbound off-ramp, with Option 2 exhibiting the highest demands, followed by Option 4. Options 3 and 5 have nearly identical usage of the eastbound off-ramp. There is moderate usage of the eastbound on-ramp and westbound off-ramps for all options. The westbound on-ramp shows low usage in the AM due to the main desire for vehicles to travel eastbound during the AM peak period.

In the PM peak, there is high usage observed for the westbound on-ramp due to travel demands shifting to the westbound direction. Moderate usage is observed for the eastbound off-ramp, eastbound on-ramp, and westbound off-ramp.

Overall, the ramps are most utilized in the peak flow direction, resulting in the highest utilization for the eastbound off-ramp in the AM peak period and for the westbound off-ramp in the PM peak period.

Operations at the Meacham Road interchange were analyzed and the results for each approach's level of service are summarized in **Table 6.10**. A level of service E or F is considered to be unacceptable in terms of traffic operations.

**Table 6.10: Meacham Road Interchange Levels of Service**

Peak	Approach	Option 1	Option 2	Option 3	Option 4	Option 5
AM	EB Approach	-	F	F	F	F
	WB Approach	D	B	B	B	B
	NB Approach	A	E	E	F	E
	SB Approach	C	F	E	E	E
	Overall	C	F	E	E	E
PM	EB Approach	-	E	E	E	E
	WB Approach	C	B	B	B	B
	NB Approach	B	E	D	D	D
	SB Approach	A	E	D	D	D
	Overall	B	E	D	D	D

In the AM peak, operations are considered acceptable in Option 1; however, the only connection is a westbound off-ramp. For all other options, the westbound approach operates at a level of service B, but all other approaches fail at levels of service E and F. Overall, Options 2 to 5 operate sub-optimally at levels of service E and F, with Option 2 being the worst.

In the PM peak, the levels of service improve slightly compared to the AM peak. Option 1 has an overall level of service B, with no failing approaches. Option 2 fails overall with an overall level of service E, with the eastbound, northbound, and southbound approaches also failing. Options 3 to 5 have an identical overall level of service D, with the eastbound approach exhibiting poor operations, but all other approaches showing acceptable levels of service.

## 6.1.6 NETWORK STATISTICS

Network statistics were obtained for all five options and are provided in **Table 6.11**.

**Table 6.11: Network Statistics**

Peak	Statistic (All Vehicles)	Option 1	Option 2	Option 3	Option 4	Option 5
AM	Average number of stops per vehicles	3.0	7.6	3.9	3.9	3.8
	Average delay time per vehicle [s]	76.8	121.6	95.1	81.5	83.4
	Average stopped delay per vehicle [s]	23.1	30.5	26.3	26.1	26.4
	Average travel time [min]	6.6	7.2	6.9	6.6	6.7
	Average network speed [mph]	43.7	38.9	41.6	43.1	43.0
	Total Vehicles	247,449	246,709	246,882	245,992	246,241
	Average Corridor Speed [mph]	54.9	51.6	53.0	54.7	53.6
PM	Average number of stops per vehicles	2.7	3.6	4.4	4.0	3.5
	Average delay time per vehicle [s]	74.4	83.3	85.7	80.6	73.0
	Average stopped delay per vehicle [s]	23.1	24.8	25.5	25.4	25.7
	Average travel time [min]	6.5	6.7	6.7	6.6	6.5
	Average network speed [mph]	44.1	42.9	42.6	43.2	44.2
	Total Vehicles	253,283	251,487	252,249	251,884	252,083
	Average corridor speed [mph]	54.8	54.8	55.8	56.4	55.7

In terms of the average number of stops per vehicle, Option 1 has the fewest in both the AM and PM peaks, Options 3 to 5 have very similar results, and Option 2 has significantly more stops in the AM peak, but is average relative to the other options in the PM peak.

In the AM peak, the average delay time per vehicle, is lowest for Option 1, highest for Option 2, followed by Options 3, 5, and 4. In the PM peak, Option 5 has the lowest average delay per vehicle, followed by Options 1, 4, 2, and 3.

In terms of average travel time per vehicle, Option 1 performs the best in both the AM and PM peaks, closely followed by Options 4 and 5. Option 2 has the highest average travel time in both peaks.

In terms of the total vehicles served, Option 1 serves the most vehicles as there are no restrictions or additional tolls on the corridor. Option 4 is observed to serve the fewest vehicles in the network, but by a very small margin.



For average corridor speeds, Option 1 shows the fastest speeds in the AM peak and Option 4 in the PM peak. Option 2 has the slowest average corridor speed in both peaks. Corridor speeds for Options 3 and 5 are very similar and are only marginally slower than the best performing option.

Overall, Option 1 shows the best performance in the AM peak period and arguably in the PM peak period, with the exception of average corridor speed. Out of the managed lane options, Option 4 shows the best performance in both peak periods.

## 6.2 Revenue Estimates

A high level revenue estimate was conducted based on the 2030 planning horizon traffic analysis findings to provide potential cost recovery estimates associated with the tolled scenarios.

Two methodologies were developed to generate revenue estimates for the two tolled managed lane scenarios (Options 3 and 5). An optimistic approach was taken for Methodology 1 while a more conservative approach was used for Methodology 2. All annual revenues presented are over and above the general tolls collected for the corridor. Also, the estimated annual revenue is for the 2030 planning horizon. The assumptions made for each methodology are described as follows.

### Methodology 1:

- 2030 managed lane traffic volumes were extracted from the VISSIM model results for the 6:00 – 9:00 am and 3:00 – 8:00 pm peak periods;
- The extracted volumes were multiplied by the assumed managed lane zone toll rates to estimate revenues for the peak periods;
- An average daily weekday two-way traffic profile was derived using observed I-90 traffic data;
- A daily factor of 2.0 was derived using the total daily volume divided by the sum of volumes for the 6:00 – 9:00 am and 3:00 – 8:00 pm peak periods;
- The estimated peak period revenues were multiplied by the daily factor to generate an estimated daily revenue; and
- An annual factor of 300 was used to expand the estimated daily revenue into an annual revenue.

Methodology 2:

- 2030 managed lane traffic volumes were extracted from the VISSIM model results for the 6:00 – 9:00 am and 3:00 – 8:00 pm peak periods;
- The extracted volumes were multiplied by the assumed managed lane zone toll rates to estimate revenues for the peak periods;
- Outside the modeled periods, a travel demand volume was assumed to be low and was derived as follows:
  - The lowest observed managed lane usage where little to no travel time savings are experienced, but where a toll is still applied, is noted to be approximately 100 vph;
  - Based on that observation, for the shoulder and midday periods (5:00 – 6:00 am, 9:00 am – 3:00 pm, and 8:00 – 9:00 pm), it was assumed that on average, demands are 100 vph
  - For the overnight period (9:00 pm – 5:00 am), it was assumed that on average, demands are half of the shoulder and midday period demands, or 50 vph.
- The derived managed lane volumes for the non-peak periods (9:00 am – 3:00 pm and 8:00 pm – 6:00 am) were then multiplied by the lowest assumed managed lane zone toll rates to estimate revenues for the non-peak periods;
- The estimated revenues for the peak and non-peak periods were summed to generate an estimated daily revenue; and
- An annual factor of 300 was used to expand the estimated daily revenue into an annual revenue.

Since the estimated revenues were calculated at a very high level, the annual revenues are presented in a range of +/- 10% of the calculated revenue. The revenue range estimates are presented in **Table 6.12**.

**Table 6.12: Annual Revenue Estimates**

Managed Lane Scenario	Estimated 2030 Revenue Range (Methodology 1)	Estimated 2030 Revenue Range (Methodology 2)
Option 3	\$4.3 – 5.3 M	\$2.7 – 3.3 M
Option 5	\$5.2 – 6.4 M	\$3.1 – 3.8 M

Based on the previously stated assumptions, Option 3 can expect to generate between \$4.3 and 5.3 M assuming Methodology 1 and between \$2.7 and 3.3 M based on Methodology 2. Option 5 can optimistically bring in revenues between \$5.2 and 6.4 M using Methodology 1 or between \$3.1 and 3.8 M assuming Methodology 2.

### 6.3 Potential Transit Benefits

The analysis of the potential transit benefits accruing from each of the five options (as described above) is based on several common assumptions:

- All options are revenue neutral as transit vehicles and patrons will not be paying a toll or increased fare.
- The Meacham Road interchange on and off ramps in both directions are shared with I-Pass users and provide transit with direct access to and from the managed lane or the express lane.
- Impacts to transit will be based upon level of congestion of the option. In this case, the more the managed or express lane option is congested, the greater the negative impact to transit running times and schedule reliability. Consistently negative impacts such as these will be detrimental to increasing ridership.
- In all cases, the managed or express lane offers the potential to reduce running times for existing and new planned services that operate in the corridor, as well as increase schedule reliability. As a result, the managed or express lane options increase the attractiveness of bus service in the corridor and the potential to increase ridership.
- There is a potential operating savings benefit with the options with the lowest overall network speed as this indicated lower congestion in the corridor overall. Lower congestion will result in greater schedule reliability and particularly in the peak periods with frequent service could result in lower vehicle requirements to meet the proposed new headways.

**Table 6.13** below outlines the potential impacts to ridership, proposed and existing routes, and other benefits.

**Table 6.13: Transit Benefits by Option**

Option	Ridership Impacts	Impacts to Proposed and Existing Routes	Other Potential Transit Benefits
Option 1	<ul style="list-style-type: none"> <li>With short term decrease in congestion, potential increase in schedule reliability and running times of all existing and proposed routes operating in the I-90 corridor, will increase attractiveness of transit and increase ridership.</li> </ul>	<ul style="list-style-type: none"> <li>With short term decrease in congestion, short term potential to benefit all existing and proposed routes operating in the I-90 corridor between Rosemont TC and Elgin Road accessing NWTC at Meacham Road.</li> </ul>	
Option 2	<ul style="list-style-type: none"> <li>Greater potential to increase ridership over the longer term than option one as reliability of the managed lane over the general purpose lane increases transits attractiveness in the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Improves transit schedule reliability and decreases running time.</li> </ul>	<ul style="list-style-type: none"> <li>Depending on the actual running times of the existing and proposed services in the corridor, could reduce vehicle requirements to meet peak period headways over Option 1.</li> <li>Managed lane protects for schedule reliability as it will be free flowing in the future when the GP lanes and Express lanes may "fill up". This increases transit attractiveness over time.</li> </ul>
Option 3	<ul style="list-style-type: none"> <li>Greater potential to increase ridership over the longer term than Option 1 as reliability of the managed lane over the general purpose lane increases transits attractiveness in the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Improves transit schedule reliability and decreases running time over Option 1 and 2.</li> </ul>	<ul style="list-style-type: none"> <li>Managed lane protects for schedule reliability as it will be free flowing in the future when the GP lanes and Express lanes may "fill up". This increases transit attractiveness over time.</li> <li>Option 3 has slightly better intersection performance at Meacham Road. As a result, existing routes 600, 606 and 610 and new proposed routes 605 and 607 would be expected to have slightly better schedule reliability over Option 2 and Option 4.</li> </ul>

Option	Ridership Impacts	Impacts to Proposed and Existing Routes	Other Potential Transit Benefits
Option 4	<ul style="list-style-type: none"> <li>Greater potential to increase ridership over the longer term than Option 1 as reliability of the express lane over the general purpose lane increases transits attractiveness in the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Improves transit schedule reliability and decreases running time over Option 1.</li> </ul>	<ul style="list-style-type: none"> <li>While the express lane option posts the highest overall travel speeds, it does not protect for schedule reliability in the short term in the case of incidents in the GP lanes and in the long term with increasing congestion particularly in the am and pm peaks.</li> </ul>
Option 5	<ul style="list-style-type: none"> <li>Greater potential to increase ridership over the longer term than Option 1 as reliability of the managed lane over the general purpose lane increases transits attractiveness in the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Improves transit schedule reliability and decreases running time over Option 1 and 2.</li> </ul>	<ul style="list-style-type: none"> <li>Managed lane protects for schedule reliability as it will be free flowing in the future when the GP lanes and Express lanes may "fill up". This increases transit attractiveness over time.</li> <li>Improved access to the managed lane at the westbound entrance near Devon Street would benefit schedule reliability for routes 600, 605 and 606 specifically.</li> </ul>

It should also be noted that with the provision of a full interchange at Meacham Road, PACE may wish to consider changing the routing for existing route 600 from accessing the NWTC via I-290 to Meacham Road instead depending on the comparative levels of congestion once the new Meacham Road interchange is completed.

#### **PARK & RIDE IMPACTS**

PACE and the I-90 Tollway are proposing three new Park & Ride Lots at: Randall Road, I-25, and Barrington Road. Both the Randall Road and I-25 lots provide the new proposed transit service with the opportunity to maximize the use of the managed lanes in the west, as well as to take advantage of the schedule reliability potential over a longer length of the route as both lots can directly enter the managed lanes easily in the west and use the lanes all the way through to the most congested areas in the east.

Origin and destination surveys for the lots appears to indicate the potential for high demand in excess of 3,000 users (both customers parking and planning to access transit) at the two planned lots to the west of the proposed managed lanes. This is more than at the other proposed lot at Barrington Road. It is surmised that this high usage is associated with users planning to travel to either the NWTC at Meacham Road and or the Schaumburg area - both higher employment areas along the I-90 route.

PACE predicts a 145% increase in ridership upon full expansion of services. Predicted ridership is predicated upon a managed lane. Ridership growth potential would be enhanced by any of the managed lane options as they provide greater service predictability and reliability for customers. The MPO's regional model was unable to accurately determine ridership for the I-90 corridor and as a result, this study used ridership estimates for the new and proposed routes as published by PACE. PACE reports that they developed these estimates for the 2016 I-90 service roll-out based upon traditional service planning methods that develop a rough estimation only, as the service design had not been completed. PACE also noted that these numbers are subject to change when the final service design is complete. Ridership estimates from PACE are outlined in **Table 6.13** below.

**Table 6.13: PACE Ridership Estimates**

Fixed Route Services	Existing 2012 Weekday Ridership	Predicted Weekday Ridership at Full Build Out
600	225	500
604	--	400
605	--	580
606	1,630	1,712
607	--	500
608	--	350
610	451	801
616	189	198
Call N Ride Services	Existing 2012 Weekday Ridership	Predicted Weekday Ridership at Full Build out
609	--	112
611	--	130
612	--	125



## 7.0 FINDINGS

Several key findings have been extracted from the results of the traffic operations analysis presented in the previous section. A number of succinct findings pertaining to each option are presented below followed by a summary of the conclusions and recommendations.

### 7.1 Traffic Operations Findings

#### OPTION 1 – GENERAL PURPOSE LANES

Under the 2030 forecasted travel demand in the I-90 corridor, the following key findings have been derived from the modeling analysis of Option 1:

- For the most part, the general purpose lane option performed reasonably well with only slightly lesser levels of performance as compared to the various manage lane options. Traffic performance in many areas of the corridor is similar or improved as compared to existing conditions – likely a result of the additional lane in each direction coupled with numerous infrastructure upgrades including ramp improvements, auxiliary lanes, and the completion of several interchanges.
- Consideration of including direct median access ramps at Meacham Road is anticipated to improve operations within the mainline but create consistency issues with respect to the left hand exits and entrances.

#### OPTION 2 – MANAGED LANE

Under the 2030 forecasted travel demand in the I-90 corridor, the following key findings have been derived from the modeling analysis of Option 2:

- Operations at Managed Lane Access Points:
  - As the results indicate, especially the speed / distance / time plots, there is significant congestion in the traffic stream in the vicinity of the Zone 2 / Zone 3 transition area (just east of Meacham Road) – in both directions during the peak hours.
  - In the eastbound direction during the AM peak period, the turbulence seems to be first caused by the high exit volume at I-290 (EB off ramp to SB I-290) which causes back-ups on the I-90 eastbound lanes. There is only a single lane off-ramp after the toll plaza and the forecasted volumes are more or less exceeding capacity.

Compounding this issue is the likelihood that some of the vehicles exiting at I-290 are originating from the eastbound managed lane, and thus weaving across all of the general purpose lanes to exit the highway at I-290. This weaving of traffic from the managed lane significantly increases the congestion in this area and extends the queues further west on the I-90 eastbound general purpose lanes.

- In the westbound direction, during the PM peak period, there is a significant amount of traffic entering the highway from the Meacham Road westbound on-ramp. In the various scenarios tested, the toll rate in the next toll zone (Zone 2) was high enough that much of this on-ramp traffic from Meacham Road chose, due to high toll rates / low travel time savings in Zone 2 and possible incompatibility of destinations via Zone 2, to move into the general purpose lanes. With the high traffic volumes entering from I-290 and the turbulence caused at the Zone 3 / Zone 2 transition area from the merging and weaving vehicles, large queues form back on the westbound I-90 lanes and northward on the southbound lanes on I-290. The congestion and queuing on I-90 extends back far enough that vehicles choosing to enter the westbound managed lane at the Zone 3 and Zone 4 transition area are sometimes delayed as well.
- Usage of Meacham Road Ramps:
  - The Meacham Road ramps seem to have sufficient usage to justify their inclusion noting that the higher volumes using these ramps are likely relieving some of the I-290 / I-90 interaction traffic issues. However, the higher volumes in the range of 900 vph on the eastbound off-ramp during the AM peak period may be too high, causing the ramp terminal intersection at Meacham Road to operate poorly.
  - Higher toll rates may be required in the eastbound direction during the AM peak period to limit traffic demand using the Meacham Road eastbound off-ramp.
  - In the westbound direction during the PM peak period, higher toll rates could be applied without negatively affecting traffic demand on the off-ramp or on ramp. However, the higher toll rates in the adjacent managed lane toll zone (Zone 2) does discourage continued use of the managed lane, resulting in a significant amount of lane changing from the managed lane into the general purpose lanes.

- Other minor findings noted in a detailed review of the results include:
  - Some minor congestion in the westbound lanes during the PM peak period in the vicinity of the IL-25 interchange. This congestion was likely due to the managed lane ending prior to the westbound off-ramp at IL-25. Extension of the westbound managed lane to overlap the westbound off-ramp was incorporated – thus maintaining the capacity of the highway until some traffic can exit at IL-25.
  - The I-290 interchange is forecast to experience a significant amount of additional traffic in 2030. One of the potential problem areas was in the northbound to westbound movement in the PM peak period. The high volume for this movement overwhelms the existing loop ramp which then queues up and extends back onto the I-290 northbound lanes. This extended queue then blocks the on-ramp (EB to NB) from I-90 and then eventually, the entire interchange breaks down. Manual adjustments to reduce some traffic demand in the northbound to westbound movement were made to avoid this issue in the model environment.
  - At the eastern end of the project, the new EB link approaching the Cumberland Road interchange to reduce weaving with the I-190 traffic has some operational issues. These issues are due to the high volume of traffic using this ramp which results in significant queues through the River Road toll plaza due to a lack of capacity immediately downstream of the toll plaza.

### **OPTION 3 – MANAGED LANE**

Under the 2030 forecasted travel demand in the I-90 corridor, the following key findings have been derived from the modeling analysis of Option 3:

- Operations at Managed Lane Access Points:
  - With the reduction in the number of toll zones from four to three, the operations of the managed lane and general purpose lanes have improved as compared to Option 2.
  - The usage of the managed lane remained moderate to high in all three toll zones - even with the reduction in the access points to the managed lane.
- Usage of Meacham Road Ramps:
  - With the reduction in the number of toll zones and the relocation of the managed lane access immediately west of Meacham Road, the

median ramps at Meacham Road seem to retain sufficient usage to justify their inclusion into the reconstruction plans for the I-90 corridor.

- The usage of the Meacham Road median ramps are slightly lower in Option 3 as compared to Option 2, which results in slightly improved operations at the ramp terminal intersection at Meacham Road. However, the intersection is still anticipated to operate poorly and slightly higher toll rates may be required in Zone 2 (Option 3) to further reduce usage of the Meacham ramps, especially the eastbound off-ramp during the AM peak period.
- Corridor Performance:
  - The reduction in the number of toll zones coupled with the relocation of the Zone 1 / Zone 2 transition area further west of Meacham Road has improved overall operations within the corridor and adjacent road network. Option 3 possesses satisfactory performance in terms of average network travel time, average network speed, and average corridor speed as compared to the other options.
  - The change in the configuration of the western terminus of the westbound managed lane seems to have improved traffic operations in the area of the IL 25 interchange as well as potentially enhancing usage of the westbound managed lane.
  - The terminus was changed in Option 3 to a configuration where the shoulder lane of the highway was forced to exit as a drop lane at IL-25 which allowed the median lane to remain continuous with only the designation of the managed lane being removed just prior to the IL-25 interchange. In Option 2, the managed lane ended east of the IL-25 interchange and traffic was forced to merge right into the adjacent general purpose lane. The shoulder lane remained continuous and the westbound exit to IL-25 was configured as a simple single lane exit ramp).

#### **OPTION 4 – MANAGED LANE / EXPRESS LANE**

Under the 2030 forecasted travel demand in the I-90 corridor, the following key findings have been derived from the modeling analysis of Option 4:

- Operations at Managed Lane Access Points:
  - No traffic operations issues were noted at the intermediate access points in either direction of travel for both the AM and PM peak periods.

- Access to the westbound managed lane / express lane during the AM peak period did result in some congestion on the mainline due to an increase in weaving / lane changing maneuvers to access the express lane, immediately west of the Devon Toll Plaza.
- Usage of Meacham Road Ramps:
  - The Meacham Road ramps in Option 4 are anticipated to have slightly higher usage as compared to the other options. It is believed that the high traffic volumes using these ramps have been diverted from adjacent interchanges and are likely relieving some I-90 interaction traffic issues, such as at I-290.
  - However, the high traffic volumes exceeding 1000 vph on the eastbound off-ramp during the AM peak period are likely too high, causing the ramp terminal intersection at Meacham Road to operate poorly.
  - To improve traffic operations at the ramp terminal intersection at Meacham Road, higher toll rates may be required on the eastbound off-ramp during the AM peak period to limit traffic demand using the ramp and approaching the ramp terminal intersection.
- Corridor Performance:
  - Option 4 possesses satisfactory operating performance in terms of average network travel time, average network speed, and average corridor speed. This increase in overall network and corridor speeds is likely due to the reduction in the number of toll zones and intermediate access points, along with the overall higher usage of the express lane, thus reducing traffic demand in the remaining general purpose lanes.

## **OPTION 5 – MANAGED LANE**

Under the 2030 forecasted travel demand in the I-90 corridor, the following key findings have been derived from the modeling analysis of Option 5:

- Operations at Managed Lane Access Points:
  - With the reduction in the number of toll zones from four to three, the operations of the managed lane and general purpose lanes is similar to Option 3 and have improved as compared to Option 2.

- The usage of the managed lane remained moderate to high in all three toll zones - even with the reduction in the access points to the managed lane. However, with the inclusion of the median access at Lee Street, the usage of the managed lane increased significantly in the eastern limits, Zone 3.
- Usage of Meacham Road Ramps:
  - With the reduction in the number of toll zones as compared to Option 2 and the relocation of the managed lane access immediately west of Meacham Road, the median ramps at Meacham Road seem to retain sufficient usage to justify their inclusion into the reconstruction plans for the I-90 corridor.
  - The usage of the Meacham Road median ramps are slightly lower in Option 5 as compared to Option 2, which results in slightly improved operations at the ramp terminal intersection at Meacham Road. However, the intersection is still anticipated to operate poorly and slightly higher toll rates may be required in Zone 2 (Option 5) to further reduce usage of the Meacham ramps, especially the eastbound off-ramp during the AM peak period.
  - The additional direct median access at Lee Street results in similar utilization as found at Meacham Road. The Lee Street east facing ramps are well utilized in both peak periods.
- Corridor Performance:
  - The reduction in the number of toll zones coupled with the relocation of the Zone 1 / Zone 2 transition area further west of Meacham Road has improved overall operations within the corridor and adjacent road network. Option 5 possesses improved performance in terms of average network travel time, average network speed, and average corridor speed as compared to Option 3.
  - The change in the configuration of the western terminus of the westbound managed lane seems to have improved traffic operations in the area of the IL 25 interchange as well as potentially enhancing usage of the westbound managed lane. This is similar to the findings for Option 3.



## 7.2 Conclusions and Recommendations

A number of conclusions and recommendations have been drawn from the comprehensive traffic operations analysis conducted for this study and summarized in the findings section above. However, in addition to the key findings, engineering judgment based on managed lane experience elsewhere in the US and Canada has been applied.

### 7.2.1 CONCLUSIONS

With respect to the key findings, a number of conclusions have been drawn, with the focus being on the comparison of the base case condition, Option 1 – General Purpose Lanes, and the most appropriate managed lane option, Option 3.

#### GENERAL

- In terms of overall performance, and specifically the Network Statistics, a few conclusions can be drawn between Option 1 and Option 3:
  - Only marginal improvements are expected in terms of average network travel time in Option 1 versus Option 3 – for both the AM and PM peak periods.
  - Slightly higher average network speeds are anticipated in Option 1 versus Option 3 in both the AM and PM peak periods.
  - Only marginally higher average corridor speeds within the mainline of the I-90 study corridor are anticipated in Option 1 versus Option 3 in the AM peak period.
  - Only marginally higher average corridor speeds within the mainline of the I-90 study corridor are anticipated in Option 3 versus Option 1 in the PM peak period.

In summary, at the network and overall corridor level, the performance of Option 1 – General Purpose Lane slightly exceeds that of Option 3 – Managed Lane.

- Through all of the analysis, the level of congestion forecasted for the 2030 planning horizon was not expected to be severe as no significant increases in travel time within the study corridor were noted as compared to existing conditions. Without congestion, the attractiveness of the managed lane to provide travel time benefits is reduced.
- With limited congestion forecasted for the 2030 planning horizon, it is assumed that with lower overall travel demand, the operating conditions

within the I-90 study corridor would be even better for the 2016 planning horizon (completion time frame for the I-90 reconstruction). Therefore, the attractiveness of a managed lane with tolls would be further reduced as compared to the 2030 findings.

- The level of congestion forecasted within the corridor in the 2030 planning horizon is likely not as severe as even current conditions due to the following corridor improvements:
  - Addition of another general purpose lane or a managed lane in each direction of travel throughout the majority of the length of the I-90 study corridor.
  - Completion of a number of interchanges which reduces the traffic demand in the eastbound direction during the AM peak period. For example, the Lee Street eastbound off ramp which is forecasted to be extremely well used, reduces the volume of traffic on the I-90 study corridor approaching the I-294 interchange.
  - The proposed overpass structure east of the River Road toll plaza to reduce weaving maneuvers between the I-90 and I-190 highways approaching the Cumberland Avenue eastbound off-ramp.
  - Inclusion of the Elgin O'Hare Connector which results in significant traffic pattern changes and a slight reduction in traffic demand on the I-90 study corridor in the vicinity of the connection.
- Upgrades to the I-290 interchange may need to be considered prior to the 2030 planning horizon in order to accommodate the high traffic flows in the eastbound to southbound direction in the AM peak period and in the northbound to westbound direction in the PM peak period.
- At the I-190 / I-90 link to the Cumberland Road interchange, a small change to allow one additional lane east of the toll plaza is recommended to improve traffic operations. However, this change may create some possible weaving issues on the exit from the toll plaza. Therefore this potential operations issue will need to be considered when the preliminary and detailed design is being prepared for this proposed new link.

### GENERAL PURPOSE LANE OPTION

- As the base case condition, the general purpose lane option represents the likely scenario that the Illinois Tollway will choose to incorporate into the I-90 reconstruction if there is no compelling reason to choose a managed lane option. However, as the results from the managed lane options suggest, there is a high demand for the direct median access ramps at Meacham Road whether or not they are included in a managed lane option.
- According to some sensitivity analysis, high usage of direct median access ramps to Meacham Road is expected even as part of a general purpose lane option. The sensitivity analysis indicates that within the direct median access ramps to Meacham Road, the local mainline performance improves as some traffic diverts from the I-290 interchange. However, a key issue arises in the unconventional application of a left hand exit from a general purpose lane. Left hand exits, other than from managed lanes located in the median, are not desired as they do not provide consistency with respect to driver's expectations. In not meeting driver's expectations, problematic operations arise as driver's attempt to continue an exit maneuver in a short distance – operational issues which are exacerbated in multi-lane highways.
- If an additional general purpose lane is provided as part of the I-90 reconstruction, with or without any direct median access ramps at Meacham Road, conversion of this lane to a managed lane would be difficult in the future due to public acceptance. From the driving public's perception, the general purpose lane would be seen as being "taken away".

### EXPRESS LANE OPTIONS

- The analysis indicate that the three tolling zone options outperform the four tolling zone option as there was significant turbulence and congestion noted at the Zone 2 / Zone 3 interface in the four tolling zone scenario.
- In all options, the Meacham Road direct median access ramps were well utilized, especially the east facing ramps.
- The results from the analysis suggest that there is moderate to high usage of the managed lane in the central area of the I-90 study corridor, especially in the vicinity of Meacham Road.

- Lower usage of the managed lanes was observed near the ends of the managed lane, especially at the eastern end. This is likely a result of the improvement at the Lee Street interchange with the inclusion of the eastbound off-ramp. Improved usage of the managed lane at the eastern limits was noted in Option 5, where eastbound direct median access ramps are proposed at the Lee Street interchange.
- From the results of the analysis for Option 5 and the other managed lane options, usage of the managed lane increases with additional median access.
- The traffic operations analysis conducted for each managed lane option focused on travel time savings between the general purpose lanes and the adjacent managed lanes; however, travel time reliability is a significant factor in the use of express lanes. This study did not include the investigation of measuring travel time reliability, but experience with other facilities in the US suggests that this metric represents a key factor for many motorists in choosing to use a managed lane facility. As such, the estimated usage of the managed lanes in each of the options could be considered conservative.

#### **TRANSIT SERVICE**

- Transit operations within the managed lane would be superior as compared to travel in the general purpose lanes or on the adjacent parallel arterial network. Transit buses utilizing the managed lane would enjoy similar performance as the analysis results suggest for the other managed lane users.
- Transit buses utilizing the managed lane would also enjoy the benefits of improved travel time reliability as the managed lane would be protected from congestion in the majority of operating instances.
- Modest increases in transit ridership in the overall corridor is expected noting the potential travel time savings provided by the managed lane and the supporting infrastructure which includes several park and ride facilities and priority access to the Rosemont Transit Center.

### 7.2.2 RECOMMENDATIONS

Noting that the current results of the analysis indicate that the traffic performance of the managed lane / express lane option is similar to the general purpose lane option, implementation of the managed lane option, Option 3, is technically favored for the following reasons:

- The operating conditions in the general purpose lanes within the managed lane scenarios are not much different (i.e., not much worse) than the operating conditions in the general purpose lane option.
- Since there are no detrimental impacts to general purpose lane traffic in the managed lane option, then designation and protection of a managed lane will provide similar relief to the overall traffic stream as traffic demand grows in the corridor – without significant changes to even current traffic conditions.
- The designation of the managed lane now will provide travel time reliability to motorists under non-recurring congestion events – a situation that cannot be guaranteed under a full general purpose lane option. The benefits of travel time savings and travel time reliability will increase as traffic demand in the corridor grows.
- The managed lane should be implemented with three tolling zones and full median access at Meacham Road. Other median access points should be considered for possible phased implementation in the future.

In summary, the key recommendation stemming from the findings and conclusions is to designate the additional lanes being incorporated as part of the I-90 reconstruction as managed lanes / express lanes to:

- Provide additional capacity to address future anticipated growth in the corridor;
- Provide travel time reliability benefits in the corridor for transit and other users willing to pay a premium toll; and
- Support the benefits of the Meacham Road median access ramps.

Further study should consider a different business model in the use of tolls and vehicle restrictions to increase usage of express lanes in the initial years. These recommendations need to be evaluated within the context of feasibility, constructability, and cost.

# APPENDIX A

***Resource Systems Group, Inc.'s Report***





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# **Jane Addams Memorial Tollway Express Toll Lanes Travel Study Report DRAFT**

**Prepared for Delcan**

November 2012

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## 1.0 EXECUTIVE SUMMARY

The Illinois Tollway (Tollway) is currently evaluating a proposed system of express toll lanes along the Jane Addams Memorial Tollway (I-90). The proposed project would result in about 25 total miles of express toll lanes along I-90 extending west from O'Hare International Airport to the Randall Road as highlighted below in red in **Figure 1.1**.

**Figure 1.1: Map of study corridor**



In August and September, 2012 Resource Systems Group, Inc. (RSG) conducted a stated preference (SP) survey for automobile drivers who travel along I-90 study corridor. The survey was prepared for Delcan to support their traffic and revenue study for the proposed Jane Addams Memorial Tollway Express Lanes Project. The primary purpose of the survey was to estimate values of toll sensitivity, or value of time (VOT), of travelers in the study region who use the study corridor. Estimates of travelers' time and cost sensitivities will be used to support estimates of highway traffic and toll revenue.

The stated preference survey questionnaire was designed to gather information from automobile travelers who recently made a trip along one or both study corridors. The questionnaire collected data on current travel behaviors, presented respondents with information about the proposed express lanes, and used stated preference experiments to collect data that were used to estimate travelers' VOT and propensity to use the proposed new express lanes under a range of possible future conditions.

The 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 by RSG for online administration to a targeted sample of residents and workers in the study region.

The survey was administered over the Internet to travelers using three methods: through a postcard handout to Cash Customers at toll plazas along the study corridor; through an email recruit to I-PASS users; and through an email recruit to businesses near the study corridor. A total of 8,794 travelers completed the stated preference survey.

The stated preference data were used to develop choice models to produce estimates of the value of time of travelers for four market segments: peak work, peak non-work, off-peak work, and off-peak non-work. The values of time for single occupant vehicles (SOV) ranged from a low of \$9.73/hr. for peak non-work to a high of \$14.70/hr. for off-peak work trips; and for high occupancy vehicles (HOV) the values of time ranged from \$11.19/hr. for peak non-work to a high of \$14.00/hr. for peak work trips when evaluated at the segment median income.

This report summarizes the development and administration of the questionnaire, presents the results of the survey, and documents the methodologies and findings of the discrete choice models. The full text of the survey questionnaire, survey screen captures, response tabulations, and respondents' comments about the project are included as separate appendices.

## 2.0 SURVEY QUESTIONNAIRE

---

The survey questionnaire was designed to collect information about a recent trip that the respondent made in the study corridor and to find out how they might make that same trip if express toll lanes were constructed on I-90. The survey questions were grouped into four main sections:

1. Screening and trip detail questions
2. Stated preference questions
3. Debrief and opinion questions
4. Traveler information questions

The complete text of the questionnaire is included in **Appendix A**.

### 2.1 Screening and Trip Detail Questions

After being presented with basic instructions about how to navigate the computer-based instrument and a brief introduction to the purpose of the survey, respondents answered a set of screening questions. To qualify for the survey, respondents must have made a recent automobile trip that met the following conditions:

- Used at least part of the I-90 study corridor
- Made within the past month
- Made in a personal vehicle
- Took at least 20 minutes in total door-to-door travel time

Respondents who indicated that they had not made a trip that met all of these criteria were terminated from the survey. Respondents qualifying for the survey were asked to focus on their most recent trip that met all of



the screening criteria as they continued. This most recent trip—referred to as the respondent's reference trip—formed the contextual basis for the rest of the survey.


Respondents were instructed to think of the one-way portion of their trip, rather than their entire round trip, and were asked a series of questions regarding the specific details of their reference trip, including:

- Day of week
- Purpose
- Beginning and ending locations
- Road(s) used
- I-90 entrance and exit ramps
- Trip departure time
- Travel time
- Travel delays
- Trip travel time flexibility
- Vehicle occupants
- Tolls paid
- Trip frequency
- Transit availability

In addition, respondents were asked to report where their trip began and ended using a Google Maps™ interface. Respondents provided details about their trip origin and destination by either entering a business name, street intersection, or full address (**Figure 2.1**) or by using an interactive map shown in **Figure 2.2**.



Figure 2.1: Address interface

Jane Addams Memorial Tollway  
TRAVEL SURVEY

**Where did your trip *begin*?\***

Please enter an address (with street number) or the nearest intersection in the boxes below and click "Search" to find the address.


If you do not know this information or you would prefer to find the location on a map, please select "I would rather use a map."

☐ I would rather use a map

**Address or Intersection**

(Examples: IL-53 and E Higgins Rd)

<b>City</b>	<b>State</b>	<b>Zip Code</b>
<div></div>	<div>IL</div>	<div></div>



**\*Note:** Your information will be kept strictly confidential and will only be used for this survey. Your responses will never be linked back to your personal information.





Figure 2.2: Interactive mapping Interface

## Jane Addams Memorial Tollway TRAVEL SURVEY


**Where did your trip begin?\***


Please enter an address (with street number) or the nearest intersection in the boxes below and click "Search" to find the address.

If you do not know this information or you would prefer to find the location on a map, please select "I would rather use a map."

☒ I would rather use a map

**To use the map:**

1. Click on the map to zoom in on your location
2. Keep clicking until a marker  appears
3. Continue to drag the map and click on the location until the marker is in the right place (the street number does not have to be exact)
4. Click "Next Question" to proceed



**\*Note:** Your information will be kept strictly confidential and will only be used for this survey. Your responses will never be linked back to your personal information.

## 2.2 Stated Preference Questions

Before the stated preference (SP) questions were administered, respondents were provided with details about the proposed express toll lanes along the study corridor. Additional information was included to explain the difference between free-flow travel time and congested travel time. It was also explained that cash payment would not be available in the proposed express toll lanes and travelers would need an electronic toll



transponder (such as I-PASS, E-ZPass, or i-Zoom) to use the new lanes. Finally, respondents received brief instructions about the stated preference questions.

The stated preference questions were designed to construct quantitative experiments to estimate respondents' travel preferences and behavioral responses under hypothetical future conditions. The details of each respondent's reference trip were used to build a set of ten stated preference scenarios that included three travel alternatives for making their trip in the future:

1. Use the existing toll lanes
2. Use the proposed express toll lanes
3. Use public transportation

Each automobile alternative was described by two attributes: travel time and toll cost. Travel time was presented in two parts: free-flow and congested time. The total travel time was also calculated and presented to respondents. The transit alternative was described by five attributes: transit type, frequency of transit, travel time, fare cost, and number of transfers. The values of the attributes varied across the ten questions, and respondents were asked to select the alternative they preferred the most under the conditions that were presented. **Figure 2.3** and **Figure 2.4** show example stated preference scenarios with varying attribute values. In order to avoid potential bias associated with the layout of the alternatives, the order of these alternatives was randomized for each respondent.



Figure 2.3: Example 1 of stated preference question survey screen

## Jane Addams Memorial Tollway

### TRAVEL SURVEY

Below are 3 different travel options for your trip. Please remember that an electronic toll transponder (such as I-PASS, E-ZPass, or i-Zoom) would be required to use the proposed Express Toll Lanes.

**If the options below are the only options available for your trip, which would you prefer?**

Current Route Using Existing Toll Lanes	Current Route Using <span style="color: red;">Train</span>	Current Route Using Proposed Express Toll Lanes
Free-flow time: <span style="color: red;">16 mins</span> + Congested time: <span style="color: red;">39 mins</span> <hr/> Total travel time: <span style="color: red;">55 mins</span> <hr/> Toll Cost: <span style="color: red;">\$1.25</span>	Frequency: arrives every <span style="color: red;">25 mins</span> <hr/> Transfer(s): <span style="color: red;">0</span> <hr/> Total travel time: <span style="color: red;">1 hr 4 mins</span> <hr/> Fare Cost: <span style="color: red;">\$4.00</span>	Free-flow time: <span style="color: red;">31 mins</span> + Congested time: <span style="color: red;">13 mins</span> <hr/> Total travel time: <span style="color: red;">44 mins</span> <hr/> Toll Cost: <span style="color: red;">\$2.70</span>
I prefer this option: <input type="radio"/>	I prefer this option: <input type="radio"/>	I prefer this option: <input type="radio"/>

(Question 1 of 10)

Next Question



Figure 2.4: Example 2 of stated preference question survey screen

## Jane Addams Memorial Tollway

### TRAVEL SURVEY

Below are 3 different travel options for your trip. Please remember that an electronic toll transponder (such as I-PASS, E-ZPass, or i-Zoom) would be required to use the proposed Express Toll Lanes.

**If the options below are the only options available for your trip, which would you prefer?**

**Highlighted information may have changed.**

Current Route Using Existing Toll Lanes	Current Route Using <span style="color: red;">Bus</span>	Current Route Using Proposed Express Toll Lanes
Free-flow time: <span style="color: red;">24 mins</span> + Congested time: <span style="color: red;">45 mins</span> <hr/> Total travel time: <span style="color: red;">1 hr 9 mins</span> <hr/> Toll Cost: <span style="color: red;">\$1.25</span>	Frequency: arrives every <span style="color: red;">30 mins</span> <hr/> Transfer(s): <span style="color: red;">1</span> <hr/> Total travel time: <span style="color: red;">42 mins</span> <hr/> Fare Cost: <span style="color: red;">\$3.00</span>	Free-flow time: <span style="color: red;">26 mins</span> + Congested time: <span style="color: red;">11 mins</span> <hr/> Total travel time: <span style="color: red;">37 mins</span> <hr/> Toll Cost: <span style="color: red;">\$7.65</span>
I prefer this option: <input type="radio"/>	I prefer this option: <input type="radio"/>	I prefer this option: <input type="radio"/>

(Question 2 of 10)

Next Question

The attribute values presented in each question varied around a set of base values. To ensure that the scenarios were realistic, the trip characteristics of each respondent's reference trip were used to calculate the base values for travel time and toll cost. The base values for the attributes were varied by multiplying, subtracting, or adding one of several factors according to the experimental design for that particular scenario. By varying the attributes, the respondents were faced with different time savings for different costs, allowing them to demonstrate their travel preferences across a range of values of time. **Table 2.1** details the formulas that were used to calculate the attribute values.



**Table 2.1: Stated preference attribute levels**

Attribute	Level	Alternative 1		Alternative 2		Alternative 3	
		Current trip using existing toll lanes		Current trip using express toll lanes		Current trip using transit	
Total Travel Time	1	(Reported Travel Time) + (Level) <sup>1</sup>	1.0000	(Reported Travel Time) * (Level) <sup>2</sup>	0.875	(Alternative 1 Total Travel Time) + (Level)	0
	2		1.0625		0.900		5
	3		1.1250		0.925		10
	4		1.1875		0.950		15
	5		1.2500		0.975		20
Congested Travel Time	1	(Alternative 1 Total Travel Time) * (Level)	0.65	(Alternative 2 Total Travel Time) * (Level)	0.25		
	2		0.70		0.30		
	3		0.75		0.35		
	4		0.80		0.40		
	5		0.85		0.45		
Free Flow Travel Time		(Alternative 1 Total Travel Time – Alternative 1 Congested Travel Time)		(Alternative 2 Total Travel Time – Alternative 2 Congested Travel Time)			
Cost	1	Current Toll	(Alternative 1 Travel Time – Alternative 2 Travel Time) * Level <sup>3</sup> /60	\$ 2.00	Level	\$ 2.00	
	2			\$ 4.00		\$ 3.00	
	3			\$ 6.00		\$ 4.00	
	4			\$ 8.00		\$ 5.00	
	5			\$ 10.00		\$ 6.00	
	6			\$ 12.00			
	7			\$ 16.00			
	8			\$ 20.00			
	9			\$ 24.00			
	10			\$ 30.00			
Transit Frequency (every X minutes)	1				Level	10	
	2					15	
	3					20	
	4					25	
	5					30	
Transit Type	1				Level	Train	
	2					Bus	
Transfers	1				Level	0	
	2					1	

1. Only the first 60 minutes of reported travel time is varied.
2. The levels for Alternative 2 Travel Time are inversely proportional to the amount of delay reported. The amount of delay used in the calculation of the levels is capped at 35 minutes or 40% of the total travel time, whichever is less.
3. The toll cost for Alternative 2 is capped at \$1.50/mile of the study corridor used. A minimum toll cost difference between Alternative 1 Toll Cost and Alternative 2 Toll Cost was set at \$0.50.





An orthogonal experimental design determined which of the factors would be used for each attribute calculation in each of the ten scenarios. The orthogonal design that was used for this survey included 100 experiments which were divided into ten groups of ten. One of the ten groups was chosen at random and the ten experiments within the chosen group were used to build the tradeoff scenarios that were presented to respondents in a random order. The orthogonal nature of the experimental design ensures that the attribute values vary independently of one another, which helps to minimize the correlation between attributes and maximizes the statistical efficiency of the design.

## 2.3 Debrief and Opinion Questions

After completing the ten stated preference choice tasks, respondents answered a series of questions to assess underlying rationales for their choices and to identify possible strategic bias in their responses. Respondents who never selected a proposed express toll lanes alternative in the stated preference questions were asked to indicate their primary reason for their choices. Similarly, respondents who never selected a transit alternative were asked to indicate their primary reason for not selecting transit.

Next, respondents were asked to think about a trip where they were *not* concerned about arriving at their destination at a specific time and indicate how much they would be willing to pay to save 15 minutes of travel time for that trip. A second question asked respondents to indicate how much they would be willing to pay to save 15 minutes of travel time for a trip where they *are* concerned about arriving at their destination at a specific time.

Additionally, respondents were asked to indicate their opinion of the proposed express toll lanes and the reasons for their opinion if they were not opposed to or opposed to the project. A series of questions related to transit followed, including: transit use frequency, improvements to public transportation, and the importance of transit availability along the I-90 corridor.

Respondents were then asked the degree to which they agree or disagree with a series of attitudinal statements regarding congestion, the use of toll roads and changing travel behavior, and public transportation. Finally, respondents were asked to report the resources they typically consult when checking traffic conditions before and during their trips.

## 2.4 Traveler Information Questions

In the final section of the survey, demographic information was collected to classify respondents, identify differences in responses among traveler segments, and confirm that the sample contained a diverse cross section of the traveling population that is served by the I-90 study corridor in Cook County.

All respondents answered demographic questions relating to the following areas:

- Gender
- Age
- Employment status
- Household size
- Vehicle ownership
- Annual household income

Before finishing the survey, respondents were asked if they would be willing to participate in future travel studies in the Chicago Metropolitan area and/or enter the drawing to win an iPad. Respondents also had the



opportunity to leave any comments about the survey or the proposed express toll lanes. These open-ended statements are provided in **Appendix C**.

## 3.0 SURVEY ADMINISTRATION

RSG worked closely with the project team to design an administration plan to produce a generally representative sample of the I-90 study corridor travelers in an efficient, timely, and cost-effective way. The sampling plan was designed to include a sufficient range of travelers and trip types to support the statistical estimation of the 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 route and 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:

1. Any behavioral differences are properly represented in the model, and
2. The model is applied for forecasting using appropriate population proportions and/or sample weights.

The survey instrument was administered entirely online through RSG's [rsgsurvey.com](http://rsgsurvey.com) website. Three methods were used to recruit potential respondents to the survey website, including:

1. Email invitation to businesses and organizations located near the study corridor
2. Postcard invitation to cash customers distributed at several toll plazas along the study corridor
3. Email invitation to over 100,000 I-PASS customers

RSG began administration on August 8, 2012 and concluded on September 10, 2012. A total of 8,794 respondents completed the survey during this time. The administration methods and number of complete surveys by survey type are presented in **Table 3.1**. To increase the response rate, upon completing the survey respondents were eligible to enter into a drawing for an iPad.

**Table 3.1: Completed surveys by recruitment method**

Data Source	Completed Surveys
Cash customer postcard recipients	124
Businesses and organizations	731
I-PASS customers	7,939
<b>Total</b>	<b>8,794</b>

### 3.1 Businesses and Organizations

A total of 70 businesses and organizations located near the study corridor were contacted to participate in the survey. Twenty organizations agreed to participate, and RSG provided each of these organizations with an email invitation text which they could then distribute to their employees. These customized invitations contained a unique survey link for each company, allowing their responses to be individually tracked. A list of the 17 participating companies that generated more than two complete responses is presented below in **Table 3.2**. While one organization (Robert Bosch Tool) failed to yield any completes, two other organizations





did not fully participate by distributing the survey link to employees, but did yield one or two complete responses. These organizations were Empower HR and Telecom Brokerage, Inc.

**Table 3.2: List of participating organizations**

American Society of Safety Engineers	Arlington Heights Memorial Library
Association for Individual Development	AT&T
Central States Fund	City of Elgin
Discount Development Services	Elk Grove Village
Illinois Bone and Joint Institute	Kane County
Maine Township High School Dist. 207	McHenry County
PSA-Dewberry	Society of Critical Care Medicine
Village of Arlington Heights	William Rainey Harper College
Woodfield Mall	

This collection of businesses not only covered a substantial geographic dispersion, but also provided input from a wide variety of respondent types. Employees from both private- and public-sector organizations of widely-varying sizes helped to ensure that the opinions of a meaningful cross section of I-90 users were represented. Partnering with area businesses proved to be a highly successful method of recruitment, resulting in 731 completed surveys. AT&T employees yielded the largest number of completes with 387, or 53% of the total number of responses obtained from businesses and organizations.

## 3.2 Postcard Handout to Cash Customers

RSG designed and printed a postcard for distribution directly to automobile travelers along the I-90 study corridor. Thirty thousand postcards were printed and distributed to cash customers at three different toll plazas: Elgin, Devon, and River Road. The distribution of the postcards was coordinated by Illinois Tollway. Toll booth operators distributed the postcards in the cash lanes of each toll plaza. At the Elgin plaza, postcards were handed out to drivers traveling in both directions. Postcards were handed out to westbound drivers at the Devon plaza and eastbound drivers at the River Road plaza.

In an attempt to encourage prompt responses from recipients, a specific deadline was cited on the postcards, which was later modified to accommodate a revised distribution schedule. Instead of printing new postcards, RSG worked with printers to include an updated deadline on the existing postcards as seen in **Figure 3.1** below.



Figure 3.1: Front and back of postcard distributed to cash customers



The postcard contained a brief description of the project and instructions for completing the online survey, as well as a link to the survey website and a unique password for accessing the survey. The postcard recruitment resulted in a total of 124 complete responses.

### 3.3 Email Recruit to I-PASS Customers

RSG worked with Illinois Tollway to coordinate the emailing of a survey invitation to over one hundred thousand (100,000) I-PASS customers who had used the I-90 study corridor within the month prior to survey administration. The email invitation contained a brief description of the study and instructions for completing the online survey. A link to the survey website along with a unique password for each potential respondent was also included. This method of recruitment was highly successful and resulted in 7,939 complete responses.

## 4.0 SURVEY RESULTS

---

A total of 8,794 respondents completed the survey before it was closed. The number of records was reduced to 8,702 after completing data checks and outlier analysis during the model estimation work, which is described in more detail in **Section 5.0 (Model Estimation)** of this report. The descriptive analysis of the data presented in this section of the report is based on the 8,702 respondents who were included in the model estimation and is provided in four sections: trip detail questions, stated preference questions, debrief and opinion questions, and traveler information questions.

For the purposes of statistical modeling, respondents were grouped into four segments:

1. Peak work trips
2. Peak non-work trips
3. Off-peak work trips
4. Off-peak non-work trips

The peak trip segment contains travelers who indicated their trip began on a weekday either during the AM peak period (6:00-9:59 AM) or the PM peak period (3:00-6:59 PM) while off-peak trips occurred at all other time periods (**Table 4.1**). Work trip segments include both commute and business-related trips, while all other trip purposes are classified as non-work trips. A complete set of tabulations of the survey questions by segment is shown in **Appendix B**.



**Table 4.1: Definition of market segments**

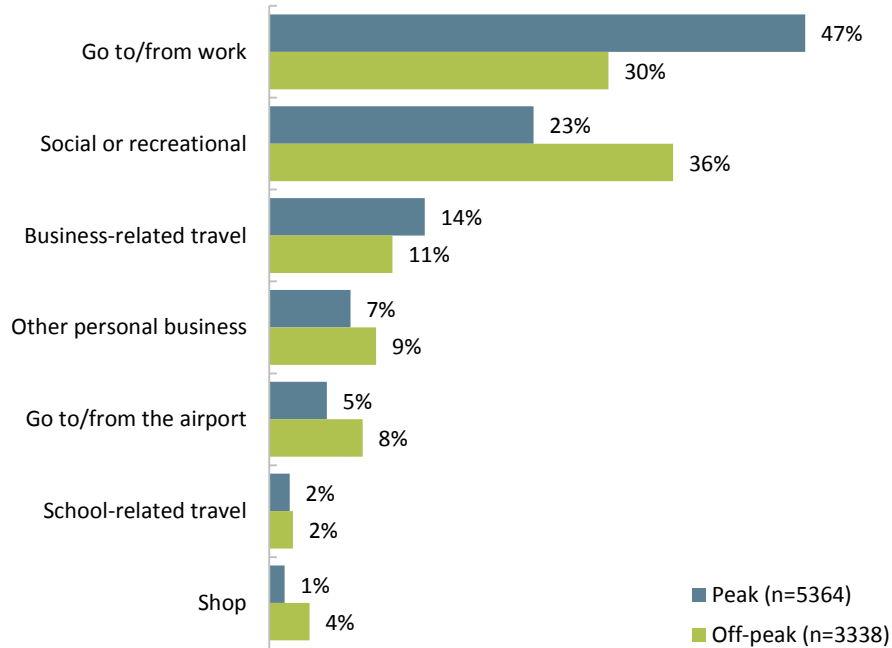
Market Segment	Day of Week	Trip Departure Time	Trip Purpose
Peak Work (n=3,201)	Monday-Friday	1. 6:00 AM to 9:59 AM 2. 3:00 PM to 6:59 PM	1. Commute trips 2. Business-related trips
Peak Non-Work (n=1,350)	Monday-Friday	1. 6:00 AM to 9:59 AM 2. 3:00 PM to 6:59 PM	1. School trips 2. Airport trips 3. Shopping trips 4. Social/recreational trips 5. Other personal business trips
Off-Peak Work (n=1,256)	Monday-Friday	1. 10:00 AM to 2:59 PM 2. 7:00 PM to 5:59 AM	1. Commute trips 2. Business-related trips
Off-Peak Non-Work (n=1,138)	Monday-Friday	1. 10:00 AM to 2:59 PM 2. 7:00 PM to 5:59 AM	1. School trips 2. Airport trips 3. Shopping trips 4. Social/recreational trips 5. Other personal business trips
Weekend (n=1,757)	Saturday, Sunday	All departure times	All trip purposes

## 4.1 Screening and Trip Details

The distribution of trip purpose for all respondents is shown in **Figure 4.1**. The majority of all reported trips (41%) were commute trips, while another 28% were social or recreational trips. A further 13% of trips were business-related travel. Commute or work-related travel comprised 53% of the total sample.



**Figure 4.1: Trip purpose by trip departure time**



The latitude and longitude coordinates for each trip's origin-destination pair were used to calculate the trip distance and expected trip travel times using a Google Maps™ travel direction driving algorithm. Mean and median trip distances, as well as respondent-reported travel times, are displayed in **Table 4.2** by market segment. Peak work trips tended to be shorter in both time and distance compared to other segments, while peak non-work trips tended to be longer.

**Table 4.2: Trip travel time and trip distance by market segment**

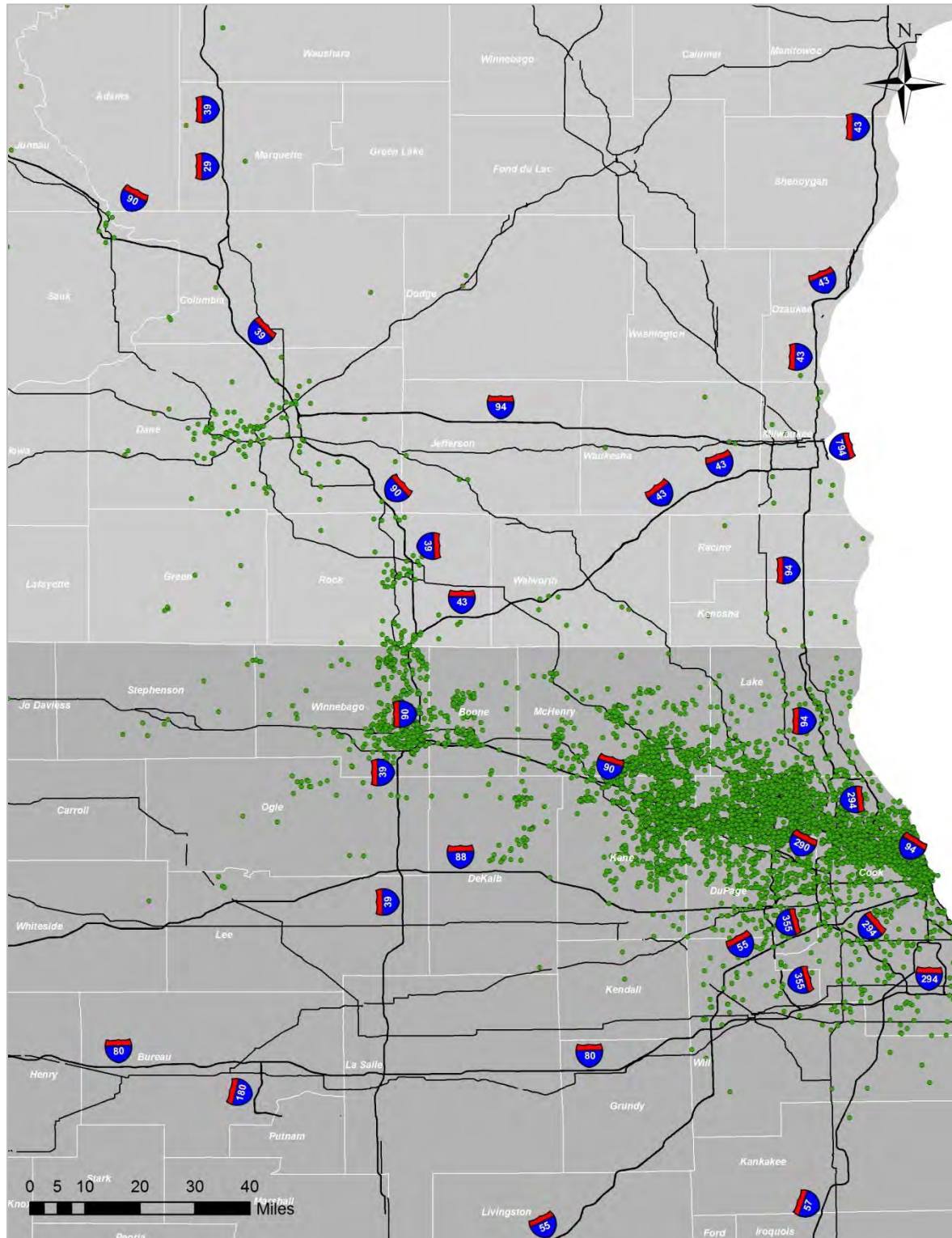
Market Segment	Trip Travel Time (minutes)		Trip Distance (miles)	
	Mean	Median	Mean	Median
Peak work	65	60	37	28
Peak non-work	89	70	63	35
Off-peak work	66	60	44	34
Off-peak non-work	79	60	57	35

Trip origins and destinations are displayed in **Figure 4.2** and **Figure 4.3**. **Figure 4.2** shows respondents' trip origins are primarily scattered northeast of the I-90 corridor and at the I-90/I-39 intersection in Rockford. Trip destinations in **Figure 4.3** show that a large number of respondents reported trip destinations that are also clustered northeast of the I-90 corridor and in the greater Chicago area.





**Figure 4.2: Map of trip origins**



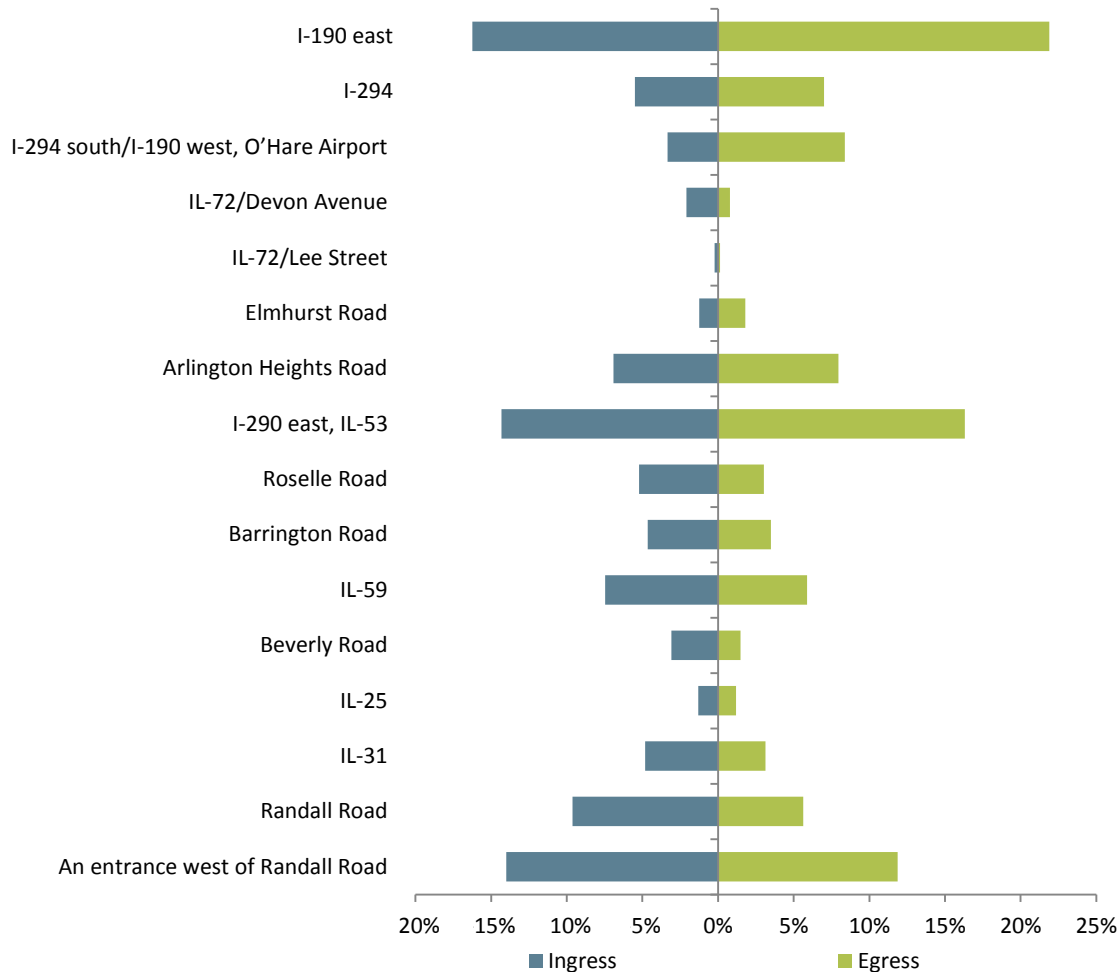
A map of Illinois showing county boundaries and major highways. The map is overlaid with numerous yellow dots, which are more densely clustered in the eastern half of the state, particularly around the Chicago metropolitan area. Major highways are indicated by red and blue shields with white numbers. A north arrow is located in the top right corner, and a scale bar in miles (0 to 40) is in the bottom left corner. County names are labeled throughout the map, including Adams, Alton, Anderson, Boone, Brown, Bureau, Calhoun, Cass, Carroll, Champaign, Clark, Clinton, Cook, DeKalb, DuPage, Effingham, Edwards, Elgin, Hancock, Hardin, Henderson, Henry, Iroquois, Jackson, Jasper, Johnson, Kane, Kendall, Keokuk, Knox, Kosciusko, LaSalle, Lake, LaSalle, Lee, Lincoln, Logan, Macoupin, Madison, Mahanoy, Marion, Marshall, Mason, Menard, Mercer, Miami, Monroeville, Morgan, Montgomery, Moultrie, Newton, Norman, Ogle, Peoria, Perry, Pike, Pope, Randolph, Richland, Ripley, Rock, Saline, Sangamon, Schuyler, Shelby, Simpson, Smith, Stark, Taylor, Tazewell, Union, Van Buren, Vermilion, Warren, Washington, Wayne, White, Whiteside, and Winnebago.





The distribution of reported ingress and egress ramps for I-90 is presented in **Figure 4.4**. About 16% of travelers reported entering and 22% reported exiting the study corridor on I-190 east. Other frequently cited ramps included I-290 east/IL-53 and an entrance west of Randall Road.

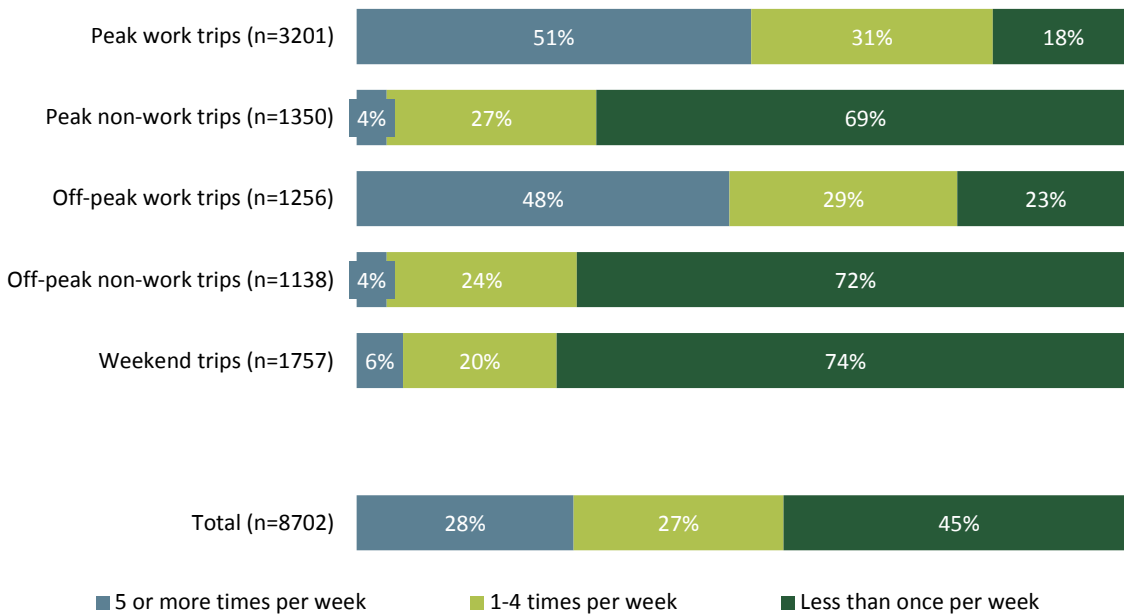
**Figure 4.4: I-90 study corridor ingress and egress ramps**



The frequency of trips, defined as the number of times per week that a respondent makes their reference trip, is illustrated in **Figure 4.5**. Forty-five percent of all reported trips are made less than one time per week, although there are significant variations across the different trip purposes. As expected, work trips were the most frequent with 51% of peak work travelers indicating they make the same trip at least five times per week. Non-work related trips tended to be made less frequently.

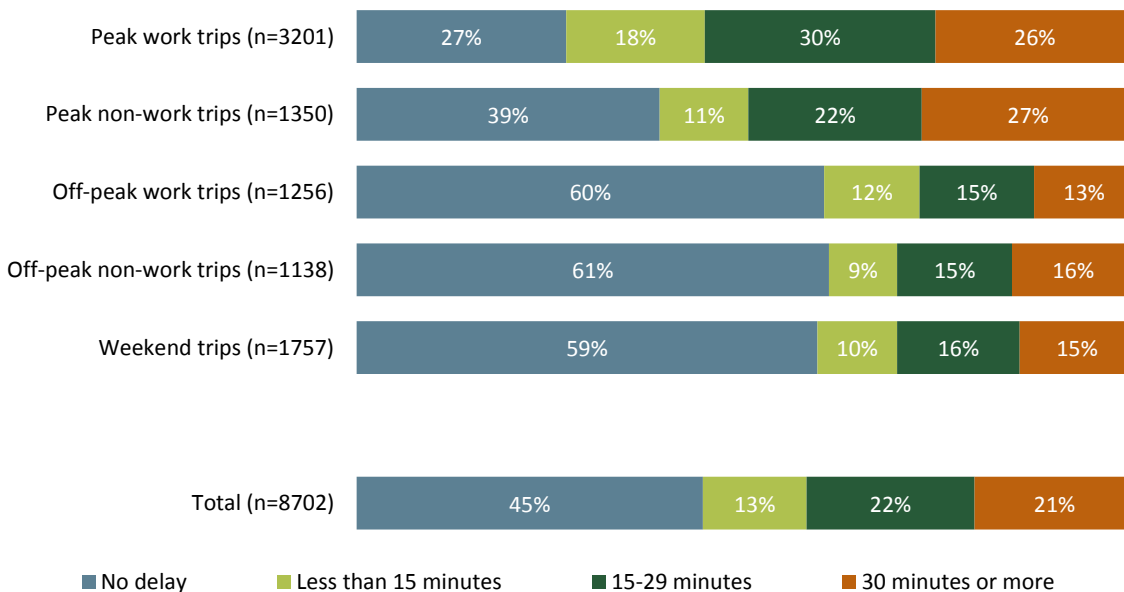


**Figure 4.5: Trip frequency by market segment**



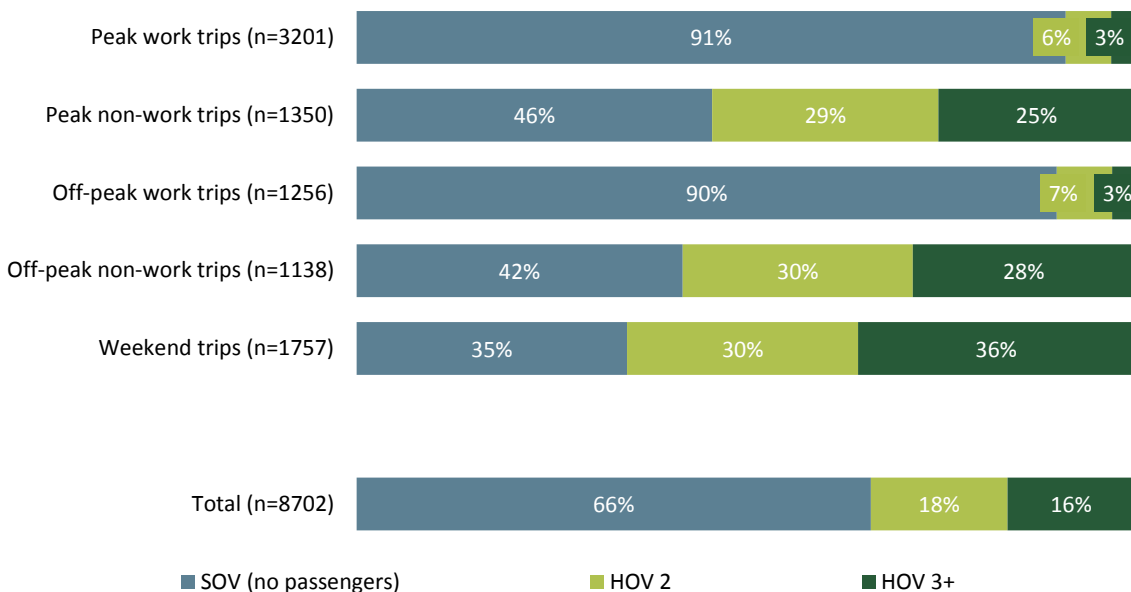
Respondents were asked to report the amount of traffic congestion they experienced on I-90 for their reference trip. The amount of delay due to traffic congestion is presented by market segment in **Figure 4.6**. Overall, forty-five percent of respondents did not experience any delay during their trip; however, a majority of respondents who traveled during peak periods reported at least some delay. Approximately one-quarter of peak work and peak non-work travelers (26% and 27% respectively) experienced at least 30 minutes of delay.

**Figure 4.6: Amount of reported delay on study corridor due to traffic congestion by market segment**



Reported total vehicle occupancy by market segment is shown **Figure 4.7**. Ninety-one percent of peak work trips were made in single occupant vehicles (SOV), while only 46% of peak non-work trips were SOV. Overall, the mean occupancy was 1.66 people per vehicle.

**Figure 4.7: Vehicle occupancy by market segment**



Only 13% of respondents indicated that they could have used public transportation for their reported trip and a further 15% indicated that they do not know if they could have used transit. Of those respondents who could have used transit (1,104 respondents), almost half (45%) said that they did not choose public transportation because the travel time is too long. A further 36% cited that they 'need vehicle for other reasons' and 31% sited 'too many transfers to make trip.'

## 4.2 Stated Preference Scenarios

Out of the 87,020 total choice experiments administered in the survey, respondents in this study chose the express toll lanes alternative 26,736 times which represents 31% of all choices (**Table 4.3**). Respondents chose the transit alternative 9,109 times, representing 10% of all choices. Analysis of the stated preference data will be described in more detail in the **Section 5.0 (Model Estimation)** section of this report.

**Table 4.3: Stated preference choices**

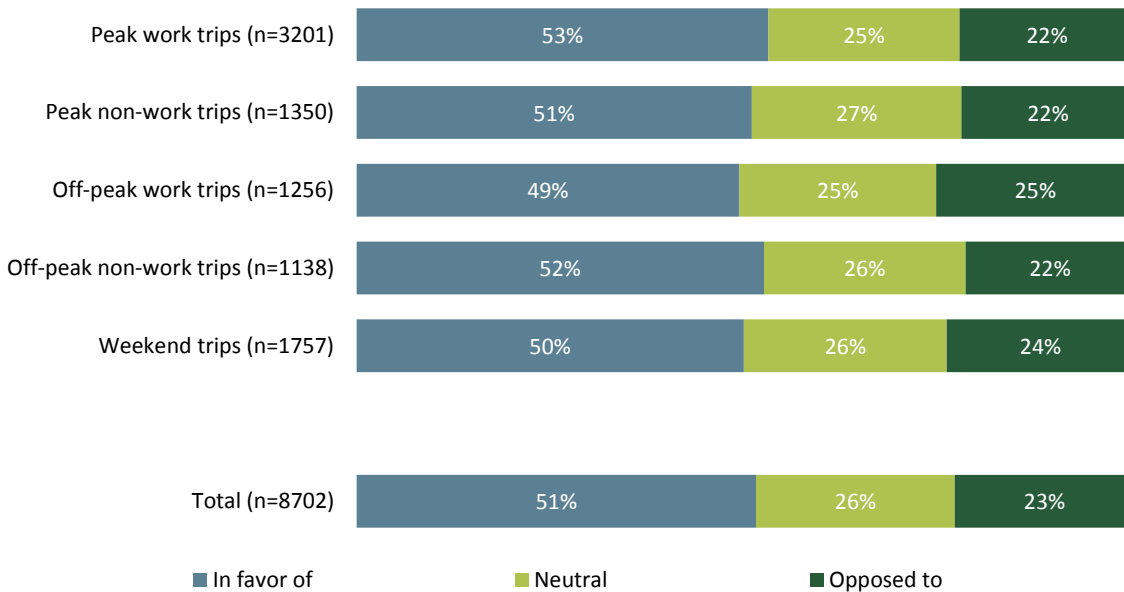
Alternative	Number of Times Alternative Selected	Percent Selected
Current route using existing toll lanes	51,175	59%
Current route using proposed express toll lanes	26,736	31%
Current trip using public transportation	9,109	10%



### 4.3 Debrief and Opinion

Upon completing the stated preference scenarios, respondents were asked to answer a series of debrief questions to understand the underlying reasons for their choices during the hypothetical trade-offs. The opinion questions and attitude statements were included to help identify those respondents in the sample who may have responded to the stated preference scenarios in a strategic fashion that does not necessarily reflect how they would actually behave if the express lanes were completed. Overall, more than half (51%) of respondents indicated that they are in favor of the proposed express toll lanes. **Figure 4.8** illustrates very slight fluctuations in levels of support by market segment.

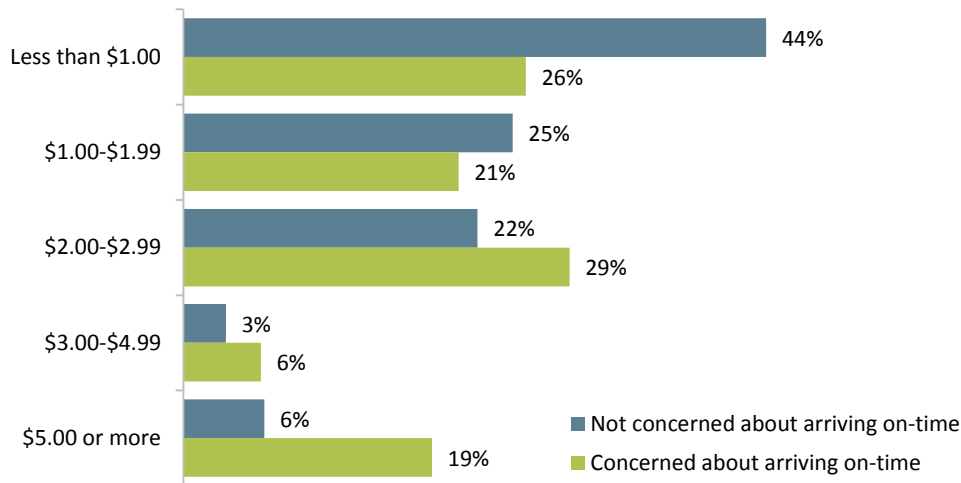
**Figure 4.8: Opinion of proposed express toll lanes by market segment**



Respondents were asked to indicate how much they would be willing to pay to save 15 minutes of travel time for a trip where they were *not* concerned about arriving at their destination at a specific time and for a trip where they *are* concerned about arriving at their destination at a specific time. On average, respondents indicated that they would be willing to pay more to save time on trips where they are concerned about arriving on time; fifty-four percent of respondents indicated that they would be willing to pay at least \$2.00 to save fifteen minutes of travel time during a trip where they *are* concerned about arriving on-time (**Figure 4.9**).



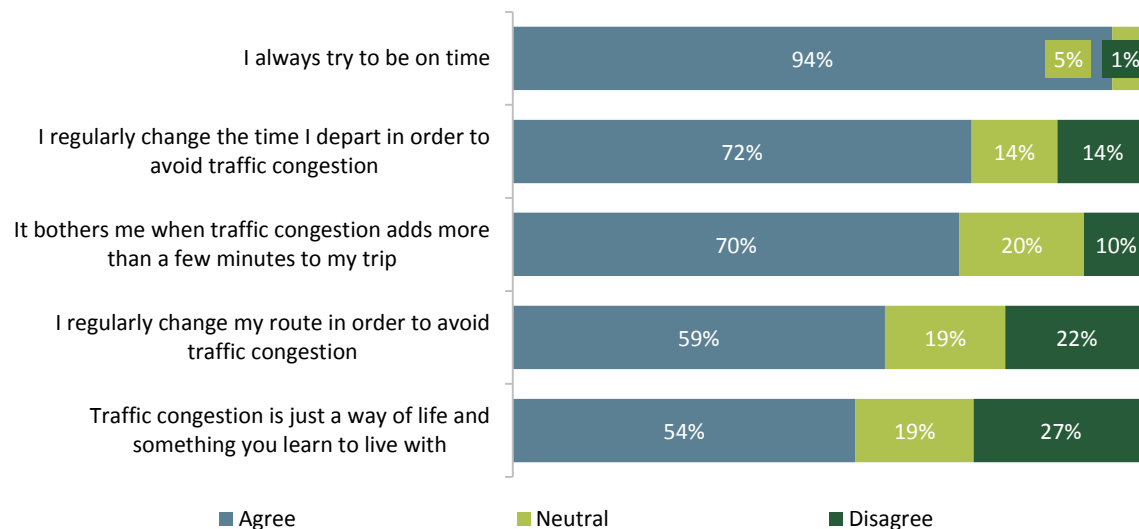
**Figure 4.9: Amount willing to pay to save fifteen minutes of travel time**



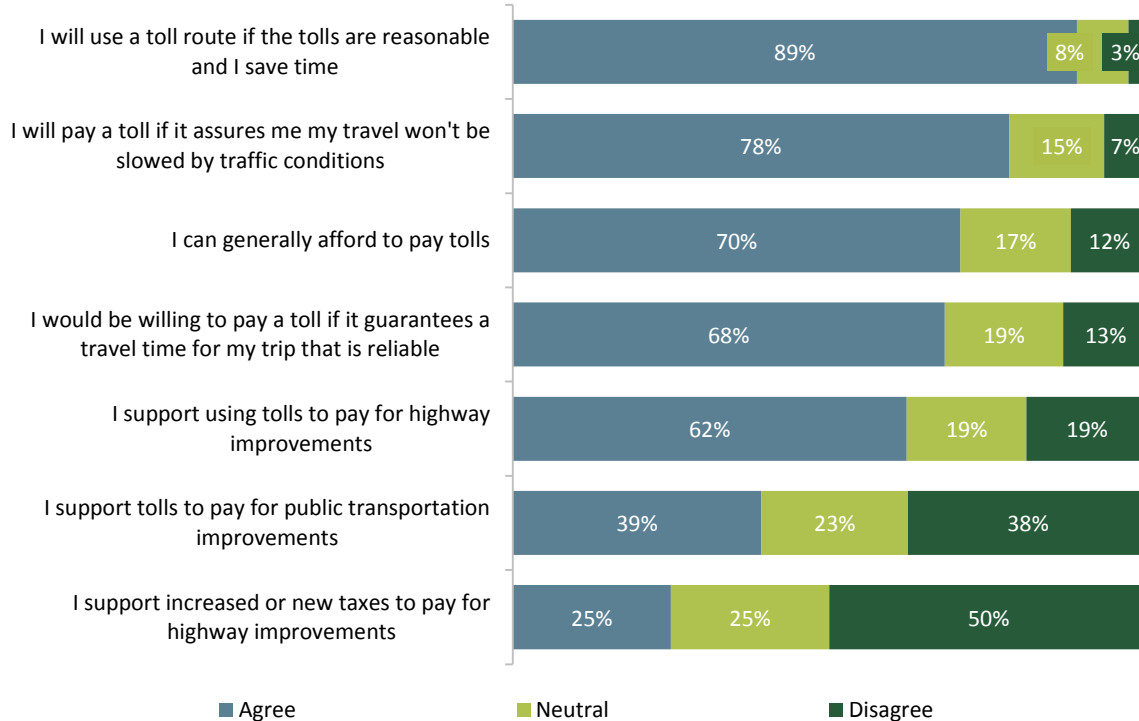
To understand current public transportation use, all respondents were asked to indicate how frequently they use public transportation in the greater Chicago area. Forty percent of respondents indicated that they never use public transportation and a further 36% use it less than one time per month. Only nine percent of respondents use public transportation at least one time per week.

Respondents were presented with a series of statements related to highway tolling and their willingness to pay tolls for reduced travel time or improved travel time reliability, and their attitudes toward public transportation use and were asked to indicate the level with which they agree or disagree with the statements on a five-point scale. **Figure 4.10** through **Figure 4.12** presents the responses to these statements.

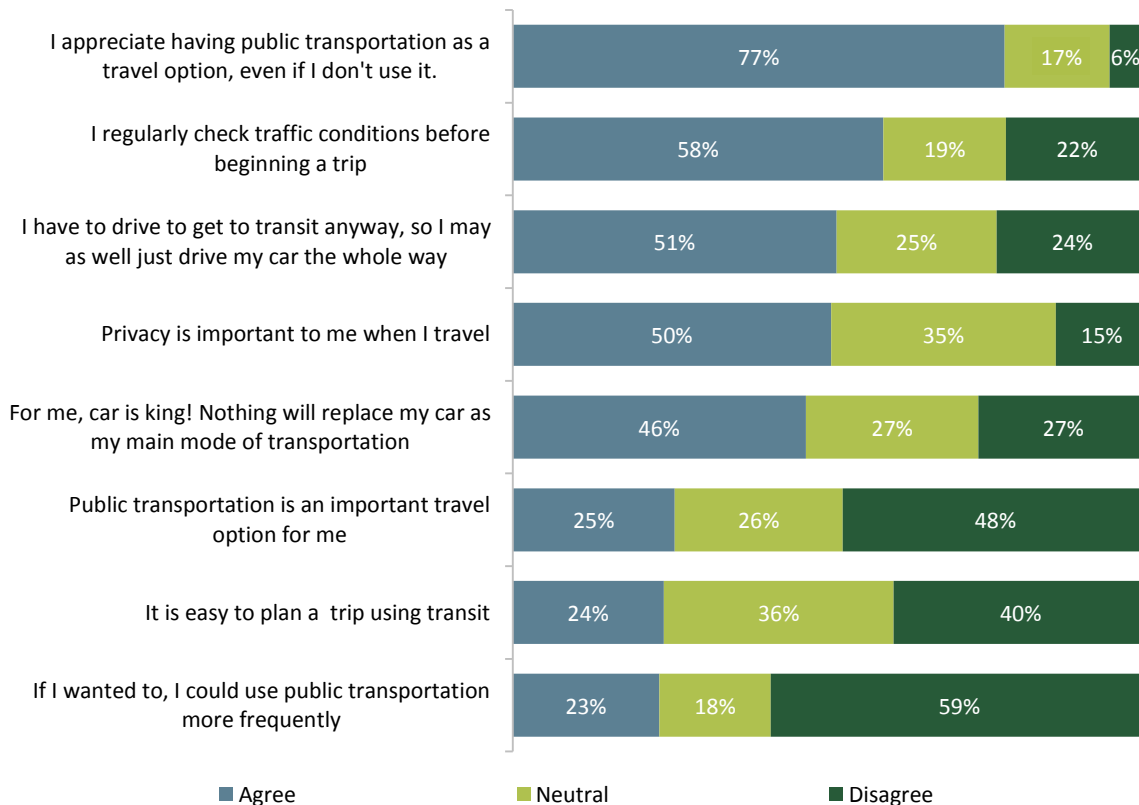
**Figure 4.10: Attitudinal responses about congestion**



**Figure 4.11: Attitudinal responses about tolling**



**Figure 4.12: Attitudinal responses about public transportation**

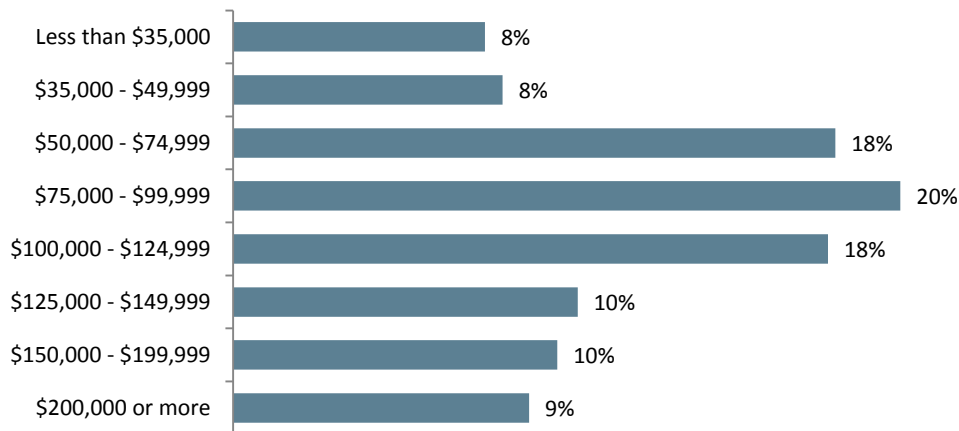




## 4.4 Traveler Information

The dataset includes a wide range of ages, with a median age category of 45-54 years of age. Sixty-one percent of survey takers were male. Three-quarters (75%) of respondents were employed full time, and the most respondents (37%) live in two-person households. Forty-eight percent of households had two cars, while only four respondents belong to a zero-vehicle household. **Figure 4.13** shows the income group distribution; the median household income falls into the \$75,000-99,999 range.

**Figure 4.13: Annual household income**



## 5.0 MODEL ESTIMATION

Statistical analysis and discrete choice model estimation were carried out using the stated preference survey data. Responses from the stated preference scenarios were expanded into a dataset containing ten observations for each respondent. Each observation included the values of the attributes presented in each alternative, the respondent's chosen alternative, and additional background information about the respondent's reported trip and demographic characteristics. This dataset formed the basis for the discrete choice model estimation described in this report.

### 5.1 Methodology and Alternatives

The statistical estimation and specification testing were completed using a conventional maximum likelihood procedure that estimated a set of coefficients for a multinomial logit (MNL) model<sup>1</sup> for five market segments. The model coefficients provide information about the respondents' sensitivities to the attributes that were tested in the tradeoff scenarios. The sensitivities will serve as inputs into the travel demand model to forecast behavioral response, traffic, and revenue for the proposed I-90 express toll lanes.

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<sup>1</sup> 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.



In each stated preference scenario, the following three alternatives were presented to respondents for making a hypothetical future trip in the area (see **Section 2.0 (Survey Questionnaire)** for more details):

1. Use the existing toll lanes
2. Use the proposed express toll lanes
3. Use public transportation

## 5.2 Identification of Outliers

The choice data were screened to ensure that all observations included in the model estimation represented realistic trips and reasonable trade-offs in the stated preference exercises. Several variables were used for screening purposes, including an examination of total survey duration, stated preference duration, and implied speed.

After reviewing these variables and the effects that extreme values had on the models, it was determined that respondents who met the following conditions should be excluded from the final analysis (the categories are not mutually exclusive):

- A ratio of reported travel time to Google Maps™ travel time less than 0.5 or 50% (53 instances).
- An implied speed greater than 120 mph or less than 5 mph (51 instances).
- A total survey duration of less than seven minutes or a duration for the 10 stated preference questions of less than 40 seconds, or 4 seconds per SP experiment (19 instances).
- Origin and destination combinations that indicated a trip would not qualify for this study (8 instances).
- A total amount of delay equal to or greater than 90% of the reported travel time (6 instances).
- Total travel distance less than five miles (2 instances).
- Vehicles with a total occupancy greater than nine (2 instances).

Based on this outlier analysis, a total of 8,702 respondents (87,020 observations) were used to estimate the models presented in this report.

## 5.3 Segmentation

Automobile traveler segment models were estimated for four market segments based on trip purpose and time of day:

- Peak Work Trips
- Off-peak Work Trips
- Peak Non-work Trips
- Off-peak Non-work Trips

The exact specifications of the time and purpose segmentations are presented in **Table 4.1**.

This final segmentation scheme was chosen based on the behavioral differences observed between the segments, expected application of the choice models, and the reasonableness and intuitiveness of the segmented results. Weekend trips were not used in the model estimation because the forecasting model is weekday-only.



## 5.4 Multinomial Logit Models

The multinomial logit model estimates a choice probability for each alternative presented in the stated preference tradeoff exercises. The alternatives are represented in the model by observed utility equations of the form:

$$U_1 = \beta_1 X_1 + \beta_2 X_2 + \dots + \beta_n X_n$$

Where each X represents a variable specified by the researcher and each  $\beta$  is a coefficient estimated by the model that represents the sensitivity of the respondents in the sample to the corresponding variable.

Several utility equation structures were tested using the variables included in the stated preference scenarios as well as trip characteristics, attitudinal indicators, and demographic variables. The models presented in this section represent the final model specifications, which only include variables that proved to be statistically significant.

### 5.4.1 Model Specification

The final MNL specification was selected after several specifications were tested. Initially separate models were estimated for the aggregate as well as the four market segments. Utility equations were also specified for each alternative using the variables tested in the stated preference exercises, as well as certain trip detail, attitude, and demographic variables that could have explanatory power in the model, including:

- Travel time
- Time of day
- Vehicle occupancy
- Trip Purpose
- Opinion of proposed express toll lanes project
- Income
- Trip distance
- Trip frequency
- Delay experienced
- ETC ownership
- Frequency of transit use

After reviewing the significance of each variable, the final model specification was chosen based on model fit, the intuitiveness and reasonableness of the model coefficients, and the expected application of the model results.

The final model specification includes variables for travel time and toll/fare cost for all alternatives and transit frequency, number of transfers, and transit type for the public transportation alternative estimated separately for each of the four market segments. Travel time was estimated separately for respondents based on their opinion of the proposed project. For the purposes of this model estimation work, respondents who strongly favor, favor, or feel neutrally about the proposed project are considered to 'not oppose' the project. Those respondents who oppose or strongly oppose the project are considered to 'oppose' the project. The toll and fare cost coefficients were combined for estimation purposes and this cost variable was estimated



separately for respondents based on their opinion to the proposed project as well as their vehicle occupancy. Additionally, a non-linear transformation of the toll/fare cost coefficient by household income was estimated to capture the relationship between toll cost sensitivity and household income. The separately estimated coefficients for travel time and cost are outlined below.

- Travel time coefficients:
  1. Respondents not opposed to the project
  2. Respondents opposed to the project
- Cost coefficients:
  1. SOV trips and respondents not opposed to the project
  2. HOV trips and respondents not opposed to the project
  3. All vehicle occupancies and respondents opposed to the project

A toll constant was included on the express toll lanes alternative and a transit constant was included on the public transportation alternative to capture utility for these alternatives that cannot be attributed to the other variables in the model.

## 5.4.2 Coefficient Estimates

The results of the final model specification are presented below in **Table 5.1** through **Table 5.4**. The coefficient values, robust standard errors, robust t-statistics, and general model statistics are also presented.

The coefficient values are the values estimated by the choice model that represent the relative importance of each of the variables. It should be noted that these values are unit-specific and the units must be accounted for when comparing coefficients. The sign of the coefficient indicates a positive or negative relationship between utility and the associated variable. For example, a negative travel time coefficient implies that utility for a given travel alternative will decrease as the travel time associated with that alternative increases.

The standard error is a measure of error around the mean coefficient estimate. The t-statistic is the coefficient estimated divided by the standard error, which can be used to evaluate statistical significance. A t-statistic greater/less than  $\pm 1.96$  indicates that the coefficient is statistically significantly different from 0 (unless otherwise reported) at the 95% level.

The model fit statistics that are presented include the number of observations, the number of estimated parameters, the initial log-likelihood, the log-likelihood at convergence, rho-squared, and adjusted rho-squared. The log-likelihood is a model fit measure that indicates how well the model predicts the choices observed in the data. The null log-likelihood is the measure of the model fit with coefficient values of zero. The final log-likelihood is the measure of model fit with the final coefficient values at model convergence. A value closer to zero indicates better model fit. The log-likelihood cannot be evaluated independently, as it is a function of the number of observations, the number of alternatives, and the number of parameters in the choice model. The rho-square model fit measure accounts for this to some degree by evaluating the difference between the null log-likelihood and the final log-likelihood at convergence. The adjusted rho-square value takes into account the number of parameters estimated in the model.



**Table 5.1: Model coefficients: Peak work trips**

Coefficient	Units	Alternatives			Coefficient Values		
		1: Existing Toll Lanes	2: Express Toll Lanes	3: Transit	Value	Robust Std. Error	Robust T-Test (0)
Travel Time							
Travel Time – Not opposed to project	Minutes	X	X	X	-0.06	0.002	-26.74
Travel Time – Opposed to project	Minutes	X	X	X	0.01	0.005	2.14
Cost*							
Cost - Not opposed to project, SOV	Dollars	X	X	X	-3.72	0.125	-29.71
Cost - Not opposed to project, HOV	Dollars	X	X	X	-3.16	0.268	-11.78
Cost - Opposed to project	Dollars	X	X	X	-0.49	0.040	-12.28
Transit Specific							
Transit mode - Train	(0,1)	-	-	X	0.74	0.047	15.68
Transit frequency	(10,15,20,25,30)	-	-	X	-0.02	0.002	-6.50
Transit transfers	(0,1)	-	-	X	-0.26	0.040	-6.54
Constants							
Express Toll Lanes Constant	(0,1)	-	X	-	-0.41	0.039	-10.67
Transit Constant	(0,1)	-	-	X	-1.51	0.072	-21.05

*\*Costs are log income transformed.*

Model Statistics	
Number of estimated parameters:	10
Number of observations:	32010
Number of individuals:	3201
Initial log-likelihood:	-35166.58
Final log-likelihood:	19151.25
Rho-square:	0.272
Adjusted rho-square:	0.272



**Table 5.2: Model coefficients: Peak non-work trips**

Coefficient	Units	Alternatives			Coefficient Values		
		1: Existing Toll Lanes	2: Express Toll Lanes	3: Transit	Value	Robust Std. Error	Robust T-Test (0)
Travel Time							
Travel Time – Not opposed to project	Minutes	X	X	X	-0.05	0.004	-12.54
Travel Time – Opposed to project	Minutes	X	X	X	0.03	0.007	4.03
Cost*							
Cost - Not opposed to project, SOV	Dollars	X	X	X	-3.22	0.222	-14.50
Cost - Not opposed to project, HOV	Dollars	X	X	X	-2.80	0.188	-14.94
Cost - Opposed to project	Dollars	X	X	X	-0.46	0.048	-9.59
Transit Specific							
Transit mode - Train	(0,1)	-	-	X	0.68	0.072	9.43
Transit frequency	(10,15,20,25,30)	-	-	X	-0.01	0.004	-2.75
Transit transfers	(0,1)	-	-	X	-0.28	0.060	-4.63
Constants							
Express Toll Lanes Constant	(0,1)	-	X	-	-0.20	0.059	-3.43
Transit Constant	(0,1)	-	-	X	-1.83	0.110	-16.67

*\*Costs are log income transformed.*

Model Statistics	
Number of estimated parameters:	10
Number of observations:	13500
Number of individuals:	1350
Initial log-likelihood:	-14831.266
Final log-likelihood:	-10935.849
Rho-square:	0.263
Adjusted rho-square:	0.262





**Table 5.3: Model coefficients: Off-peak work trips**

Coefficient	Units	Alternatives			Coefficient Values		
		1: Existing Toll Lanes	2: Express Toll Lanes	3: Transit	Value	Robust Std. Error	Robust T-Test (0)
Travel Time							
Travel Time – Not opposed to project	Minutes	X	X	X	-0.06	0.004	-13.95
Travel Time – Opposed to project	Minutes	X	X	X	0.03	0.009	3.64
Cost*							
Cost - Not opposed to project, SOV	Dollars	X	X	X	-2.67	0.206	-12.96
Cost - Not opposed to project, HOV	Dollars	X	X	X	-2.90	0.487	-5.96
Cost - Opposed to project	Dollars	X	X	X	-0.50	0.056	-8.92
Transit Specific							
Transit mode - Train	(0,1)	-	-	X	0.82	0.082	10.00
Transit frequency	(10,15,20,25,30)	-	-	X	-0.01	0.004	-3.54
Transit transfers	(0,1)	-	-	X	-0.35	0.068	-5.12
Constants							
Express Toll Lanes Constant	(0,1)	-	X	-	-0.52	0.061	-8.47
Transit Constant	(0,1)	-	-	X	-1.75	0.122	-14.42

*\*Costs are log income transformed.*

Model Statistics	
Number of estimated parameters:	10
Number of observations:	12560
Number of individuals:	1256
Initial log-likelihood:	-13798.57
Final log-likelihood:	-9994.098
Rho-square:	0.276
Adjusted rho-square:	0.275



**Table 5.4: Model coefficients: Off-peak non-work trips**

Coefficient	Units	Alternatives			Coefficient Values		
		1: Existing Toll Lanes	2: Express Toll Lanes	3: Transit	Value	Robust Std. Error	Robust T-Test (0)
Travel Time							
Travel Time – Not opposed to project	Minutes	X	X	X	-0.06	0.004	-13.67
Travel Time – Opposed to project	Minutes	X	X	X	0.03	0.007	4.60
Cost*							
Cost - Not opposed to project, SOV	Dollars	X	X	X	-3.48	0.340	-10.22
Cost - Not opposed to project, HOV2+	Dollars	X	X	X	-2.83	0.229	-12.39
Cost - Opposed to project	Dollars	X	X	X	-0.37	0.046	-8.09
Transit Specific							
Transit mode - Train	(0,1)	-	-	X	0.74	0.075	9.97
Transit frequency	(10,15,20,25,30)	-	-	X	-0.02	0.004	-4.21
Transit transfers	(0,1)	-	-	X	-0.30	0.065	-4.63
Constants							
Express Toll Lanes Constant	(0,1)	-	X	-	-0.41	0.063	-6.63
Transit Constant	(0,1)	-	-	X	-1.76	0.116	-15.13

*\*Costs are log income transformed.*

Model Statistics	
Number of estimated parameters:	10
Number of observations:	11380
Number of individuals:	1138
Initial log-likelihood:	-12502.208
Final log-likelihood:	-9275.738
Rho-square:	0.258
Adjusted rho-square:	0.257

### 5.4.3 Values of Time

One way to evaluate the sensitivities that are estimated in the MNL models is to calculate the values of time for the different model segments (**Figure 5.1**). The marginal rate of substitution of the travel time and toll cost coefficients provides the implied value that travelers place on their time in terms of their willingness to pay (WTP) a toll for travel time savings offered on the I-90 study corridor. For example, if a given individual were willing to give up \$1.00 to save 10 minutes of travel time, they would have a minimum value of time of \$0.10/minute, or \$6.00/hour.



**Figure 5.1: VOT calculation**

$$VOT = 60 \times \frac{\beta Time}{\left[ \frac{\beta Cost}{LN(income)} \right]}$$

The values of time evaluated at each income category midpoint by market segment are shown below in **Table 5.5**. The median household income for the peak work segment is \$112,500 and for the remaining three market segments it is \$87,500.

**Table 5.5: Values of time by market segment, vehicle occupancy, and income**

Income Category	Peak Work Trips		Peak Non-work Trips		Off-peak Work Trips		Off-peak Non-work Trips	
	SOV	HOV	SOV	HOV	SOV	HOV	SOV	HOV
\$15,000	\$9.83	\$11.58	\$8.22	\$9.46	\$12.42	\$11.44	\$9.35	\$11.50
\$20,000	\$10.13	\$11.92	\$8.47	\$9.74	\$12.80	\$11.78	\$9.63	\$11.84
\$30,000	\$10.54	\$12.41	\$8.82	\$10.14	\$13.32	\$12.26	\$10.02	\$12.33
\$42,500	\$10.90	\$12.83	\$9.11	\$10.48	\$13.77	\$12.68	\$10.36	\$12.74
\$62,500	\$11.29	\$13.29	\$9.44	\$10.86	\$14.27	\$13.14	\$10.74	\$13.20
\$87,500	\$11.64	\$13.70	\$9.73	\$11.19	\$14.70	\$13.54	\$11.07	\$13.61
\$112,500	\$11.89	\$14.00	\$9.95	\$11.44	\$15.03	\$13.84	\$11.31	\$13.91
\$137,500	\$12.10	\$14.24	\$10.12	\$11.64	\$15.29	\$14.08	\$11.50	\$14.15
\$175,000	\$12.35	\$14.53	\$10.33	\$11.87	\$15.60	\$14.36	\$11.74	\$14.44
\$225,000	\$12.60	\$14.84	\$10.54	\$12.12	\$15.92	\$14.66	\$11.98	\$14.74
\$250,000	\$12.71	\$14.96	\$10.63	\$12.23	\$16.06	\$14.79	\$12.09	\$14.86

## 6.0 CONCLUSIONS

RSG successfully developed and implemented a stated preference survey questionnaire that gathered information from 8,794 automobile travelers who travel along the I-90 study corridor in Cook County. The questionnaire collected data on current travel behavior, presented respondents with information about proposed express toll lanes along the study corridors, and engaged the travelers in a series of stated preference trade-off scenarios.

Choice models were developed to produce estimates of values of time for travelers in the region. The magnitude and signs of the sensitivity estimates are reasonable and intuitively correct, and the values of time that were estimated are within the ranges found in other major metropolitan areas across the country. Value of time varied by time of day, trip purpose, and vehicle occupancy, and generally fell within a range of \$9.73/hr. to \$14.70/hr.

Overall, the survey and choice model results indicate that travel time and toll cost can have a significant impact on individuals' travel behaviors. The results of this work will help the Illinois Tollway to evaluate a range of tolling scenarios and travel conditions related to the proposed express toll lanes project along the Jane Addams Memorial Tollway.





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# **Jane Addams Memorial Tollway Express Toll Lanes Travel Study Report DRAFT**

## **Appendix A: Survey Questionnaire**

November 2012

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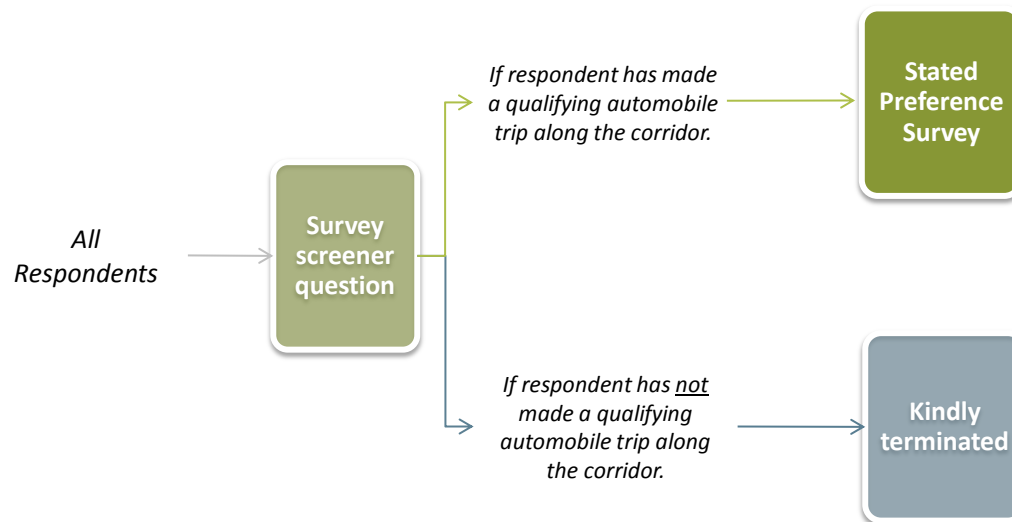
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## 1.0 INTRODUCTION AND INSTRUCTIONS

### Survey approach

#### Jane Addams Tollway Express Toll Lanes - Survey Approach



1





## Jane Addams Tollway Express Toll Lanes - Stated Preference Alternatives

### Stated preference alternatives for automobile users:

1. Current route using existing toll lanes on I-90
2. Current route using new Express Toll Lanes on I-90
3. Hypothetical transit option (bus or rail) for current trip



## Jane Addams Tollway Express Toll Lanes - Instructions for Reviewers

This questionnaire format is designed to create a similar look to the online survey instrument once it is programmed. Notes for reviewers can be found in the “Notes” section at the bottom of each slide.

1. While reviewing the questionnaire, assume that all respondents see each screen unless otherwise noted in the “Notes” section of a slide.
2. General text appearing in the “Notes” section of a slide indicates a question that will not be seen by all respondents and the logic for the respondents who will see that question. For example: “If a transit user”.
3. Text in [ ] square brackets appearing in the “Notes” section of a slide denotes the online survey page name associated with that question.
4. Text in < > angle brackets within the text of a question is dynamically inserted based on each respondent’s answers to previous questions. E.g. “In the questions that follow, please continue to think about your <trip purpose> trip.”



## Jane Addams Tollway Express Toll Lanes - Methodology & Sample Size

The Jane Addams Tollway Express Toll Lanes Travel Survey will be administered in accordance with the final survey plan with a target sample size of 1,500 responses. The sample will be collected to obtain a minimum of:

- 300 work trips
- 300 non-work trips
- 300 peak trips
- 300 off-peak trips
- 150 Cash Customer trips

Respondents will be recruited for the automobile stated preference survey using some one of three methods:

1. Through businesses/organizations within or near the study corridor via email recruit
2. Through intercepting Cash toll users at toll plazas
3. Through email recruit to I-PASS users



## 2.0 SCREENING AND TRIP DETAIL QUESTIONS

### Entry screen

#### Jane Addams Tollway Express Toll Lanes - Entry Page



## Jane Addams Tollway Express Toll Lanes - Introduction

**Thank you for participating in the Jane Addams Tollway Travel Study!**

**The purpose of this survey is to gather input from you and other drivers about travel along the Jane Addams Tollway (I-90).**

**[Cash & I-PASS customers] By completing this survey you can enter a drawing to win an iPad!**

**Your answers will be kept confidential and will only be used for this study.**

### Survey Instructions

Please use the “Next Question” button in the lower left-hand corner of the screen to go forward. If you back up to change an answer, please be sure to click “Next Question” to continue forward. It is important that you do not use your web browser’s “forward” button because your new answers will not be recorded.

To review a previous question, use the browser’s “back” button, which is the left-pointing arrow in the upper left corner of the screen.

Answering all of the questions will take 10 – 15 minutes.

**Please click “Next Question” to begin.**

Next Question ➡

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## Jane Addams Tollway Express Toll Lanes - Screener Question

Were you the driver for a trip that meets **all** of the following criteria?

- Made in a personal vehicle (e.g. car, pickup truck, minivan, etc.)
- Made within the past month
- Took at least 20 minutes in door-to-door travel time
- Used **part of or all** of the highlighted portion of I-90 (Jane Addams Memorial Tollway) on the map to the right



- ☐ Yes, I have made a recent trip that used I-90 and that meets **all** of these conditions
- ☐ No, I have not made a recent trip that used I-90 and that meets **all** of these conditions

Next Question ➔

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**Terminate**—if respondent has not made a trip that meets all conditions

## Jane Addams Tollway Express Toll Lanes - Terminate

**Thank you for taking the time to participate in the Jane Addams Memorial Tollway Survey.**

Unfortunately, your answers do not qualify you for this survey. Although we appreciate your interest, we cannot invite you to continue with the survey.

**Thank you again for your time.** You may close your browser to exit.

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## Jane Addams Tollway Express Toll Lanes - Used Transit

Did you use **public transportation** for any portion of your trip?

- ☐ Yes
- ☐ No

Next Question ➔

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One-way trip description—if respondent used transit during one-way trip

## Jane Addams Tollway Express Toll Lanes - One-Way Trip w/ Transit

For the purposes of this survey, please think of the **portion of your trip that was spent in your personal vehicle only**.

The questions in the next section of this survey will ask about your most recent **automobile** trip of at least 20 minutes that used part of or all of the highlighted portion of I-90 on the map to the right.

Please think of a your trip as travel in **one direction only**, not as a complete round-trip. For example, if your most recent trip was from home to work and you traveled from home to a Park & Ride lot and then took the "L" to work, please tell us about your automobile trip from home to the Park & Ride lot.

Example trip in one direction:



[Next Question](#) ➔

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One-way trip description—if respondent did not use transit during one-way trip

## Jane Addams Tollway Express Toll Lanes - One-Way Trip

The questions in the next section of this survey will ask about **your most recent trip of at least 20 minutes** that used part of or all of the highlighted portion of I-90 on the map to the right.

For the purposes of this survey, please think of a trip as travel in **one direction only**, not as a complete round-trip.



Example trip in one direction:



[Next Question](#) ➔

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Trip day of week

## Jane Addams Tollway Express Toll Lanes - Day of Week

What **day of the week** did you make your trip?

- ☐ Monday
- ☐ Tuesday
- ☐ Wednesday
- ☐ Thursday
- ☐ Friday
- ☐ Saturday
- ☐ Sunday

Next Question ➔

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## Jane Addams Tollway Express Toll Lanes - Primary Purpose

What was the **primary purpose** of your trip?

- ☐ Go to/from work
- ☐ Business –related travel (such as going to a meeting, sales call, etc.)
- ☐ Go to/from school/college/university or drop off/pick up a student
- ☐ Go to/from the airport
- ☐ Shop
- ☐ Social or recreational (such as going to a restaurant, visiting a friend, or going to a sporting event)
- ☐ Other personal business (such as a medical appointment)

Next Question ➔

### Your Trip Details\*

**Day of Week**

<day of week>

**Trip Purpose**

<purpose>

**Travel Time**

<travel time>

*\*Trip Reminder Box displayed on subsequent Trip Detail Questions. Details of respondent's trip are included as they become available.*

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## Jane Addams Tollway Express Toll Lanes - Start & End Locations

Where did you begin and travel to for your trip?

My trip **began** at:

- ☐ My home
- ☐ My regular workplace
- ☐ Another place



I **traveled** to:

- ☐ My home
- ☐ My regular workplace
- ☐ Another place

Next Question ➡

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**Location check**—if trip began and ended in the same location. If 'No,' sent back to trip beginning and ending location question.

## Jane Addams Tollway Express Toll Lanes - Trip Confirmation

You indicated that your trip began and ended at <begin location>. Remember, we are asking about your travel in **one direction only**, not your complete round trip.

**Are your beginning and ending locations two physically different locations?**

- ☐ Yes
- ☐ No

Next Question ➔

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## Trip origin location address form

### Jane Addams Tollway Express Toll Lanes - Trip Origin

#### Where did your trip **begin**?\*

Please enter a business name, an address (with street number) or the nearest intersection in the boxes below and click "Search" to find the address.

If you do not know this information or you would prefer to find the location on a map, please select "I would rather use a map."



I would rather use a map

#### Business Name *(optional)*

(Example: Woodfield Mall)

#### Address or Intersection

(Examples: IL-53 and E Higgins Rd)

#### City

#### State

#### Zip Code

Search



#### \*Note:

Your information will be kept strictly confidential and will only be used for this survey. Your responses will never be linked to your personal information.

Questions or problems? Please [email us!](#)

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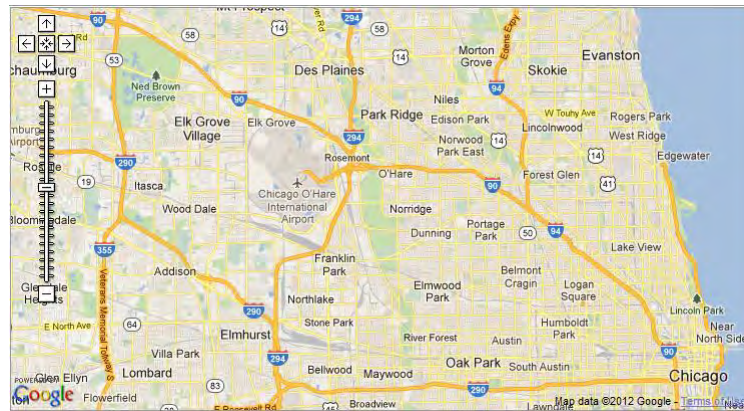
Trip origin using a map—if 'I would rather use a map' is selected.

## Jane Addams Tollway Express Toll Lanes - Trip Origin Location

☒ I would rather use a map

### To use the map:

1. Click on the map to zoom in on your location
2. Keep zooming until a marker  appears
3. Continue to drag the map and click on the location until the marker is in the right place (the street number does not have to be exact)
4. Click "Next Question" to proceed



Next Question ➔

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## Trip destination location address form

### Jane Addams Tollway Express Toll Lanes - Trip Destination

#### Where did you **travel to**?\*

Please enter a business name, an address (with street number) or the nearest intersection in the boxes below and click "Search" to find the address.

If you do not know this information or you would prefer to find the location on a map, please select "I would rather use a map."



I would rather use a map

#### Business Name *(optional)*

(Example: Woodfield Mall)

#### Address or Intersection

(Examples: IL-53 and E Higgins Rd)

#### City

#### State

#### Zip Code



#### \*Note:

Your information will be kept strictly confidential and will only be used for this survey. Your responses will never be linked to your personal information.

Questions or problems? Please [email us!](#)

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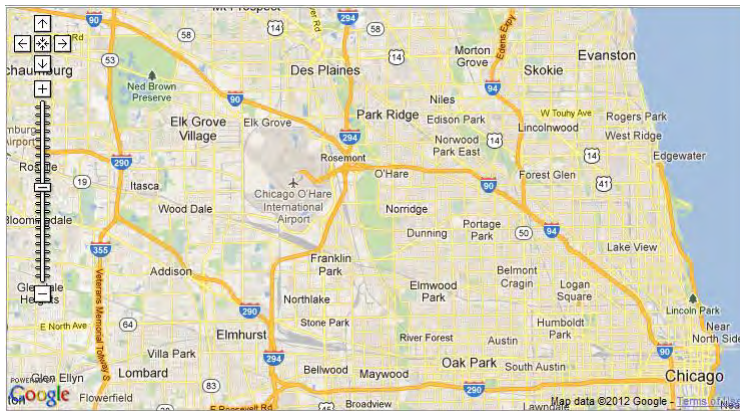
Trip destination using a map—if 'I would rather use a map' is selected.

## Jane Addams Tollway Express Toll Lanes - Trip Destination Location

☒ I would rather use a map

### To use the map:

1. Click on the map to zoom in on your location
2. Keep zooming until a marker  appears
3. Continue to drag the map and click on the location until the marker is in the right place (the street number does not have to be exact)
4. Click "Next Question" to proceed



Next Question ➔

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**Invalid trip warning**—if origin and destination pair suggests that respondent did not use study corridor and/or origin and destination locations are the same. If 'Yes,' send back to trip origin and destination location questions.

## Jane Addams Tollway Express Toll Lanes - Invalid Trip

<The trip you just described seems to have started and ended in the same place, or two locations close together./The trip you just described is outside of the study corridor.>

Please describe only the **one-way** portion of your trip, not the complete round trip.

**Do you need to change the beginning or ending location of your trip?**

- ☐ Yes
- ☐ No

Next Question ➔

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**Screener question**—if does not need to change trip origin or destination location(s). If 'yes', send back to day of week question and if 'No', respondent is terminated.

## Jane Addams Tollway Express Toll Lanes - Screener Question

Can you think of another trip that meets **all** of the following criteria?

- Made in a personal vehicle (e.g. car, pickup truck, minivan, etc.)
- Made within the past month
- Took at least 20 minutes in door-to-door travel time
- Used **part of or all** of the highlighted portion of I-90 (Jane Addams Memorial Tollway) on the map to the right



- ☐ Yes, I have made a recent trip that used I-90 and that meets **all** of these conditions
- ☐ No, I have not made a recent trip that used I-90 and that meets **all** of these conditions

Next Question ➔

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## On ramp

### Jane Addams Tollway Express Toll Lanes - I-90 On Ramp

Where did you **enter onto I-90** for your trip?

I-90 On Ramp:

- 1: I-190 east (Kennedy Expressway)
- 2A: I-294 (Tri-State Tollway)
- 2B: I-294 south (Tri-State Tollway)/I-190 west (Kennedy Expressway), O'Hare Airport
- 2: IL-72/Devon Avenue
- 3: IL-72/Lee Street
- 4: Elmhurst Road
- 5: Arlington Heights Road
- 6: I-290 east (Eisenhower Expressway), IL-53
- 7: Roselle Road
- 8: Barrington Road
- 9: IL-59
- 10: Beverly Road
- 11: IL-25
- 12: IL-31
- 14: Randall Road
- An entrance west of Randall Road

**Next Question** ➔

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## Off ramp

### Jane Addams Tollway Express Toll Lanes - I-90 Off Ramp

Where did you **exit off of I-90** for your trip?

I-90 Off Ramp:

- 1: I-190 east (Kennedy Expressway)
- 2A: I-294 (Tri-State Tollway)
- 2B: I-294 south (Tri-State Tollway)/I-190 west (Kennedy Expressway), O'Hare Airport
- 2: IL-72/Devon Avenue
- 3: IL-72/Lee Street
- 4: Elmhurst Road
- 5: Arlington Heights Road
- 6: I-290 east (Eisenhower Expressway), IL-53
- 7: Roselle Road
- 8: Barrington Road
- 9: IL-59
- 10: Beverly Road
- 11: IL-25
- 12: IL-31
- 14: Randall Road
- An entrance west of Randall Road

**Next Question** ➡

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**Invalid trip warning**—if on and off ramps indicate that respondent did not use I-90 and/or used less than three miles of the study corridor. If 'Yes,' send back to trip origin and destination location questions.

## Jane Addams Tollway Express Toll Lanes - Invalid Trip

<It appears that you did not use the highlighted portion of I-90 in the map below./It appears that you used only a small section (less than 3 miles) of the highlighted portion of I-90 in the map below.>

Remember, we are asking you to describe a trip of at least 20 minutes in total door-to-door travel time.

**Do you need to change the beginning or ending location of your trip?**

- ☐ Yes  
☐ No



Next Question ➔

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**Screener question**—if does not need to change trip origin or destination location(s). If 'yes', send back to day of week question and if 'No', respondent is terminated.

## Jane Addams Tollway Express Toll Lanes - Screener Question

Can you think of another trip that meets **all** of the following criteria?

- Made in a personal vehicle (e.g. car, pickup truck, minivan, etc.)
- Made within the past month
- Took at least 20 minutes in door-to-door travel time
- Used **part of or all** of the highlighted portion of I-90 (Jane Addams Memorial Tollway) on the map to the right



- ☐ Yes, I have made a recent trip that used I-90 and that meets **all** of these conditions
- ☐ No, I have not made a recent trip that used I-90 and that meets **all** of these conditions

Next Question ➔

Questions or problems? Please [email us!](#)  
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Trip departure time

## Jane Addams Tollway Express Toll Lanes - Trip Departure Time

What time did you **begin** your trip?

My trip started at: **Please slide the blue box to select a value.**

6:00 am      Noon      6:00 pm



Next Question ➔

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## Jane Addams Tollway Express Toll Lanes - Off-Peak Trip

Did you start your trip at **<trip begin time>** specifically to minimize the impact of traffic congestion on your trip?

- ☐ Yes
- ☐ No

Next Question ➔

Questions or problems? Please [email us!](#)  
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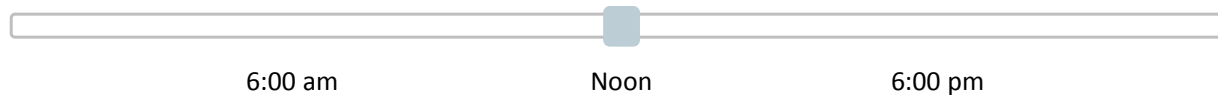
**Preferred departure time**—if trip departure time was selected to specifically reduce delay due to traffic congestion.

## Jane Addams Tollway Express Toll Lanes - Preferred Departure Time

You said you started your trip at: **<trip begin time>**.

**If there was no traffic congestion, what time would you have preferred to start your trip?**

I would have preferred to start my trip at: **Please slide the blue box to select a value.**



6:00 am      Noon      6:00 pm

**Next Question** ➔

Questions or problems? Please [email us!](#)  
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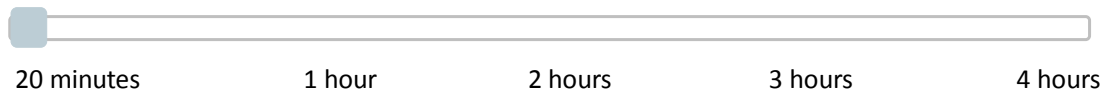
## Trip travel time

### Jane Addams Tollway Express Toll Lanes - Trip Travel Time

**Approximately how long did it take you, door-to-door, to drive from <begin location> to <end location>.**

*Please do not include any time spent at stops along the way.*

My trip took: **Please slide the blue box to select a value.**



Next Question ➔

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**Travel time warning**—if travel time is not credible. If 'Yes,' send back to trip travel time question.

## Jane Addams Tollway Express Toll Lanes - Travel Time Confirmation

Based on the locations you provided earlier, it appears that your time of **<travel time> is significantly <shorter/longer>** than what we estimate it should take to make your trip. Remember, please tell us how long it took to drive from your <begin location> to <end location> **in one direction only**. Please do not include any time spent at stops along the way.

**Do you need to change your reported time?**

- ☐ Yes
- ☐ No

Next Question ➔

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## Jane Addams Tollway Express Toll Lanes - Delay

Did you **experience any delay** due to traffic congestion on your trip?

- ☐ Yes
- ☐ No

Next Question ➔

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## Jane Addams Tollway Express Toll Lanes - Travel Time w/o Delay

If there were **no delays** due to traffic congestion, approximately how long would your trip have taken you, door-to-door?

With no delay, my trip would have taken: **Please slide the blue box to select a value.**

  
20 minutes      1 hour      2 hours      3 hours      4 hours

We calculate that you experienced approximately **<calculated minutes of delay>** of delay due to traffic congestion on your trip.

Next Question ➔

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## Jane Addams Tollway Express Toll Lanes - Occupancy

Did you have any **passengers** with you on your trip?

- ☐ Yes, I had 1 or more passengers
- ☐ No, I drove alone

Next Question ➔

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Number and type of passengers—if had one or more passengers.

## Jane Addams Tollway Express Toll Lanes - Passengers

### Who else was in the car for your trip?

Please provide the number of each type of passenger below.

Members of my household  ▼

Friends and family who do not live in my house  ▼

Co-workers or other business associates  ▼

Other carpoolers  ▼

---

**Total number of passengers in vehicle < X > people**

**Next Question** ➔

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Toll road(s) used

## Jane Addams Tollway Express Toll Lanes - Toll Road(s) Used

Did you **pay a toll** during any portion of your trip?

*Please select all that apply.*

- ☐ Yes, I paid a toll on I-90 (Jane Addams Memorial Tollway)/I-39/US 51
- ☐ Yes, I paid a toll on I-355 (Veterans Memorial Tollway)
- ☐ Yes, I paid a toll on I-88 (Ronald Memorial Tollway)
- ☐ Yes, I paid a toll on I-94/I-294 (Tri-State Tollway)
- ☐ No, I did not pay a toll

Next Question ➔

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Toll amount paid—if used toll road.

## Jane Addams Tollway Express Toll Lanes - Toll(s) Paid

How much did you pay in tolls during your trip?

*If you are not sure, please enter your best estimate.*

I paid: **Please slide the blue box to select a value.**



Next Question ➡

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**Who paid**—*if paid a toll.*

## Jane Addams Tollway Express Toll Lanes - Who Paid Toll(s)

**Who paid the toll(s) during your trip?**

- ☐ I paid the toll(s)
- ☐ I paid the toll(s), but I will be reimbursed for some or all of the cost
- ☐ Someone else paid the toll(s)

Next Question ➔

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Payment type—if paid a toll.

## Jane Addams Tollway Express Toll Lanes - How Toll(s) Paid

How did you pay the toll(s)?

- ☐ Cash
- ☐ I-PASS transponder
- ☐ E-ZPass/i-Zoom transponder

Next Question ➔

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**ETC ownership**—if did not pay a toll or did not pay a toll using I-PASS, E-ZPass or i-Zoom.

## Jane Addams Tollway Express Toll Lanes - ETC Ownership

Do you currently have an I-PASS, E-ZPass or i-Zoom **transponder\*** in your car for electronic toll collection?

- ☐ Yes
- ☐ No

Next Question ➔



**\*Note:**

A transponder is an electronic device that is mounted inside the windshield of your vehicle. When your vehicle passes through a toll plaza, an antenna at the toll plaza reads the account information contained in the transponder. The appropriate toll is then deducted from your prepaid account.

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## Jane Addams Tollway Express Toll Lanes - Trip Frequency

How often have you made this **same trip**, in this direction, between <begin location> and <end location> in the **past month (30 days)**?

- ☐ 5 or more times per week
- ☐ 4 times per week
- ☐ 2-3 times per week
- ☐ 1 time per week
- ☐ 2-3 times per month
- ☐ 1 time per month
- ☐ Less than 1 time per month

Next Question ➔

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## Jane Addams Tollway Express Toll Lanes - Transit Availability

Could you have made this **same trip**, in this direction, between <begin location> and <end location> using public transportation (Metra, Pace, CTA Train ('L') and/or CTA Bus)?

- ☐ Yes
- ☐ No
- ☐ I don't know

Next Question ➔

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Reason(s) for not using transit—if transit was available for trip.

## Jane Addams Tollway Express Toll Lanes - Why No Transit

Why did you choose **not** to make your trip using public transportation?

Please select all that apply.

- ☐ Travel time too long
- ☐ Fare cost too high
- ☐ Less reliable than driving
- ☐ Too difficult to get to transit station/stop
- ☐ Public transportation isn't safe enough
- ☐ Public transportation is too crowded
- ☐ Unclear about how to use public transportation
- ☐ Need vehicle for other reasons
- ☐ Public transportation doesn't go where I need to go
- ☐ Too many transfers to make trip
- ☐ Other, please specify:

Next Question ➔

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## 3.0 STATED PREFERENCE SCENARIOS

### Introduction to Express Toll Lanes project

## Jane Addams Tollway Express Toll Lanes - Project Introduction

### Project Information

Plans are being evaluated to **add Express Toll Lanes** on I-90 between O'Hare to the east and Randall Road to the West (study corridor in red on the map to the right).

The new Express Toll Lanes would provide more reliable travel times for automobiles and bus transit along this stretch of the I-90 corridor.



Please click "Next Question" to continue.

Next Question ➔

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## Jane Addams Tollway Express Toll Lanes - Project Information Cont'd

### Project Information

#### Existing Toll Lanes

- Existing toll lanes on I-90 would continue to be available for all travelers at the current toll costs with the same access points.
- Large trucks would continue to be allowed.
- Toll plazas would continue to operate and accept cash payment.

#### Proposed Express Toll Lanes

- Traffic would enter and exit at designated access points.
- Toll rates would vary to **keep traffic free-flowing in Express Toll Lanes.**
- Large trucks would not be allowed.
- Transit buses would operate in the Express Toll Lanes.
- The proposed Express Toll Lanes would use “open road tolling” where tolls are collected electronically at highway speeds using an electronic toll transponder, such as I-PASS, E-ZPass, or i-Zoom. **Cash payment would not be available.**



Please click “Next Question” to continue.

Next Question ➡

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## Jane Addams Tollway Express Toll Lanes - SP Instructions

### Instructions

On each of the next 10 screens, you will be asked to choose between **3 different options** for making the trip you just described:

1. Using an automobile in the existing toll lanes on I-90
2. Using an automobile in the proposed Express Toll Lanes on I-90
3. Using public transportation

For each automobile option shown, please think of your trip travel time as a combination of **free-flow time** and **congested time**.

**Free-flow time:** you can change lanes without restriction and drive freely at the posted speed limit. *[Picture of free-flow traffic shown]*

**Congested time:** changing lanes is noticeably restricted or you can only change lanes if other travelers let you in. Your freedom to travel at the speed limit is also restricted and you may find yourself consistently braking and accelerating. *[Picture of congested traffic shown.]*

Please click “Next Question” to continue.

Next Question ➡

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## Jane Addams Tollway Express Toll Lanes - SP instructions cont'd

### Instructions

For each screen of the next 10 screens, please look closely at the options and tell us which one you **most prefer**.

When making your decision, please assume that:

- The options shown on each screen are hypothetical; they may be different than the options available to you now.
- [If paid a toll on another road] The tolls you currently pay on other roads would not change.
- Fuel costs, reimbursement rates, and parking costs are the same as now.
- Assume all else is equal between the options shown.

**Please click “Next Question” to continue.**

Next Question ➡

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## Jane Addams Tollway Express Toll Lanes - Stated Preference Experiments

Below are 3 different travel options for your trip. Please remember that an electronic toll transponder (such as I-PASS, E-ZPass, or i-Zoom) would be required to use the new Express Toll Lanes.

**If the options below are the only options available for your trip, which would you prefer?**

[For first question] **Highlighted information** will vary from screen to screen.

[For subsequent questions] **Highlighted information** may have changed.

Current Route Using Existing Toll Lanes	Current Route Using Proposed Express Toll Lanes	Current Route Using Bus/Rail
Total travel time: <b>1 hr. 15 mins.</b>	Total travel time: <b>45 mins.</b>	Total travel time: <b>1 hr. 00 mins.</b>
Free-flow time: <b>55 mins.</b> + Congested time: <b>20 mins.</b>	Free-flow time: <b>45 mins.</b> + Congested time: <b>0 mins.</b>	Transfer(s): <b>1</b> Frequency: arrives every <b>15 mins.</b>
Toll cost: <b>\$2.50</b>	Toll cost: <b>\$6.25</b>	Fare cost: <b>\$5.10</b>
I prefer this option: <input type="radio"/>	I prefer this option: <input type="radio"/>	I prefer this option: <input type="radio"/>

Next Question ➔

Question 1 of 10

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## 4.0 DEBRIEF AND OPINION QUESTIONS

Reason for not selecting express toll lanes option—if never selected express toll lanes option in SP experiments

### Jane Addams Tollway Express Toll Lanes - Why No Express Toll Lanes

In the previous set of questions, what is the **primary reason** you never selected a proposed Express Toll Lanes option?

- ☐ Not enough time savings
- ☐ Time savings not worth the toll cost
- ☐ Opposed to paying tolls
- ☐ Do not want to pay an additional toll
- ☐ [If does not already have transponder] Do not want to pay tolls electronically
- ☐ Other, please specify:

Next Question ➔

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## Jane Addams Tollway Express Toll Lanes - Why No Transit

In the previous set of questions, what is the **primary reason** you never selected a public transportation option for your trip?

- ☐ Cost is too high
- ☐ Travel time is too long
- ☐ Do not like public transportation
- ☐ Need car for other reasons
- ☐ Not familiar with the public transportation system in the greater Chicago metropolitan region
- ☐ Public transportation stop/station location not convenient
- ☐ Other, please specify:

Next Question ➔

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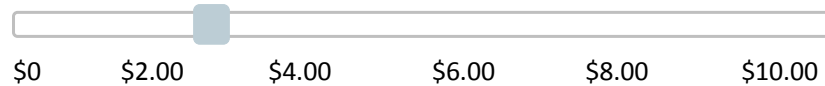




## Jane Addams Tollway Express Toll Lanes - Willingness to Pay

Please think about a trip where you are **not concerned** about arriving at your destination at a specific time.

**What is the most you would be willing to pay to save 15 minutes on this trip?**



Now, please think about a trip where you **are concerned** about arriving at your destination on-time and cannot be late.

**What is the most you would be willing to pay to save 15 minutes on this trip?**



[Next Question](#) ➔

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## Jane Addams Tollway Express Toll Lanes - Opinion

Based on the information that has been provided to you, which of the following best **describes how you feel about the proposed Express Toll Lanes?**

- ☐ Strongly favor
- ☐ Somewhat favor
- ☐ Neutral
- ☐ Somewhat opposed
- ☐ Strongly opposed

Next Question ➔

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Why in favor of Express Toll Lanes project—if strongly or somewhat favors the project

## Jane Addams Tollway Express Toll Lanes - Why In Favor of

Please indicate the **primary reason you are in favor of** the new Express Toll Lanes.

- ☐ Faster travel times in the proposed Express Toll Lanes
- ☐ Less congestion in the proposed Express Toll Lanes
- ☐ More reliable travel times in the proposed Express Toll Lanes
- ☐ Safe road conditions
- ☐ Reduced emissions and improved air quality
- ☐ I want the option to pay an additional toll to travel in Express Toll Lanes
- ☐ Lack of commercial vehicles
- ☐ Proposed availability of transit along the Jane Addams Tollway corridor
- ☐ Other, please specify:

Next Question ➔

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## Jane Addams Tollway Express Toll Lanes - Why Opposed To

Please indicate the **primary reason you are opposed** to the new Express Toll Lanes.

- ☐ Don't think Express Toll Lanes are necessary
- ☐ Cannot afford to pay the toll
- ☐ Don't think it's fair to charge an additional toll to travel in express lanes
- ☐ Express Toll Lanes will bring too much traffic/development
- ☐ Opposed to new Express Toll Lanes in general
- ☐ [If does not already have transponder] Do not want to pay tolls electronically
- ☐ Other, please specify:

Next Question ➔

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## Jane Addams Tollway Express Toll Lanes - Transit Frequency

**How often** do you use public transportation (Metra, Pace, CTA train ('L') and/or CTA bus) in the greater Chicago Metropolitan area?

- ☐ 5 or more times per week
- ☐ 4 times per week
- ☐ 2-3 times per week
- ☐ 1 time per week
- ☐ 2-3 times per month
- ☐ 1 time per month
- ☐ Less than 1 time per month
- ☐ Never

Next Question ➔

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Transit improvements—if uses public transportation.

## Jane Addams Tollway Express Toll Lanes - Transit Needs

**What changes/improvements to public transportation would make you more likely to use public transportation in the I-90 corridor?**

*Please select all that apply.*

- ☐ Faster travel times
- ☐ Increase in frequency of transit services
- ☐ Additional transit routes
- ☐ Closer proximity of transit to your home
- ☐ Closer proximity of transit to your destination
- ☐ Extended hours of transit services
- ☐ Comfortable and ample seating
- ☐ Well maintained and clean station/stop
- ☐ Real-time arrival information at station/stop
- ☐ Enhanced security on transit system
- ☐ Availability of Wi-Fi
- ☐ Other, please specify:

**Next Question** ➔

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Importance of transit on I-90—if uses public transportation.

## Jane Addams Tollway Express Toll Lanes - I-90 Transit Importance

How important is it to you that a public transportation option be available for travel in the **I-90 corridor** (whether or not you use it)?

- ☐ Very important
- ☐ Important
- ☐ Neutral
- ☐ Unimportant
- ☐ Very unimportant

Next Question ➔

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## Jane Addams Tollway Express Toll Lanes - Attitude Statements

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

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I always try to be on time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic congestion is just a way of life and something you learn to live with	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It bothers me when traffic congestion adds more than a few minutes to my trip	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I regularly change <u>the time I depart</u> in order to avoid traffic congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I regularly change my <u>route</u> in order to avoid traffic congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Next Question ➡

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## Jane Addams Tollway Express Toll Lanes - Attitude Statements

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

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I will use a toll road 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 can generally afford to pay tolls	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would be willing to pay a toll if it guarantees a travel time for my trip that is reliable	<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 save time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support using tolls to pay for highway improvements	<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	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Next Question ➔

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## Jane Addams Tollway Express Toll Lanes - Attitude Statements

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

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
It's easy to plan a trip using transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I have to drive to get to transit anyway, so I may as well just drive my car the whole way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For me, car is king! Nothing will replace my car as my main mode of transportation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I regularly check traffic conditions before beginning a trip	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Privacy is important to me when I travel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If I wanted to, I could use public transportation more frequently	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public transportation is an important travel option for me	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I appreciate having public transportation as a travel option, <u>even if I don't use it</u>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Next Question ➔

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## 5.0 TRAVELER INFORMATION QUESTIONS

Traffic information before trips begin

### Jane Addams Tollway Express Toll Lanes - Before Trip Information

**Which of the following resources do you typically consult for information about traffic conditions **before** your trip?**

*Please select all that apply.*

- ☐ TV
- ☐ Internet (Google Maps, Map Quest, news station website, etc.)
- ☐ Radio
- ☐ Cell phone/smartphone (text message, phone application, or other phone service)
- ☐ Word of mouth (friend, colleague, etc.)
- ☐ GPS unit
- ☐ Other, please specify:
- ☐ None of the above

Next Question ➔

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## Jane Addams Tollway Express Toll Lanes - Change Travel Plans

After receiving information about traffic conditions, in what way, if any, do you **change your travel plans**?

*Please select all that apply.*

- ☐ Used a different road/route than originally planned
- ☐ Began my trip at a new time
- ☐ Changed where I was going (went to a different location)
- ☐ Decided to carpool instead of drive alone
- ☐ Decided to take transit instead of driving
- ☐ Decided not to make my trip
- ☐ The information about traffic conditions does not affect my travel plans

Next Question ➔

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## Jane Addams Tollway Express Toll Lanes - Information During Trip

**Which of the following resources do you typically consult for information about traffic conditions **during** your trip?**

*Please select all that apply.*

- ☐ Radio
- ☐ Cell phone/smartphone (text message, phone application, or other phone service)
- ☐ Word of mouth (talking to a friend, colleague, etc. on the phone)
- ☐ Electronic road/traffic signs
- ☐ GPS unit
- ☐ Other, please specify:
- ☐ None of the above

Next Question ➔

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## Jane Addams Tollway Express Toll Lanes - Home ZIP Code

You're almost done! Before we conclude the survey, we would like to have some general information about you.

**What is your home ZIP code\*?**

**Next Question** ➔



**\*Note:**

This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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## Jane Addams Tollway Express Toll Lanes - Gender

What is your gender\*?

- ☐ Female
- ☐ Male

Next Question ➔



**\*Note:**

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## Jane Addams Tollway Express Toll Lanes - Age Category

Which category best indicates your age\*?

- ☐ 16–24
- ☐ 25–34
- ☐ 35–44
- ☐ 45–54
- ☐ 55–64
- ☐ 65–74
- ☐ 75 or older

Next Question ➔



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## Jane Addams Tollway Express Toll Lanes - Employment Status

### What is your employment status\*?

- ☐ Employed full-time
- ☐ Employed part-time
- ☐ Self-employed
- ☐ Student
- ☐ Student and employed
- ☐ Homemaker
- ☐ Retired
- ☐ Disabled and unable to work
- ☐ Unemployed and looking for work
- ☐ Unemployed and not looking for work

Next Question ➔



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## Jane Addams Tollway Express Toll Lanes - Household Size

How many people live in your household\*?

- ☐ 1 (I live alone)
- ☐ 2 people
- ☐ 3 people
- ☐ 4 people
- ☐ 5 or more people

Next Question ➔



**\*Note:**

This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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## Jane Addams Tollway Express Toll Lanes - Number Household Vehicles

### How many vehicles are there in your household\*?

*Please include all cars, pickup trucks, minivans and motorcycles that you own or lease.*

- ☐ 0 (no vehicles)
- ☐ 1 vehicle
- ☐ 2 vehicles
- ☐ 3 vehicles
- ☐ 4 vehicles
- ☐ 5 or more vehicles

Next Question ➔



**\*Note:**

This information is only used to understand if we have received a representative sample of the region's population. Your answers will never be linked back to you and will only be analyzed with all other survey responses combined.

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## Jane Addams Tollway Express Toll Lanes - Household Income

What category best indicates your household annual income before taxes\*?

- ☐ Less than \$15,000
- ☐ \$15,000–\$24,999
- ☐ \$25,000–\$34,999
- ☐ \$35,000–\$49,999
- ☐ \$50,000–\$74,999
- ☐ \$75,000–\$99,999
- ☐ \$100,000–\$124,999
- ☐ \$125,000–\$149,999
- ☐ \$150,000–\$199,999
- ☐ \$200,000 –\$249,999
- ☐ \$250,000 or more

Next Question ➔



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## Jane Addams Tollway Express Toll Lanes - Future Studies or iPad

Thank you for participating. All of your answers have been saved.

**<Would you like to be included in the iPad drawing or/Would you like to> participate in future travel studies in the Chicago Metropolitan area?**

*Please select all that apply.*

- ☐ [If cash or I-PASS customer] Yes, I would like to be included in the iPad drawing
- ☐ Yes, I would like to participate in future travel studies
- ☐ No

Next Question ➔

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**E-mail address**—if elects to be contacted or entered into drawing.

## Jane Addams Tollway Express Toll Lanes - Email

**Please provide your email address\* below to <include your name in the drawing for an iPad and/or participate in future travel studies in the Chicago Metropolitan area>.**

Name:

Email address:

**Next** ➔



**\*Note:**

Your email address will ONLY be used to contact you regarding future transportation studies or for project updates and will not be shared, sold, or distributed to anyone.

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## Jane Addams Tollway Express Toll Lanes - Final Comments

### Thank you again for participating!

If you have additional comments or suggestions, please enter them in the box below and click the "End Survey" button.

Otherwise, please click 'End Survey' to complete the survey.

End Survey ➡

Questions or problems? Please [email us!](#)  
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End

## Jane Addams Tollway Express Toll Lanes - End

**Thank you for taking the time to complete this survey. All of your responses have been saved, so you may now exit your browser.**

This survey was conducted on behalf of the Illinois Tollway and Regional Transportation Authority (RTA)



by Resource Systems Group, Inc., for Delcan.



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# **Jane Addams Memorial Tollway Express Toll Lanes Travel Study Report DRAFT**

## **Appendix B: Survey Tabulations**

November 2012

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## 1.0 CROSS TABULATIONS BY MARKET SEGMENT

Data source

	Peak Work trips		Peak Non-Work trips		Off-peak Work trips		Off-peak Non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Email recruit to I-PASS customers	2914	91%	1208	89%	1175	94%	1026	90%	1532	87%	7855	90%
Email recruit to businesses/organizations	248	8%	117	9%	67	5%	81	7%	217	12%	730	8%
Postcard handout to cash customers	39	1%	25	2%	14	1%	31	3%	8	0%	117	1%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

### 1.1 Trip Detail Tabulations

Drove to a Park & Ride lot and used transit for part of trip

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Yes	35	1%	21	2%	16	1%	23	2%	17	1%	112	1%
No	3166	99%	1329	98%	1240	99%	1115	98%	1740	99%	8590	99%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

Day of week

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Monday	1166	36%	212	16%	468	37%	190	17%	0	0%	2036	23%
Tuesday	501	16%	242	18%	186	15%	191	17%	0	0%	1120	13%
Wednesday	447	14%	252	19%	179	14%	222	20%	0	0%	1100	13%
Thursday	514	16%	291	22%	194	15%	215	19%	0	0%	1214	14%
Friday	573	18%	353	26%	229	18%	320	28%	0	0%	1475	17%
Saturday	0	0%	0	0%	0	0%	0	0%	1127	64%	1127	13%
Sunday	0	0%	0	0%	0	0%	0	0%	630	36%	630	7%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



#### Trip purpose

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Go to/from work	2492	78%	0	0%	924	74%	0	0%	126	7%	3542	41%
Business-related travel	709	22%	0	0%	332	26%	0	0%	61	3%	1102	13%
Go to/from school/college/university	0	0%	68	5%	0	0%	54	5%	45	3%	167	2%
Go to/from the airport	0	0%	215	16%	0	0%	217	19%	118	7%	550	6%
Shop	0	0%	41	3%	0	0%	58	5%	94	5%	193	2%
Social or recreational	0	0%	717	53%	0	0%	566	50%	1163	66%	2446	28%
Other personal business	0	0%	309	23%	0	0%	243	21%	150	9%	702	8%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

#### Trip begin location

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
My home	2616	82%	1094	81%	1001	80%	905	80%	1529	87%	7145	82%
My regular workplace	478	15%	122	9%	174	14%	60	5%	34	2%	868	10%
Another place	107	3%	134	10%	81	6%	173	15%	194	11%	689	8%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

#### Trip end location

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
My home	367	11%	101	7%	112	9%	130	11%	160	9%	870	10%
My regular workplace	2080	65%	16	1%	808	64%	13	1%	114	6%	3031	35%
Another place	754	24%	1233	91%	336	27%	995	87%	1483	84%	4801	55%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



**On ramp used**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
I-190 east (Kennedy Expressway)	517	16%	215	16%	194	15%	190	17%	298	17%	<b>1414</b>	<b>16%</b>
I-294 (Tri-State Tollway)	176	5%	61	5%	86	7%	61	5%	94	5%	<b>478</b>	<b>5%</b>
I-294 south (Tri-State Tollway)/I-190 west (Kennedy Expressway), O'Hare Airport	104	3%	44	3%	36	3%	43	4%	63	4%	<b>290</b>	<b>3%</b>
IL-72/Devon Avenue	76	2%	31	2%	19	2%	21	2%	34	2%	<b>181</b>	<b>2%</b>
IL-72/Lee Street	3	0%	4	0%	5	0%	3	0%	4	0%	<b>19</b>	<b>0%</b>
Elmhurst Road	49	2%	10	1%	12	1%	10	1%	28	2%	<b>109</b>	<b>1%</b>
Arlington Heights Road	207	6%	118	9%	59	5%	92	8%	125	7%	<b>601</b>	<b>7%</b>
I-290 east (Eisenhower Expressway), IL-53	461	14%	208	15%	151	12%	167	15%	258	15%	<b>1245</b>	<b>14%</b>
Roselle Road	153	5%	81	6%	54	4%	58	5%	108	6%	<b>454</b>	<b>5%</b>
Barrington Road	147	5%	61	5%	54	4%	60	5%	83	5%	<b>405</b>	<b>5%</b>
IL-59	229	7%	105	8%	85	7%	90	8%	140	8%	<b>649</b>	<b>7%</b>
Beverly Road	141	4%	29	2%	34	3%	27	2%	38	2%	<b>269</b>	<b>3%</b>
IL-25	36	1%	19	1%	12	1%	20	2%	27	2%	<b>114</b>	<b>1%</b>
IL-31	181	6%	59	4%	67	5%	45	4%	67	4%	<b>419</b>	<b>5%</b>
Randall Road	324	10%	111	8%	157	13%	102	9%	143	8%	<b>837</b>	<b>10%</b>
An entrance west of Randall Road	397	12%	194	14%	231	18%	149	13%	247	14%	<b>1218</b>	<b>14%</b>
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>





**Off ramp used**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
I-190 east (Kennedy Expressway)	609	19%	323	24%	299	24%	261	23%	413	24%	1905	22%
I-294 (Tri-State Tollway)	256	8%	78	6%	92	7%	66	6%	117	7%	609	7%
I-294 south (Tri-State Tollway)/I-190 west (Kennedy Expressway), O'Hare Airport	196	6%	139	10%	80	6%	173	15%	142	8%	730	8%
IL-72/Devon Avenue	26	1%	15	1%	12	1%	5	0%	10	1%	68	1%
IL-72/Lee Street	6	0%	2	0%	1	0%	2	0%	1	0%	12	0%
Elmhurst Road	83	3%	14	1%	33	3%	14	1%	13	1%	157	2%
Arlington Heights Road	342	11%	45	3%	147	12%	48	4%	110	6%	692	8%
I-290 east (Eisenhower Expressway), IL-53	615	19%	173	13%	230	18%	135	12%	267	15%	1420	16%
Roselle Road	115	4%	30	2%	38	3%	38	3%	42	2%	263	3%
Barrington Road	140	4%	54	4%	41	3%	21	2%	49	3%	305	4%
IL-59	230	7%	77	6%	60	5%	54	5%	92	5%	513	6%
Beverly Road	61	2%	15	1%	24	2%	14	1%	15	1%	129	1%
IL-25	35	1%	15	1%	14	1%	19	2%	21	1%	104	1%
IL-31	97	3%	37	3%	38	3%	37	3%	63	4%	272	3%
Randall Road	168	5%	73	5%	71	6%	62	5%	116	7%	490	6%
An entrance west of Randall Road	222	7%	260	19%	76	6%	189	17%	286	16%	1033	12%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Trip departure time**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
AM peak (7:00 AM-8:59 AM)	1500	47%	342	25%	0	0%	0	0%	237	13%	2079	24%
Mid day (9:00 AM-3:59 PM)	372	12%	417	31%	511	41%	861	76%	1075	61%	3236	37%
PM peak (4:00 PM-5:59 PM)	349	11%	353	26%	0	0%	0	0%	181	10%	883	10%
Night time (6:00 PM-6:59 AM)	980	31%	238	18%	745	59%	277	24%	264	15%	2504	29%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



**Trip departure time specifically to avoid traffic congestion**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Yes	1547	48%	573	42%	676	54%	520	46%	511	29%	3827	44%
No	1654	52%	777	58%	580	46%	618	54%	1246	71%	4875	56%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**If trip departure time specifically to avoid traffic congestion: preferred trip departure time**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
AM peak (7:00 AM-8:59 AM)	1059	68%	230	40%	161	24%	125	24%	84	16%	1659	43%
Mid day (9:00 AM-3:59 PM)	115	7%	145	25%	135	20%	253	49%	319	62%	967	25%
PM peak (4:00 PM-5:59 PM)	151	10%	139	24%	34	5%	86	17%	70	14%	480	13%
Night time (6:00 PM-6:59 AM)	222	14%	59	10%	346	51%	56	11%	38	7%	721	19%
<b>Total</b>	<b>1547</b>	<b>100%</b>	<b>573</b>	<b>100%</b>	<b>676</b>	<b>100%</b>	<b>520</b>	<b>100%</b>	<b>511</b>	<b>100%</b>	<b>3827</b>	<b>100%</b>

**Total travel time**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Less than 30 minutes	125	4%	33	2%	55	4%	58	5%	75	4%	346	4%
30-39 minutes	345	11%	101	7%	156	12%	144	13%	170	10%	916	11%
40-49 minutes	581	18%	171	13%	221	18%	190	17%	284	16%	1447	17%
50-59 minutes	482	15%	156	12%	193	15%	134	12%	224	13%	1189	14%
60-69 minutes	538	17%	156	12%	194	15%	129	11%	238	14%	1255	14%
70-79 minutes	320	10%	125	9%	125	10%	85	7%	137	8%	792	9%
80-89 minutes	189	6%	82	6%	74	6%	45	4%	94	5%	484	6%
90-99 minutes	199	6%	108	8%	85	7%	60	5%	131	7%	583	7%
100-109 minutes	126	4%	70	5%	35	3%	46	4%	78	4%	355	4%
110-119 minutes	63	2%	31	2%	20	2%	28	2%	39	2%	181	2%
120 minutes or more	233	7%	317	23%	98	8%	219	19%	287	16%	1154	13%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



#### Experienced delay

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Yes	2339	73%	824	61%	501	40%	447	39%	716	41%	4827	55%
No	862	27%	526	39%	755	60%	691	61%	1041	59%	3875	45%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

#### If experienced delay: total travel time without delay

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Less than 30 minutes	528	23%	144	17%	74	15%	83	19%	105	15%	934	19%
30-39 minutes	564	24%	135	16%	108	22%	67	15%	103	14%	977	20%
40-49 minutes	567	24%	162	20%	104	21%	68	15%	150	21%	1051	22%
50-59 minutes	268	11%	87	11%	69	14%	45	10%	79	11%	548	11%
60-69 minutes	192	8%	86	10%	57	11%	40	9%	75	10%	450	9%
70-79 minutes	78	3%	47	6%	30	6%	28	6%	49	7%	232	5%
80-89 minutes	30	1%	22	3%	14	3%	17	4%	20	3%	103	2%
90 minutes or more	112	5%	141	17%	45	9%	99	22%	135	19%	532	11%
<b>Total</b>	<b>2339</b>	<b>100%</b>	<b>824</b>	<b>100%</b>	<b>501</b>	<b>100%</b>	<b>447</b>	<b>100%</b>	<b>716</b>	<b>100%</b>	<b>4827</b>	<b>100%</b>

#### Amount of delay

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
No delay	862	27%	526	39%	755	60%	691	61%	1041	59%	3875	45%
Less than 15 minutes	571	18%	154	11%	154	12%	100	9%	180	10%	1159	13%
15-29 minutes	949	30%	301	22%	185	15%	168	15%	277	16%	1880	22%
30 minutes or more	819	26%	369	27%	162	13%	179	16%	259	15%	1788	21%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



**Vehicle occupancy**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1 or more passengers	283	9%	733	54%	125	10%	661	58%	1146	65%	2948	34%
Drove alone	2918	91%	617	46%	1131	90%	477	42%	611	35%	5754	66%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**If carpooled: number of passengers who were members of household**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
None	130	46%	112	15%	51	41%	104	16%	151	13%	548	19%
1 passenger	110	39%	360	49%	62	50%	330	50%	521	45%	1383	47%
2 passengers	30	11%	145	20%	10	8%	146	22%	240	21%	571	19%
3 passengers	8	3%	55	8%	0	0%	43	7%	135	12%	241	8%
4 passengers	5	2%	43	6%	1	1%	31	5%	75	7%	155	5%
5 passengers	0	0%	14	2%	1	1%	5	1%	21	2%	41	1%
6 passengers	0	0%	2	0%	0	0%	1	0%	1	0%	4	0%
7 passengers	0	0%	2	0%	0	0%	1	0%	2	0%	5	0%
<b>Total</b>	<b>283</b>	<b>100%</b>	<b>733</b>	<b>100%</b>	<b>125</b>	<b>100%</b>	<b>661</b>	<b>100%</b>	<b>1146</b>	<b>100%</b>	<b>2948</b>	<b>100%</b>

**If carpooled: number of passengers who were friends and family who do not live at same residence**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
None	258	91%	544	74%	113	90%	461	70%	843	74%	2219	75%
1 passenger	22	8%	121	17%	10	8%	120	18%	174	15%	447	15%
2 passengers	2	1%	44	6%	1	1%	54	8%	94	8%	195	7%
3 passengers	1	0%	11	2%	0	0%	16	2%	24	2%	52	2%
4 passengers	0	0%	11	2%	1	1%	5	1%	7	1%	24	1%
5 passengers	0	0%	0	0%	0	0%	3	0%	1	0%	4	0%
6 passengers	0	0%	1	0%	0	0%	2	0%	1	0%	4	0%
7 passengers	0	0%	1	0%	0	0%	0	0%	2	0%	3	0%
<b>Total</b>	<b>283</b>	<b>100%</b>	<b>733</b>	<b>100%</b>	<b>125</b>	<b>100%</b>	<b>661</b>	<b>100%</b>	<b>1146</b>	<b>100%</b>	<b>2948</b>	<b>100%</b>



**If carpooled: number of passengers who were co-workers or other business associates**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
None	158	56%	719	98%	75	60%	645	98%	1131	99%	2728	93%
1 passenger	94	33%	12	2%	39	31%	10	2%	9	1%	164	6%
2 passengers	25	9%	1	0%	4	3%	3	0%	2	0%	35	1%
3 passengers	5	2%	1	0%	4	3%	2	0%	2	0%	14	0%
4 passengers	0	0%	0	0%	3	2%	1	0%	2	0%	6	0%
5 passengers	1	0%	0	0%	0	0%	0	0%	0	0%	1	0%
<b>Total</b>	<b>283</b>	<b>100%</b>	<b>733</b>	<b>100%</b>	<b>125</b>	<b>100%</b>	<b>661</b>	<b>100%</b>	<b>1146</b>	<b>100%</b>	<b>2948</b>	<b>100%</b>

**If carpooled: number of passengers who were other types of carpoolers**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
None	276	98%	727	99%	121	97%	653	99%	1138	99%	2915	99%
1 passenger	6	2%	3	0%	4	3%	3	0%	6	1%	22	1%
2 passengers	1	0%	3	0%	0	0%	1	0%	1	0%	6	0%
3 passengers	0	0%	0	0%	0	0%	2	0%	1	0%	3	0%
4 passengers	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
7 passengers	0	0%	0	0%	0	0%	1	0%	0	0%	1	0%
<b>Total</b>	<b>283</b>	<b>100%</b>	<b>733</b>	<b>100%</b>	<b>125</b>	<b>100%</b>	<b>661</b>	<b>100%</b>	<b>1146</b>	<b>100%</b>	<b>2948</b>	<b>100%</b>

**Total vehicle occupancy**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1 person (no passengers)	2918	91%	617	46%	1131	90%	477	42%	611	35%	5754	66%
2 people	188	6%	393	29%	89	7%	337	30%	522	30%	1529	18%
3 people	68	2%	161	12%	25	2%	165	14%	284	16%	703	8%
4 people	20	1%	91	7%	4	0%	69	6%	178	10%	362	4%
5 or more people	7	0%	88	7%	7	1%	90	8%	162	9%	354	4%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



**Toll road(s) used during trip (select all that apply)**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Paid toll on I-90	2779	89%	1183	91%	1100	90%	989	90%	1518	90%	<b>7569</b>	<b>90%</b>
Paid toll on I-355	188	6%	76	6%	68	6%	56	5%	98	6%	<b>486</b>	<b>6%</b>
Paid toll on I-88	39	1%	21	2%	16	1%	20	2%	23	1%	<b>119</b>	<b>1%</b>
Paid toll on I-94/I-294/I-80	537	17%	227	17%	229	19%	213	19%	297	18%	<b>1503</b>	<b>18%</b>
<b>Total</b>	<b>3113</b>	<b>100%</b>	<b>1303</b>	<b>100%</b>	<b>1221</b>	<b>100%</b>	<b>1103</b>	<b>100%</b>	<b>1686</b>	<b>100%</b>	<b>8426</b>	<b>100%</b>

**Did not pay a toll**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Selected	88	3%	47	3%	35	3%	35	3%	71	4%	<b>276</b>	<b>3%</b>
Not selected	3113	97%	1303	97%	1221	97%	1103	97%	1686	96%	<b>8426</b>	<b>97%</b>
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**If paid a toll: total amount paid in tolls**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Less than \$1.50	1343	43%	426	33%	445	36%	383	35%	568	34%	<b>3165</b>	<b>38%</b>
\$1.50-\$2.99	1057	34%	395	30%	440	36%	320	29%	547	32%	<b>2759</b>	<b>33%</b>
\$3.00-\$4.49	416	13%	229	18%	175	14%	171	16%	276	16%	<b>1267</b>	<b>15%</b>
\$4.50-\$5.99	155	5%	121	9%	88	7%	104	9%	140	8%	<b>608</b>	<b>7%</b>
\$6.00 or more	142	5%	132	10%	73	6%	125	11%	155	9%	<b>627</b>	<b>7%</b>
<b>Total</b>	<b>3113</b>	<b>100%</b>	<b>1303</b>	<b>100%</b>	<b>1221</b>	<b>100%</b>	<b>1103</b>	<b>100%</b>	<b>1686</b>	<b>100%</b>	<b>8426</b>	<b>100%</b>



**If paid a toll(s): party responsible for toll(s)**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
I paid the toll(s)	2794	90%	1247	96%	1090	89%	1069	97%	1637	97%	<b>7837</b>	<b>93%</b>
I paid the toll(s), but will be reimbursed for some/all of the cost	267	9%	34	3%	105	9%	16	1%	23	1%	<b>445</b>	<b>5%</b>
Someone else paid the toll(s)	52	2%	22	2%	26	2%	18	2%	26	2%	<b>144</b>	<b>2%</b>
<b>Total</b>	<b>3113</b>	<b>100%</b>	<b>1303</b>	<b>100%</b>	<b>1221</b>	<b>100%</b>	<b>1103</b>	<b>100%</b>	<b>1686</b>	<b>100%</b>	<b>8426</b>	<b>100%</b>

**If paid a toll(s): toll payment type**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Cash	69	2%	54	4%	25	2%	51	5%	54	3%	<b>253</b>	<b>3%</b>
I-PASS transponder	3013	97%	1223	94%	1183	97%	1042	94%	1611	96%	<b>8072</b>	<b>96%</b>
E-ZPass/i-Zoom transponder	31	1%	26	2%	13	1%	10	1%	21	1%	<b>101</b>	<b>1%</b>
<b>Total</b>	<b>3113</b>	<b>100%</b>	<b>1303</b>	<b>100%</b>	<b>1221</b>	<b>100%</b>	<b>1103</b>	<b>100%</b>	<b>1686</b>	<b>100%</b>	<b>8426</b>	<b>100%</b>

**Own I-PASS, E-ZPass, or i-Zoom transponder**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Yes	3157	99%	1315	97%	1241	99%	1108	97%	1728	98%	<b>8549</b>	<b>98%</b>
No	44	1%	35	3%	15	1%	30	3%	29	2%	<b>153</b>	<b>2%</b>
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



#### Frequency of trip

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
5 or more times per week	1624	51%	52	4%	602	48%	44	4%	105	6%	<b>2427</b>	<b>28%</b>
4 times per week	330	10%	28	2%	109	9%	23	2%	37	2%	<b>527</b>	<b>6%</b>
2-3 times per week	510	16%	162	12%	175	14%	135	12%	138	8%	<b>1120</b>	<b>13%</b>
1 time per week	154	5%	174	13%	84	7%	120	11%	172	10%	<b>704</b>	<b>8%</b>
2-3 times per month	314	10%	387	29%	143	11%	345	30%	506	29%	<b>1695</b>	<b>19%</b>
1 time per month	135	4%	209	15%	61	5%	168	15%	289	16%	<b>862</b>	<b>10%</b>
Less than 1 time per month	134	4%	338	25%	82	7%	303	27%	510	29%	<b>1367</b>	<b>16%</b>
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

#### Could have used public transportation

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Yes	427	13%	165	12%	171	14%	131	12%	210	12%	<b>1104</b>	<b>13%</b>
No	2345	73%	954	71%	934	74%	818	72%	1244	71%	<b>6295</b>	<b>72%</b>
I don't know	429	13%	231	17%	151	12%	189	17%	303	17%	<b>1303</b>	<b>15%</b>
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>





**If did not choose to use public transportation for trip (select all that apply)**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Travel time too long	217	51%	64	39%	80	47%	51	39%	87	41%	499	45%
Too many transfers to make trip	162	38%	40	24%	42	25%	34	26%	67	32%	345	31%
Other	75	18%	30	18%	34	20%	24	18%	30	14%	193	17%
Fare cost too high	48	11%	18	11%	16	9%	17	13%	21	10%	120	11%
Less reliable than driving	47	11%	19	12%	21	12%	12	9%	22	10%	121	11%
Too difficult to get to transit station/stop	108	25%	29	18%	23	13%	21	16%	48	23%	229	21%
Public transportation is not safe enough	6	1%	4	2%	3	2%	6	5%	10	5%	29	3%
Public transportation is too crowded	37	9%	7	4%	10	6%	2	2%	6	3%	62	6%
Unclear about how to use public transportation	14	3%	8	5%	5	3%	13	10%	10	5%	50	5%
Need vehicle for other reasons	144	34%	59	36%	63	37%	42	32%	87	41%	395	36%
Public transportation does not go where I need to go	59	14%	14	8%	15	9%	12	9%	29	14%	129	12%
<b>Total</b>	<b>427</b>	<b>100%</b>	<b>165</b>	<b>100%</b>	<b>171</b>	<b>100%</b>	<b>131</b>	<b>100%</b>	<b>210</b>	<b>100%</b>	<b>1104</b>	<b>100%</b>

## 1.2 Debrief and Opinion Tabulations

**Primary reason for not selecting at least one Express Toll Lanes option**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Not enough time savings	48	6%	30	9%	26	6%	17	6%	40	9%	161	7%
Time savings not worth the toll cost	347	44%	160	46%	169	42%	143	46%	206	44%	1025	44%
Opposed to paying tolls	73	9%	19	5%	39	10%	26	8%	47	10%	204	9%
Do not want to pay an additional toll	257	33%	110	31%	130	32%	87	28%	126	27%	710	31%
Do not want to pay tolls electronically	2	0%	1	0%	0	0%	1	0%	2	0%	6	0%
Other	62	8%	30	9%	39	10%	35	11%	43	9%	209	9%
<b>Total</b>	<b>789</b>	<b>100%</b>	<b>350</b>	<b>100%</b>	<b>403</b>	<b>100%</b>	<b>309</b>	<b>100%</b>	<b>464</b>	<b>100%</b>	<b>2315</b>	<b>100%</b>



**Primary reason for not selecting at least one public transportation option**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Cost is too high	120	6%	33	3%	44	5%	39	5%	47	4%	283	5%
Travel time is too long	149	7%	47	5%	72	8%	55	7%	72	6%	395	6%
Do not like public transportation	195	9%	127	13%	87	9%	112	13%	162	13%	683	11%
Need car for other reasons	750	34%	360	38%	328	36%	297	36%	428	35%	2163	35%
Not familiar with the public transportation system in the greater Chicago metropolitan region	44	2%	40	4%	25	3%	31	4%	42	3%	182	3%
Public transportation stop/station location not convenient	751	34%	275	29%	281	31%	227	27%	393	32%	1927	32%
Other	169	8%	64	7%	82	9%	70	8%	86	7%	471	8%
<b>Total</b>	<b>2178</b>	<b>100%</b>	<b>946</b>	<b>100%</b>	<b>919</b>	<b>100%</b>	<b>831</b>	<b>100%</b>	<b>1230</b>	<b>100%</b>	<b>6104</b>	<b>100%</b>

**Amount willing to pay to save 15 minutes on a trip where not concerned about arriving at destination on-time**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Less than \$1.00	1387	43%	592	44%	610	49%	485	43%	740	42%	3814	44%
\$1.00-\$1.99	850	27%	302	22%	294	23%	273	24%	436	25%	2155	25%
\$2.00-\$2.99	701	22%	312	23%	235	19%	260	23%	417	24%	1925	22%
\$3.00-\$4.99	105	3%	41	3%	44	4%	39	3%	49	3%	278	3%
\$5.00 or more	158	5%	103	8%	73	6%	81	7%	115	7%	530	6%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Amount willing to pay to save 15 minutes on a trip where concerned about arriving at destination on-time**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Less than \$1.00	818	26%	324	24%	389	31%	284	25%	426	24%	2241	26%
\$1.00-\$1.99	698	22%	277	21%	265	21%	217	19%	343	20%	1800	21%
\$2.00-\$2.99	981	31%	379	28%	346	28%	319	28%	502	29%	2527	29%
\$3.00-\$4.99	202	6%	79	6%	48	4%	66	6%	112	6%	507	6%
\$5.00 or more	502	16%	291	22%	208	17%	252	22%	374	21%	1627	19%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



**Opinion of proposed Express Toll Lanes**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly favor	520	16%	215	16%	215	17%	186	16%	273	16%	1409	16%
Somewhat favor	1175	37%	471	35%	403	32%	410	36%	602	34%	3061	35%
Neutral	787	25%	364	27%	318	25%	295	26%	458	26%	2222	26%
Somewhat opposed	406	13%	156	12%	167	13%	135	12%	237	13%	1101	13%
Strongly opposed	313	10%	144	11%	153	12%	112	10%	187	11%	909	10%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**If in favor of proposed Express Toll Lanes: primary reason**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Faster travel times in the Express Toll Lanes	709	42%	223	33%	234	38%	221	37%	335	38%	1722	39%
Less congestion in the Express Toll Lanes	300	18%	157	23%	129	21%	140	23%	183	21%	909	20%
More reliable travel times in the Express Toll Lanes	298	18%	139	20%	112	18%	90	15%	159	18%	798	18%
Safer road conditions	35	2%	30	4%	19	3%	22	4%	27	3%	133	3%
Reduced emissions and improved air quality	15	1%	10	1%	5	1%	9	2%	6	1%	45	1%
I want the option to pay an additional toll to travel in Express Toll Lanes	131	8%	54	8%	58	9%	51	9%	67	8%	361	8%
Lack of commercial vehicles	77	5%	27	4%	28	5%	25	4%	63	7%	220	5%
Proposed availability of transit along the Jane Addams Tollway corridor	97	6%	30	4%	23	4%	31	5%	28	3%	209	5%
Other	33	2%	16	2%	10	2%	7	1%	7	1%	73	2%
<b>Total</b>	<b>1695</b>	<b>100%</b>	<b>686</b>	<b>100%</b>	<b>618</b>	<b>100%</b>	<b>596</b>	<b>100%</b>	<b>875</b>	<b>100%</b>	<b>4470</b>	<b>100%</b>



**If opposed to proposed Express Toll Lanes: primary reason**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Don't think Express Toll Lanes are necessary	121	17%	45	15%	60	19%	54	22%	75	18%	355	18%
Cannot afford to pay the higher toll	168	23%	66	22%	79	25%	49	20%	84	20%	446	22%
Don't think it's fair to charge an additional toll to travel in express lanes	268	37%	114	38%	116	36%	96	39%	170	40%	764	38%
Express Toll Lanes will bring too much traffic/development	23	3%	11	4%	6	2%	10	4%	8	2%	58	3%
Opposed to new Express Toll Lanes in general	30	4%	13	4%	12	4%	6	2%	23	5%	84	4%
Do not want to pay tolls electronically	3	0%	1	0%	0	0%	1	0%	0	0%	5	0%
Other	106	15%	50	17%	47	15%	31	13%	64	15%	298	15%
<b>Total</b>	<b>719</b>	<b>100%</b>	<b>300</b>	<b>100%</b>	<b>320</b>	<b>100%</b>	<b>247</b>	<b>100%</b>	<b>424</b>	<b>100%</b>	<b>2010</b>	<b>100%</b>

**Frequency of public transportation use**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
5 or more times per week	69	2%	47	3%	26	2%	39	3%	93	5%	274	3%
4 times per week	28	1%	11	1%	18	1%	10	1%	18	1%	85	1%
2-3 times per week	141	4%	37	3%	31	2%	23	2%	41	2%	273	3%
1 time per week	80	2%	25	2%	23	2%	28	2%	26	1%	182	2%
2-3 times per month	259	8%	98	7%	83	7%	77	7%	144	8%	661	8%
1 time per month	229	7%	98	7%	58	5%	80	7%	104	6%	569	7%
Less than 1 time per month	1113	35%	518	38%	402	32%	434	38%	698	40%	3165	36%
Never	1282	40%	516	38%	615	49%	447	39%	633	36%	3493	40%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



**If uses public transportation: change(s) proposed (select all that apply)**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Faster travel times	771	40%	313	38%	238	37%	242	35%	444	40%	<b>2008</b>	<b>39%</b>
Enhanced security on transit system	260	14%	174	21%	80	12%	139	20%	224	20%	<b>877</b>	<b>17%</b>
Availability of Wi-Fi	443	23%	167	20%	121	19%	138	20%	224	20%	<b>1093</b>	<b>21%</b>
Other	191	10%	95	11%	71	11%	86	12%	107	10%	<b>550</b>	<b>11%</b>
Increase in frequency of transit services	553	29%	214	26%	165	26%	208	30%	358	32%	<b>1498</b>	<b>29%</b>
Additional transit routes	595	31%	229	27%	171	27%	206	30%	345	31%	<b>1546</b>	<b>30%</b>
Closer proximity of transit to your home	873	45%	367	44%	273	43%	344	50%	494	44%	<b>2351</b>	<b>45%</b>
Closer proximity of transit to your destination	1027	54%	396	47%	271	42%	307	44%	558	50%	<b>2559</b>	<b>49%</b>
Extended hours of transit services	369	19%	164	20%	133	21%	152	22%	271	24%	<b>1089</b>	<b>21%</b>
Comfortable and ample seating	400	21%	178	21%	111	17%	156	23%	243	22%	<b>1088</b>	<b>21%</b>
Well maintained and clean station/stop	361	19%	189	23%	114	18%	169	24%	247	22%	<b>1080</b>	<b>21%</b>
Real time arrival information at station/stop	402	21%	172	21%	101	16%	154	22%	251	22%	<b>1080</b>	<b>21%</b>
<b>Total</b>	<b>1919</b>	<b>100%</b>	<b>834</b>	<b>100%</b>	<b>641</b>	<b>100%</b>	<b>691</b>	<b>100%</b>	<b>1124</b>	<b>100%</b>	<b>5209</b>	<b>100%</b>

**If uses public transportation: importance that public transportation be available on I-90**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Very important	491	26%	195	23%	162	25%	193	28%	241	21%	<b>1282</b>	<b>25%</b>
Important	566	29%	276	33%	190	30%	183	26%	359	32%	<b>1574</b>	<b>30%</b>
Neutral	463	24%	214	26%	163	25%	183	26%	295	26%	<b>1318</b>	<b>25%</b>
Unimportant	259	13%	85	10%	66	10%	89	13%	135	12%	<b>634</b>	<b>12%</b>
Very unimportant	140	7%	64	8%	60	9%	43	6%	94	8%	<b>401</b>	<b>8%</b>
<b>Total</b>	<b>1919</b>	<b>100%</b>	<b>834</b>	<b>100%</b>	<b>641</b>	<b>100%</b>	<b>691</b>	<b>100%</b>	<b>1124</b>	<b>100%</b>	<b>5209</b>	<b>100%</b>



**Attitude statement: I always try to be on-time**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	2019	63%	891	66%	925	74%	756	66%	1073	61%	5664	65%
Agree	969	30%	390	29%	280	22%	328	29%	578	33%	2545	29%
Neutral	166	5%	58	4%	40	3%	47	4%	87	5%	398	5%
Disagree	38	1%	2	0%	8	1%	4	0%	13	1%	65	1%
Strongly Disagree	9	0%	9	1%	3	0%	3	0%	6	0%	30	0%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Attitude statement: traffic congestion is just a way of life and something you learn to live with**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	291	9%	119	9%	147	12%	93	8%	155	9%	805	9%
Agree	1426	45%	590	44%	560	45%	519	46%	797	45%	3892	45%
Neutral	596	19%	268	20%	215	17%	215	19%	323	18%	1617	19%
Disagree	624	19%	272	20%	226	18%	218	19%	334	19%	1674	19%
Strongly Disagree	264	8%	101	7%	108	9%	93	8%	148	8%	714	8%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Attitude statement: it bothers me when traffic congestion adds more than a few minutes to my trip**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	1012	32%	354	26%	372	30%	316	28%	424	24%	2478	28%
Agree	1342	42%	564	42%	500	40%	448	39%	787	45%	3641	42%
Neutral	563	18%	281	21%	253	20%	245	22%	366	21%	1708	20%
Disagree	231	7%	124	9%	98	8%	110	10%	151	9%	714	8%
Strongly Disagree	53	2%	27	2%	33	3%	19	2%	29	2%	161	2%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



**Attitude statement: I regularly change the time I depart in order to avoid traffic congestion**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	1026	32%	534	40%	473	38%	452	40%	602	34%	<b>3087</b>	<b>35%</b>
Agree	1072	33%	537	40%	393	31%	472	41%	724	41%	<b>3198</b>	<b>37%</b>
Neutral	497	16%	151	11%	162	13%	125	11%	240	14%	<b>1175</b>	<b>14%</b>
Disagree	458	14%	107	8%	140	11%	74	7%	153	9%	<b>932</b>	<b>11%</b>
Strongly Disagree	148	5%	21	2%	88	7%	15	1%	38	2%	<b>310</b>	<b>4%</b>
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Attitude statement: I regularly change my route in order to avoid traffic congestion**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	765	24%	288	21%	263	21%	275	24%	386	22%	<b>1977</b>	<b>23%</b>
Agree	1009	32%	521	39%	419	33%	452	40%	721	41%	<b>3122</b>	<b>36%</b>
Neutral	586	18%	287	21%	223	18%	213	19%	340	19%	<b>1649</b>	<b>19%</b>
Disagree	653	20%	199	15%	240	19%	165	14%	249	14%	<b>1506</b>	<b>17%</b>
Strongly Disagree	188	6%	55	4%	111	9%	33	3%	61	3%	<b>448</b>	<b>5%</b>
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Attitude statement: I will pay a toll if it assures me my travel won't be slowed by traffic conditions**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	883	28%	382	28%	395	31%	320	28%	452	26%	<b>2432</b>	<b>28%</b>
Agree	1631	51%	694	51%	582	46%	586	51%	873	50%	<b>4366</b>	<b>50%</b>
Neutral	471	15%	192	14%	187	15%	152	13%	301	17%	<b>1303</b>	<b>15%</b>
Disagree	147	5%	64	5%	67	5%	64	6%	97	6%	<b>439</b>	<b>5%</b>
Strongly Disagree	69	2%	18	1%	25	2%	16	1%	34	2%	<b>162</b>	<b>2%</b>
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



**Attitude statement: I can generally afford to pay tolls**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	581	18%	310	23%	257	20%	250	22%	386	22%	1784	21%
Agree	1606	50%	691	51%	562	45%	596	52%	895	51%	4350	50%
Neutral	598	19%	202	15%	253	20%	161	14%	297	17%	1511	17%
Disagree	308	10%	108	8%	131	10%	89	8%	130	7%	766	9%
Strongly Disagree	108	3%	39	3%	53	4%	42	4%	49	3%	291	3%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Attitude statement: I would be willing to pay a toll if it guarantees a travel time for my trip that is reliable**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	660	21%	295	22%	286	23%	253	22%	390	22%	1884	22%
Agree	1489	47%	641	47%	578	46%	532	47%	794	45%	4034	46%
Neutral	618	19%	256	19%	202	16%	209	18%	338	19%	1623	19%
Disagree	248	8%	103	8%	104	8%	91	8%	139	8%	685	8%
Strongly Disagree	186	6%	55	4%	86	7%	53	5%	96	5%	476	5%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Attitude statement: I will use a toll route if the tolls are reasonable and I save time**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	1189	37%	525	39%	479	38%	467	41%	655	37%	3315	38%
Agree	1639	51%	689	51%	629	50%	562	49%	895	51%	4414	51%
Neutral	271	8%	101	7%	103	8%	78	7%	151	9%	704	8%
Disagree	65	2%	22	2%	28	2%	19	2%	35	2%	169	2%
Strongly Disagree	37	1%	13	1%	17	1%	12	1%	21	1%	100	1%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>





**Attitude statement: I support using tolls to pay for highway improvements**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	545	17%	276	20%	231	18%	200	18%	308	18%	1560	18%
Agree	1417	44%	589	44%	527	42%	513	45%	793	45%	3839	44%
Neutral	584	18%	259	19%	235	19%	218	19%	341	19%	1637	19%
Disagree	361	11%	116	9%	139	11%	102	9%	177	10%	895	10%
Strongly Disagree	294	9%	110	8%	124	10%	105	9%	138	8%	771	9%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Attitude statement: I support tolls to pay for public transportation improvements**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	334	10%	152	11%	132	11%	126	11%	199	11%	943	11%
Agree	876	27%	413	31%	294	23%	361	32%	520	30%	2464	28%
Neutral	721	23%	309	23%	300	24%	257	23%	422	24%	2009	23%
Disagree	634	20%	245	18%	255	20%	210	18%	319	18%	1663	19%
Strongly Disagree	636	20%	231	17%	275	22%	184	16%	297	17%	1623	19%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Attitude statement: I support increased or new taxes to pay for highway improvements**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	193	6%	75	6%	88	7%	61	5%	100	6%	517	6%
Agree	610	19%	260	19%	226	18%	211	19%	344	20%	1651	19%
Neutral	783	24%	336	25%	301	24%	312	27%	438	25%	2170	25%
Disagree	823	26%	329	24%	314	25%	287	25%	438	25%	2191	25%
Strongly Disagree	792	25%	350	26%	327	26%	267	23%	437	25%	2173	25%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



**Attitude statement: It is easy to plan a trip using transit**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	142	4%	51	4%	48	4%	62	5%	66	4%	369	4%
Agree	663	21%	246	18%	233	19%	217	19%	342	19%	1701	20%
Neutral	1139	36%	458	34%	488	39%	405	36%	656	37%	3146	36%
Disagree	826	26%	420	31%	315	25%	336	30%	470	27%	2367	27%
Strongly Disagree	431	13%	175	13%	172	14%	118	10%	223	13%	1119	13%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Attitude statement: I have to drive to get to transit anyway, so I may as well just drive my car the whole way**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	570	18%	204	15%	241	19%	183	16%	249	14%	1447	17%
Agree	1108	35%	476	35%	402	32%	391	34%	611	35%	2988	34%
Neutral	749	23%	360	27%	304	24%	301	26%	478	27%	2192	25%
Disagree	536	17%	236	17%	220	18%	212	19%	335	19%	1539	18%
Strongly Disagree	238	7%	74	5%	89	7%	51	4%	84	5%	536	6%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Attitude statement: For me, car is king! Nothing will replace my car as my main mode of transportation**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	559	17%	248	18%	264	21%	207	18%	310	18%	1588	18%
Agree	891	28%	372	28%	347	28%	325	29%	493	28%	2428	28%
Neutral	857	27%	379	28%	325	26%	317	28%	485	28%	2363	27%
Disagree	665	21%	272	20%	250	20%	227	20%	353	20%	1767	20%
Strongly Disagree	229	7%	79	6%	70	6%	62	5%	116	7%	556	6%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



**Attitude statement: I regularly check traffic conditions before beginning a trip**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	697	22%	280	21%	260	21%	270	24%	348	20%	1855	21%
Agree	1143	36%	521	39%	466	37%	419	37%	674	38%	3223	37%
Neutral	607	19%	278	21%	232	18%	203	18%	359	20%	1679	19%
Disagree	595	19%	226	17%	222	18%	211	19%	307	17%	1561	18%
Strongly Disagree	159	5%	45	3%	76	6%	35	3%	69	4%	384	4%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Attitude statement: Privacy is important to me when I travel**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	452	14%	204	15%	214	17%	186	16%	265	15%	1321	15%
Agree	1072	33%	480	36%	439	35%	418	37%	631	36%	3040	35%
Neutral	1168	36%	479	35%	440	35%	380	33%	611	35%	3078	35%
Disagree	412	13%	158	12%	131	10%	134	12%	229	13%	1064	12%
Strongly Disagree	97	3%	29	2%	32	3%	20	2%	21	1%	199	2%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Attitude statement: Public transportation is an important travel option for me**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	253	8%	106	8%	98	8%	108	9%	153	9%	718	8%
Agree	544	17%	244	18%	178	14%	189	17%	346	20%	1501	17%
Neutral	826	26%	380	28%	319	25%	314	28%	463	26%	2302	26%
Disagree	843	26%	380	28%	355	28%	328	29%	462	26%	2368	27%
Strongly Disagree	735	23%	240	18%	306	24%	199	17%	333	19%	1813	21%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



**Attitude statement: If I wanted to, I could use public transportation more frequently**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	153	5%	64	5%	54	4%	66	6%	73	4%	<b>410</b>	<b>5%</b>
Agree	524	16%	270	20%	193	15%	228	20%	384	22%	<b>1599</b>	<b>18%</b>
Neutral	517	16%	249	18%	215	17%	209	18%	336	19%	<b>1526</b>	<b>18%</b>
Disagree	1114	35%	514	38%	416	33%	416	37%	639	36%	<b>3099</b>	<b>36%</b>
Strongly Disagree	893	28%	253	19%	378	30%	219	19%	325	18%	<b>2068</b>	<b>24%</b>
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Attitude statement: I appreciate having public transportation as a travel option, even if I don't use it**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Strongly Agree	890	28%	390	29%	321	26%	381	33%	501	29%	<b>2483</b>	<b>29%</b>
Agree	1529	48%	709	53%	582	46%	552	49%	882	50%	<b>4254</b>	<b>49%</b>
Neutral	566	18%	177	13%	257	20%	161	14%	276	16%	<b>1437</b>	<b>17%</b>
Disagree	115	4%	47	3%	50	4%	32	3%	51	3%	<b>295</b>	<b>3%</b>
Strongly Disagree	101	3%	27	2%	46	4%	12	1%	47	3%	<b>233</b>	<b>3%</b>
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Source of traffic information before trip (select all that apply)**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
TV	1031	34%	359	29%	324	28%	300	29%	452	28%	<b>2466</b>	<b>30%</b>
Internet	1285	43%	634	51%	463	40%	530	51%	853	52%	<b>3765</b>	<b>47%</b>
Radio	1965	66%	804	64%	812	70%	691	66%	1018	62%	<b>5290</b>	<b>65%</b>
Cell phone/smartphone	1000	33%	410	33%	365	31%	311	30%	574	35%	<b>2660</b>	<b>33%</b>
Word of mouth	271	9%	139	11%	88	8%	107	10%	182	11%	<b>787</b>	<b>10%</b>
GPS unit	653	22%	349	28%	252	22%	305	29%	463	28%	<b>2022</b>	<b>25%</b>
Other	35	1%	21	2%	10	1%	11	1%	20	1%	<b>97</b>	<b>1%</b>
<b>Total</b>	<b>3000</b>	<b>100%</b>	<b>1248</b>	<b>100%</b>	<b>1164</b>	<b>100%</b>	<b>1047</b>	<b>100%</b>	<b>1637</b>	<b>100%</b>	<b>8096</b>	<b>100%</b>



**Source of traffic information before trip: none of the above**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Selected	201	6%	102	8%	92	7%	91	8%	120	7%	<b>606</b>	<b>7%</b>
Not selected	3000	94%	1248	92%	1164	93%	1047	92%	1637	93%	<b>8096</b>	<b>93%</b>
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**If changed travel plans in response to traffic information: travel behavior change (select all that apply)**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Used a different road/route than originally planned	2357	84%	942	78%	867	80%	804	80%	1308	83%	<b>6278</b>	<b>82%</b>
Began my trip at a new time	1538	55%	846	70%	605	56%	680	68%	1015	64%	<b>4684</b>	<b>61%</b>
Changed where I was going (went to a different location)	170	6%	65	5%	61	6%	66	7%	109	7%	<b>471</b>	<b>6%</b>
Decided to carpool instead of drive alone	21	1%	10	1%	7	1%	13	1%	22	1%	<b>73</b>	<b>1%</b>
Decided to take transit instead of driving	167	6%	97	8%	65	6%	73	7%	132	8%	<b>534</b>	<b>7%</b>
Decided not to make my trip	195	7%	78	6%	65	6%	92	9%	149	9%	<b>579</b>	<b>8%</b>
<b>Total</b>	<b>2799</b>	<b>100%</b>	<b>1203</b>	<b>100%</b>	<b>1084</b>	<b>100%</b>	<b>1005</b>	<b>100%</b>	<b>1579</b>	<b>100%</b>	<b>7670</b>	<b>100%</b>

**The information about traffic conditions does not affect my travel plans**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Selected	332	11%	102	8%	123	11%	93	9%	129	8%	<b>779</b>	<b>10%</b>
Not selected	2668	89%	1146	92%	1041	89%	954	91%	1508	92%	<b>7317</b>	<b>90%</b>
<b>Total</b>	<b>3000</b>	<b>100%</b>	<b>1248</b>	<b>100%</b>	<b>1164</b>	<b>100%</b>	<b>1047</b>	<b>100%</b>	<b>1637</b>	<b>100%</b>	<b>8096</b>	<b>100%</b>



**Source of traffic information during trip (select all that apply)**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Radio	2425	76%	988	73%	970	77%	817	72%	1230	70%	<b>6430</b>	<b>74%</b>
Cell phone/smartphone	943	29%	402	30%	313	25%	304	27%	578	33%	<b>2540</b>	<b>29%</b>
Word of mouth	199	6%	74	5%	70	6%	86	8%	131	7%	<b>560</b>	<b>6%</b>
Electronic road/traffic signs	845	26%	411	30%	298	24%	317	28%	536	31%	<b>2407</b>	<b>28%</b>
GPS unit	733	23%	385	29%	267	21%	324	28%	505	29%	<b>2214</b>	<b>25%</b>
Other	35	1%	17	1%	15	1%	10	1%	14	1%	<b>91</b>	<b>1%</b>
None of the above	164	5%	88	7%	73	6%	89	8%	126	7%	<b>540</b>	<b>6%</b>
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

**Source of traffic information during trip: none of the above**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Selected	164	5%	88	7%	73	6%	89	8%	126	7%	<b>540</b>	<b>6%</b>
Not selected	3037	95%	1262	93%	1183	94%	1049	92%	1631	93%	<b>8162</b>	<b>94%</b>
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

### 1.3 Traveler Information Tabulations

**Gender**

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Female	1216	38%	555	41%	378	30%	504	44%	701	40%	<b>3354</b>	<b>39%</b>
Male	1985	62%	795	59%	878	70%	634	56%	1056	60%	<b>5348</b>	<b>61%</b>
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



### Age

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
16-24	68	2%	22	2%	16	1%	22	2%	28	2%	156	2%
25-34	634	20%	151	11%	151	12%	131	12%	268	15%	1335	15%
35-44	784	24%	199	15%	258	21%	159	14%	321	18%	1721	20%
45-54	894	28%	370	27%	413	33%	322	28%	515	29%	2514	29%
55-64	664	21%	406	30%	344	27%	290	25%	469	27%	2173	25%
65-74	149	5%	177	13%	70	6%	187	16%	136	8%	719	8%
75 or older	8	0%	25	2%	4	0%	27	2%	20	1%	84	1%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

### Employment status

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Employed full-time	2830	88%	773	57%	1022	81%	594	52%	1272	72%	6491	75%
Employed part-time	104	3%	87	6%	62	5%	69	6%	109	6%	431	5%
Self-employed	193	6%	106	8%	125	10%	81	7%	94	5%	599	7%
Student	2	0%	8	1%	3	0%	11	1%	12	1%	36	0%
Student and employed	23	1%	26	2%	8	1%	24	2%	15	1%	96	1%
Homemaker	1	0%	33	2%	2	0%	50	4%	33	2%	119	1%
Retired	20	1%	251	19%	14	1%	238	21%	158	9%	681	8%
Disabled and unable to work	1	0%	10	1%	2	0%	13	1%	10	1%	36	0%
Unemployed and looking for work	25	1%	52	4%	17	1%	53	5%	52	3%	199	2%
Unemployed and not looking for work	2	0%	4	0%	1	0%	5	0%	2	0%	14	0%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



#### Household size

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
1 (I live alone)	398	12%	154	11%	135	11%	136	12%	219	12%	1042	12%
2 people	1105	35%	570	42%	439	35%	472	41%	654	37%	3240	37%
3 people	638	20%	227	17%	243	19%	230	20%	317	18%	1655	19%
4 people	701	22%	240	18%	276	22%	197	17%	375	21%	1789	21%
5 or more people	359	11%	159	12%	163	13%	103	9%	192	11%	976	11%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>

#### Number of household vehicles

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
0 (no vehicles)	1	0%	0	0%	1	0%	1	0%	1	0%	4	0%
1 vehicle	551	17%	230	17%	183	15%	195	17%	317	18%	1476	17%
2 vehicles	1590	50%	633	47%	574	46%	557	49%	850	48%	4204	48%
3 vehicles	676	21%	292	22%	305	24%	247	22%	399	23%	1919	22%
4 vehicles	261	8%	132	10%	132	11%	104	9%	134	8%	763	9%
5 or more vehicles	122	4%	63	5%	61	5%	34	3%	56	3%	336	4%
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>





### Household income

	Peak work trips		Peak non-work trips		Off-peak work trips		Off-peak non-work trips		Weekend trips		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Less than \$15,000	56	2%	33	2%	30	2%	36	3%	37	2%	<b>192</b>	<b>2%</b>
\$15,000 - \$24,999	26	1%	40	3%	21	2%	34	3%	45	3%	<b>166</b>	<b>2%</b>
\$25,000 - \$34,999	79	2%	51	4%	46	4%	50	4%	70	4%	<b>296</b>	<b>3%</b>
\$35,000 - \$49,999	216	7%	123	9%	112	9%	108	9%	141	8%	<b>700</b>	<b>8%</b>
\$50,000 - \$74,999	565	18%	247	18%	219	17%	217	19%	316	18%	<b>1564</b>	<b>18%</b>
\$75,000 - \$99,999	635	20%	251	19%	291	23%	209	18%	347	20%	<b>1733</b>	<b>20%</b>
\$100,000 - \$124,999	574	18%	223	17%	198	16%	197	17%	353	20%	<b>1545</b>	<b>18%</b>
\$125,000 - \$149,999	377	12%	126	9%	114	9%	103	9%	175	10%	<b>895</b>	<b>10%</b>
\$150,000 - \$199,999	354	11%	130	10%	127	10%	80	7%	151	9%	<b>842</b>	<b>10%</b>
\$200,000 - \$249,999	185	6%	62	5%	47	4%	44	4%	60	3%	<b>398</b>	<b>5%</b>
\$250,000 or more	134	4%	64	5%	51	4%	60	5%	62	4%	<b>371</b>	<b>4%</b>
<b>Total</b>	<b>3201</b>	<b>100%</b>	<b>1350</b>	<b>100%</b>	<b>1256</b>	<b>100%</b>	<b>1138</b>	<b>100%</b>	<b>1757</b>	<b>100%</b>	<b>8702</b>	<b>100%</b>



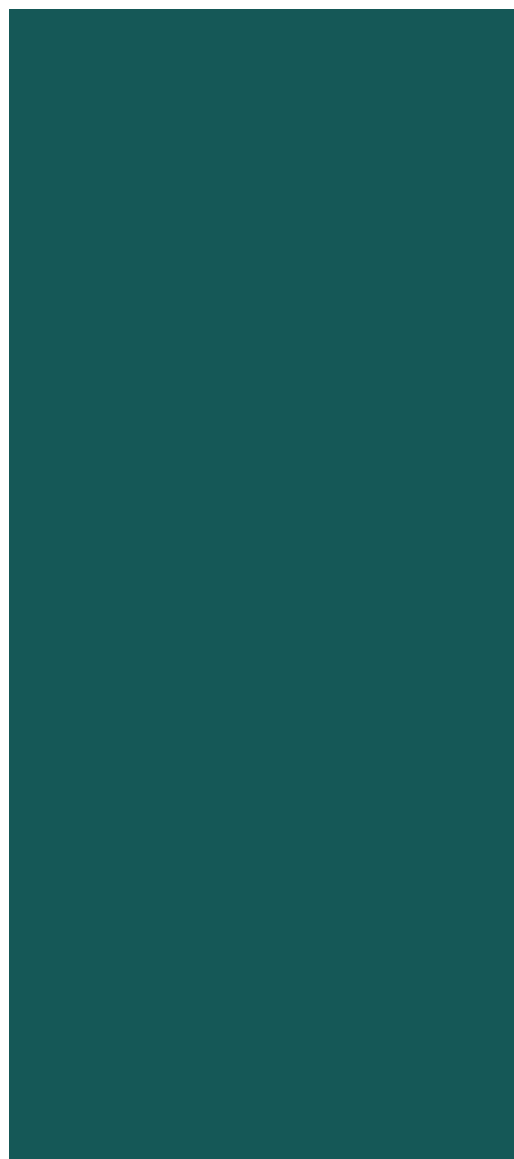


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# **Jane Addams Memorial Tollway Express Toll Lanes Travel Study Report DRAFT**

## **Appendix C: Survey Comments**

November 2012



Before clicking the “End Survey” button on the last page of the survey, respondents had the opportunity to leave open-ended comments. These comments about the project and the survey itself are included in this appendix. Excessively vulgar comments were removed from this appendix (less than 5), however, no other changes have been made to the comments provided. Approximately 1,800 comments have been included.

## 1.0 OPEN ENDED COMMENTS

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- It would be nice to not have to pay for cash and have riders use electronic pay OR have the option to pay with a debit/credit card.
- It is ridiculous that the tolls are now \$1.50 AND you also have to pay another \$0.95 to exit at Roselle Rd !
- We were traveling by motorhome through Illinois on holidays and we send you our address from Spain if you need it: Gran Via 56-C 4<sup>th</sup> Right 48011 Bilbao, Spain
- Put a train to Rockford and extend the one to Kankakee. Also, please consider LINKING our transit SYSTEMS. Thank you
- There is no public transportation in Marengo IL. Car is the only option.
- I can remember my parents telling me, that they were told the tolls would only be temporary. And the roads are fine they don't need any more repairs.
- I don't think it's far to increase money for a faster travel time there will always be traffic someone is talking or text to cause an accident somewhere to cause a delay, I pay taxes and toll and high gas prices! thank you anyway for the offer of a faster travel time however construction creates traffic and only takes years to finish, please keep things the way they are! please note I love my toll both person I get to talk with everyday.
- Bad drivers also account for a large amount of delay. Cameras perhaps to encourage better driving? Police visibility would slow traffic as well, but a well labeled camera watching for a\*holes using the on-ramp to pass on the right may do the trick?
- The Dixon Toll Plaza needs to be reopened from 10PM to 6AM. Also need another place to pay instead of Dekalb. Travelers can get off at Rt 39 with no place to pay. Also...missed tolls need to have a 14 business day deadline and not 7 days. Missing a toll on a Saturday night with a 3 day holiday weekend and 3 days to get to you is not enough time. Try adapting the Colorado model. Send me a bill and then give me more than a month to pay. Not everyone has access to online payments. Also try reading the OpEd page in Western Illinois newspapers and see what the people out there really think of the Illinois Tollway. I've stopped using that route thru Dixon on overnights since I paid tolls on time with canceled checks and tollway receipts as proof and you continue to up my bill. And you haven't answered my letters or others This survey took too long, but I hope it is helpful. Let's get a train along this route. Also, I'd like an iPad :) Thank you!
- Thank you!
- who have sent you proof of payment. What does it take! And, I'm not the only one out there that has had the same problem. You need better PR on that end of the state. It would also be nice, if any missed tolls can be paid the same day at the next Toll Plaza. And let's also take a look at the Rt 59 exit West off I-90. That toll basket is constantly not recording the toll paid. The money gets stuck or



something and no matter how much you put in....it doesn't register. Happened to me three times in the last 2 months. How do I get a reimbursement for all the extra money I've paid to the Tollway?

- It would be nice to not have to pay for cash and have riders use electronic pay OR have the option to pay with a debit/credit card.
- It is ridiculous that the tolls are now \$1.50 AND you also have to pay another \$0.95 to exit at Roselle Rd !
- We were traveling by motorhome through Illinois on holidays and we send you our address from Spain if you need it: Gran Via 56-C 4<sup>th</sup> Right 48011 Bilbao, Spain
- Put a train to Rockford and extend the one to Kankakee. Also, please consider LINKING our transit SYSTEMS. Thank you
- There is no public transportation in Marengo IL. Car is the only option.
- I can remember my parents telling me, that they were told the tolls would only be temporary. And the roads are fine they don't need any more repairs.
- I call and told a tollway employee that on my trip to Rockford when I exited the Riverside exit the exact change basket did not recognize my dollar coin. I carry dollar coins as they are easier to use than four quarters. Hopefully my company will not get a ticket for a missed toll but it has been put on record according to the tollway person that talked to me. One day I will get an I-pass but God knows when. Bob
- Thank you for this opportunity to give you feedback regarding the Jane Addams Memorial Tollway. I reside in the immediate area of Jane Addams' Hull House which is now within the University of Illinois Chicago Campus as a museum. My mother and her two brothers and two sisters participated in programs at Jane Addams' Hull House. For this reason I am very proud of the special ways in which Jane Addams, through her perception and caring for those not as fortunate as others, did all she did to help and enlighten them. Therefore, I am grateful to see the Tollway named "Jane Addams Memorial Tollway." If you do not have such an area, you might have a location on the expressway where information about Jane Addams could be posted and/or a web site or small brochure with this information. Thank you and God bless you! Jeannine Valentino
- The people at the Toll booths should be more friendly...they looked like they are stressed. Tell them to smile more, it makes a great impression, only if I only see them for about 30 seconds. Also during rush hour traffic, all available lanes and cash and Ipass should be open, especially around the airport. That is the heaviest congestion. Sometimes open the expresslanes in the direction of going into the city during rush hour and not just heading outward. Continue to improve our roadways and make them safe. Thank you.
- My most frequent trip is to and from NIU in DeKalb from Mt Prospect to transport a student with weekly medical appointments. I am surprised there isn't better public transportation available for this route as there are many many commuter students who go to DeKalb NIU from the Mt Prospect/Arl Hts area
- Good to have this Tollway maintained well
- On my recent trip, I traveled through three states that had tollways: Illinois, Indiana, and Ohio. The Illinois tollways were the most inconvenient and most expensive since I couldn't use a credit card to pay the tolls and had to pay \$1.50 about every 10 miles. In fact, I exited the tollway earlier than I had planned to because I didn't have any cash left to pay tolls with and the speed limit wasn't any higher



than it is on state highways. I plan to NEVER, NEVER use Illinois tollways again!! They are very inconvenient for tourists!

- I sometimes find that the price listed on toll signs does not match the price listed at the booth.
- When going to downtown Chicago I prefer to use Metra from Elburn, for O'Hare, however...we either drive or take the Van Galder bus from Rockford if traveling ourselves or drive if picking up or dropping someone off.
- This survey is not set up accurately for most travelers because it assumes that everyone is beginning & ending their trip on the Jane Addams Freeway. Most people don't travel that way. What about travelers who go from Wisconsin to Chicago and travel on the Jane Addams freeway for part of their trip? I think the questions should include those people who travel on the Jane Addams for "Part" of their trip.
- I pay cash for my tolls since I do not travel that much and I fear my life everytime I have to cross over to my lane(s) while other people are coming from connecting highways and want the IPASS lanes. It is SOOOOO dangerous the way this is set up.
- The tolls slow traffic. Tolls were put into place to pay for the road. Once paid they are supposed to be removed and standard taxes pay for the upkeep. Chicago has improperly charged individuals for years which is really unconstitutional.
- reduce travel time and traffic in the mornings
- have more toll-booth attendants at night please(8pm-6am)
- The travel between Roselle Road heading east to O'Hare generally isn't the problem . . . it is after the toll-booth all the way to the loop that is the problem; almost always backed up. This is the area that needs to be focused on for improvement. My suggestion is to add two more lanes; one exclusively for large trucks and semis and the other for cabs. Those vehicles must use those lanes however. If you separate these two vehicle classes from the rest of traffic, I assure you it will free up congestion for the general drivers as well as for these two vehicle classes.
- This survey is too long and the questions are unreasonable. Also you smell.
- We do not need more tolls. Nearly every other state in our country gets by just fine without them.
- Nice trip along the I-90!
- I like the idea of expanding public transportation (trains) that allow transit to other locations than just downtown. Concentric rings that connect different suburbs. Even if it would be difficult to accomplish.
- I like surveys that have the 10% done 20% done bar and so on. It's really a head game, but helps me feel like I am not going to go on forever. Even if you say it will only take 10-15 min.
- Ramp along Devon going west I90 is too dangerous and poorly design. Cars going to Ipass lane and cars exiting go to local lane are crisscrossing each other.
- Thank you!
- I do wish the tolls would not be so expensive and if they can not be cheaper, there should be a discount for frequent traveller on the toll road. I would say 4 tolls a day would be a good discount point.
- Add Express Toll lanes all the way to downtown (even if they have to be built elevated on top of the existing Kennedy Expressway!!!)



- My work and Hobbies require equipment and supplies that require a vehicle.
- I have a hard time understanding why tolls have to increase. When using i-pass has saved the toll service so much money - from employees stealing the way they were. You have to be way in the black since this has been implemented.
- They need to add an on ramp to 90 east their is no on rap from roselle rd
- Please add a westbound entrance to I90 from Beverly Rd; and and east bound exit onto Beverly rd from I90.
- My main concerns are the congestion at the Devon Toll Plaza - where it enters 90 W; and the left lane ending close after Lee. It seems no matter when you enter 90W, traffic is HORRIBLE. Same with the 90W exit to 53N ... always seems to be backed up because of the merge, no matter what time of day.
- Please do not increase tolls, we are one of the few states that pay to use the highways, and we do not need an INCREASE.
- Keep tolls reasonable!
- You just doebled the tolls and you are getting our money up front with i-pass, how could you want to ask us for more money especially with the price of gas over \$4.00 a gallon. My pay didn't go up. You need to survey your own people and ask them where the money is going or higher an outside consultant to do a Six Sigma progam to find out where you are spending all the money and what you can do to save money. You have more money than ever and want more from us. Come on, get real.
- I am excited to see new options on the Jane Addams, as I use it often during work and non work hours.
- What would help traffic is if you would put more exits, say at Roselle and somewhere before 190. Go to Wisconsin or Michigan and see how they do it. A clover leaf at every exit!!Would help to if the politians weren't involved
- What wasn't asked is the exits, I think conjection would improve if entrance onto 90 Westbound wasn't only at 290 adn not again until 59. Open Roselle and Barrington to improve Westbound 90. It takes 20 minutes to even get on 90W between the hours of 4:30pm-5:45pm. It's a mess.
- quite long survey, but easy to follow:)
- Please continue to research not only expanding highways, but also laws that can be enacted to reduce congestion or increase availability of public transportation. Something like this would work wonders: "The pollution in a number of Italian cities, particularly in the North (Turin and Milan), gets so bad that the authorities elect to suspend traffic. Usually, they alternate odd and even plates in the city, so that not everybody is affected: only drivers of cars with an "allowed" plate number for that day will be permitted to drive into the city. Anyone driving with the "wrong" plate number for that day is liable to a fine."
- More attention should be paid to the vehicles driving slow in the left lane causing traffic build up. Traffic cones in areas where there is no construction are seen as nothing more that revenue building and should be stopped (Belvidere area).
- My bottlenecks on the Jane Addams appear to come from merges after the Des Plaines toll plaza, the Arlington Heights Road entrance and the entrance from 53. Fix those merges (controlled entry) and many of the travel problems would dissappear for my drive.
- I am in favor having 6 lanes on the James Adams with no restrictions and no toll increases
- exit ramp inbound between DesPlaines Oasis & Toll Plaza



- Would consider express lanes if Speed limit was an actual express speed say 75-80 mph.
- The tollway sucks. Stop charging tolls and just get out of debt. Build the roads like they do in Europe so they don't have to be repaved every couple years. What you build now is crap. Total crap.
- I do think that the express lanes are a good idea, my only opposition is that I WILL NOT pay tolls electronically and that stems from my CASH ONLY policy on how I live life due to lack of trust of anything else.
- Yes, a strong suggestion. Is it possible to install another I-PASS line at the toll located at the entrance to I-90 at Higgings Avenue going west near Lee street. When you enter you now need to veer quickly to the left for the I-PASS lane and cross traffic leaving I-90 for Lee street exit. It is extremely dangerous and I as well as other drivers have had near collisions in this interchange. Maybe another I-PASS lane on the right would alleviate this problem.
- Tolls are already too expensive. Things should be better budgeted and get rid of waste with proper bidding--no political ties--Money wasted on political promises
- Transit takes two plus hours for a trip and thus is not an alternative. We are paying tolls because the alternatives are way worse. Existing lanes should not be converted to extra tolled lanes, that's just the same as raising the current tolls which you just did. Everyone is just gonna end up paying extra for the toll lanes unless there is totally free lanes. If adding new lanes is needed to keep traffic times low, then it should just be done and everyone should share in that cost. If there is more transit causing the congestion there naturally should be more toll revenue, shouldn't that be enough to cover the extra lanes?
- I wouldn't mind tolls being used for improvements if that was what they were really used for. Either faulty product is being used or an ineffective company is doing the work because I don't understand why year after year the same stretch of the expressway gets torn up for improvements but very rarely are any improvements made. I resent having my tolls doubled from 40 cents to 80 cents per toll to be constantly inconvenienced by fake repairs. When the tollway is being torn up and as far as I can tell, rarely being worked on (I have passed by the work at different times of day and no on is working) we should have reduced tolls or no tolls. We are paying more to be aggravated and inconvenienced with absolutely no payback. If the tollway is going to be torn up for months at a time then there should be a hiatus on the tolls. Maybe that way the work would be done faster, better and correctly
- If the Metra was constructed in Genoa, IL (as has been planned) and went to Rosemont, IL...I would definitely use it everyday.
- I would take a train if a train was offered - that ran along I-90 between Randall Road and O'Hare. I would use it daily, I think alot of folks would, but there isn't a train that runs along this Northwest Corridor. We need a West - East running train that starts in Elgin and goes to O'hare - none exists that I know of.
- The Eastbound Jane Addams at the toll booth is the most congested area in Chicago...it needs improvement drastically...
- Something has to be done to reduce the number of VERY high speed drivers on I90, OR increase the speed limit.
- Glad to see the Idot is looking for ways to ease congestion. I think a small fee for express tolls is a good idea but, not over \$1.00 more then current tolls. Remember the tollway was to be payed for many years ago and now we're still paying for it. I would be careful how much you plan to charge.





- fix the choke point east of o'hare toll booth
- The train oprion to Ohare would be great!
- toll way have to disappear in ILLINOIS.
- Toll Plaza just west of O'Hare on the tollway is a disaster. Lines often take 15-plus minutes to get through!
- There are no buses that come close to my home that go towards the I - 90 route. Unless you say 2 mile walk is close. Then at least one transfer to reach I - 90. We do use Metra if going to Chicago for a day outing to museums etc. I arrive in a much calmer frame of mind. A specific truck lane only might be another option. on I -90 from beginning to Wis. border.
- Excellent survey!
- I lived in Denver for 15 years. The public transportation inthe Suburbs was spectacular. I would take the bus if the travel time from my home to work wasn't double what it is to drive.
- Lots of travel at night and I don't think it's always safe on public transportation.
- I-90 is congested due to a lack of east-bound exits. Put in more exits and west-bound entrances and there will be no need for special express lanes.
- I-90 for me is usually not a problem except for the bottleneck of cars from 355 South getting on to 90 and then crunching 6 lanes into three to Roselle road.
- Use the money from tolls for the roads NOT for other programs unrelated to transportation. WE NEED ROAD CONSTRUCTION/REPAIRS!!!! There is no need for increasing toll cost just fix the problem, think ahead of population growth. Extend rail system from o'hare
- I drive from Rockford to Rolling Meadows and back 5 days a week, presently their are construction barrels on the side of the road and the speed limit is reduced to 55 all of the way. They are only working on limited area's and all this does by putting up barrels on the whole stretch is to create unsafe conditions between poeple who want to drive the speed limit and poeple who want drive recklessly.
- I understand that tolls are needed for the upkeep on the highways, but where is all of this money going?? I am disappointed in the people making the decisions for this state to allow traffic to get this bad. With the tolls and taxes that are allocated, I have assumed a strong burden and because of it I will move my business and family out of this state if it doesn't get any better. I am ashamed to live here.
- My main reason for not taking public transportation is I don't have a time I can regularly say I will leave work its always a different time hence metra cta or pace will not wait for me to take me home
- The tollway system should open Roselle road for west bound traffic. the traffic at the 290S entrance is ridiculous. Also consider the Barrington road area also.
- I would support using tolls for construction if the raise in tolls are guaranteed to be reduced once it is finished. Otherwise, tolls should be maintenance only.
- Reasonable rate of tolls to me is less than \$1.75 some of the rates on this were unreasonable to me.
- Raise the speed limit.
- Do not add a carpool lane. I moved here from CA where they are all over the place and are not used. They are a waste of money.





- I also feel as though I90 needs more on and off ramps, that feels to me why it's very congested. I am in support of expanding the road but I also don't want to see the toll double again.
- If these new Express lanes are anything like the ones leading to Chicago, it'll be a disaster -- people drive too fast, cut in and out of lanes too much, and it's overly congested. No need to build them - it's just an extension of the overcrowded roadways. Need more public transport instead, and it needs to go North and South, not just into Chi.
- Toll roads are a joke. Our state is a joke when it comes to tolls, sales taxes, property taxes etc. We tax too much and the state spends too much. Get a clue.
- There is no public transportation option available from McHenry Co. to Chicago O'Hare airport. Would love to have an option of public transportation to the airport.
- I cannot stand the IL tollway, or the exorbitant amount of money we spend (even if we can afford it) on tolls. The longer I live here, the more corrupt I see the system. Prices keep going up, service/availability keeps going down. We DESPERATELY need more efficient, cleaner public transportation. The ONLY reason I don't take the train is if I need my car to stop at various suburbs on the way home.
- I wish I could change my transponder account to myself without obtaining a new transponder and without creating a new account. My current one is still under my mother's name.
- I would like the Toll Authority to be merged with IDOT. There is no need to have two agencies to maintain and enhance Illinois roads. The state needs to eliminate unnecessary costs and this is an area ripe for streamlining.
- I would use public transportation more if off-peak service was more frequent, even if it cost more than peak fares. I would also use it for the airport.
- I would like to see the blue line extended out to my area.
- Survey took longer than expected.
- With the recent increase in toll rates, I do not support an extra toll to use express lanes.
- Interesting survey Thank you
- IL Tollway only used as work aid, which is dealer trading and auction car purchasing for a local ford dealership here in Wisconsin rapids WI.
- Tolls need to be eliminated/reduced.
- Congestion time was a big factor in my answers more so because of the stress that comes with being in heavy traffic. More time in the congestion means more stress.
- Ohare into downtown and back out is what needs the work.
- 1. improve construction methods so the roads don't have to be redone as often. 2. monitor truck weights to minimize road damage 3. zero tolerance for commercial vehicle (large and heavy) vehicles speeding 4. enforce commercial truck lane usage restrictions 5. eliminate lane bottlenecks (e.g. EB I90 exit to SB 53) 6. make violation fees proportional to vehicle weight 7. utilize non-rush hour time for constructions (evenings, over night, and/or weekends) 8. actually continue construction work after setting up baracades and closing lanes instead of letting them sit for weeks with no activity 9. do construction at the fastest possible pace 10. think ahead and do the job right the first time so you don't have to repeat the job every 3 years



- Having lived here "most" of my life, I am astounded that the Kennedy xpry has not expanded to at least one more lane.. the traffic volume has increased 10 fold, and at ANY time of day, it is congested.. except early mornings.
- the real problem is between O'Hara and downtown Chicago not on the Jane Adams. (west of O'Hara) traffic congestion is not a big problem west of O'Hara on the the Jane Adams
- With another toll being added to my trip at the Route 47 interchange, I feel I will already be paying much more in tolls everyday to get to work then I receive in value for driving on the tollway. Paying additional tolls to sometimes be able to save 10-15 minutes is not appealing for me.
- I have always felt that Mass Transit should run in your R.O.W. or along it.
- I-90 has become almost unbearable - to the point where I'm thinking about moving to a different state. I easily waste 5-10 hours a week sitting in traffic. It is the #1 source of stress in my life these days. Please do something to fix this issue.
- We need a full interchange at Roselle Road. From where I live I have to drive either to 53 or 59 to go westbound on 90. Having a full interchange would make it easier for many people. Also, would love a Rail line option that runs from Woodfield Area to O'hare and connect to the CTA Blue Line. Again it would increase my use of CTA for going downtown. I am about to be transfered to working downtown for a second shift job. My options of commuting are limited as far as public transportation.
- I would like to be able to enter the Ipass gift card purchase online as opposed to waiting for the the telephone representative
- Need a good public transportation alternative to get to O'Hare from the suburbs.
- I am in real estate and travel a LOT. I always used the tollway to get where I was going as fast as possible. Now, with tolls up and sales down, I try to allow enough time to take alternate routes that do not include the toll system. If I am running late, I am forced to pay tolls, but take alternate routes home. I need my car in business. I do not want my tax and toll dollars supporting public transportation or public roads. Public Trans is great, but it is also very convenient for those using it and the users should pay for it accordingly. My tax dollars, (not tolls) should pay for other public roads.
- If the idiots in Springfield didn't waste our money there would be no need for tolls at all! Gas taxes should be enough to cover the roads' upkeep. Public trans. fares s/b enough to keep PT running.
- Why is the IPASS lane all the way to the LEFT when you get on from any ramp. You have to cross over all the paying lanes and also get caught up in the traffic coming from the highway to the pay lanes. Dumb move on your part.....
- Please do something about the O'hare toll plaza entering the kennedy from I-90
- I use public transportation when I go to the city for business.
- All forms of Transportation is important. I don't mind paying taxes for transportation needs however, I feel that I am all ready paying enough taxes to pay for needed improvements and maintenance of all forms of transportation.
- Have you studied the feasibility of constructing an on/off ramp at Rt. 72 and the Jane Addams (Between Randall and Rt. 47)? That area is growing quickly (residential--several developments) and would reduce congestion at Randall.



- I took public transportation exclusively during 4 yrs in London and loved it (1.5hr commute). Here, one cannot buy a pass that is good for all trains/busses etc. so transfers are expensive. Can take train to Union but not get to work from there. Metra stops at O'Hare; needs to come further west.
- A major cause of congestion on the Jane Addams is improper lane usage. Often vehicles that are not passing are going below the posted limit in the middle and left lanes, cause traffic behind them to backup. Enforce passing lane restrictions.
- Public transportation is critical for the future of our region, and expansion of public transportation should be considered before any highway improvements are discussed. Unfortunately, public trans is not an option for us in the 90 corridor.
- Is there an option of adding a westbound entry and a eastbound exit at Barrington Rd.? Also, constructing a pedestrian/bike bridge over I-90 at Huntington Rd. (between Barrington and Roselle in Hoffman Estates.) Currently there is no safe way to cross I-90 without a car.
- I'm very pleased to see the use of surveys to help determine improvements to the toll ways plus other transit systems.
- The proposed variable rate toll road on the JAM is a great idea that is long overdue. Adding in better public transportation options along the I-90 will also help ease congestion for all road users.
- Adding additional tolls to enable the "wealthy" to have an easier ride than the rest of us is unfair, especially to those of us who have for years paid tolls!
- It helps to have construction at night instead of at high congestion times
- The Jane Adams is not the problem getting to work and back, depending on when you leave. The worst traffic is typically as you begin the merge with the Kennedy. Getting to the junction a few minutes faster only to be stuck in traffic after the merge seems like a waste.
- The Jane Adams is like the Indy 500 and should be monitored for "jocky drivers".
- I think traffic is worst heading west in the morning on 90/94 and it splits. Once you get closer to O'Hare, there is almost no traffic so improving the toll road will not help cut down on my commute time.
- public transport on I90 needs to be connected with community transport. Also needs to have connection to CTA in order to make sense.
- I tried taking public transportation from LaGrange to Fontana WI. Bus & train to Harvard, IL. Almost 2.5 x driving time, plus my wife still had to pick me up (by car) in Harvard and then drive to Fontana. Not worth the time & effort.
- Increasing Metra Express Trains to Big Timber Road stop would have me taking the train more often. Seems like Metra is desgined for 9AM-%PM workers, and many companies are 7-3PM. Sometimes work evenings and have to wait till after mid-night for Metra service.
- I think the improvements recently made with respect to open-tolling is great. It is the congestion you hit when you exit the last toll booth on the Kennedy that really slows traffic down.
- My last trip was delayed only because of an accident and a tow truck. My travel is much improved because of construction being finished on IL-47 in the city of Huntley. So far work on the new interchange has not been a problem. (90 & IL-47)
- I used public transportation almost exclusively to commute when I lived in Pittsburgh. It was a relatively pleasant, trouble-free experience. Chicago is a much bigger place, but we can't just keep



building roads. And road building has to be coordinated with overall urban planning. St. Charles is a mere shadow of what it was when I moved here, NONE of it for the better. Turning every meadow into strips of concrete and parking lots of asphalt is not a recipe for success or living well. Public transportation is possible; look at Europe. Built it well, and they will come.

- your survey is poorly written since public transportation does not offer door to door service or even direct service to the points requested. You also did not ask about the two bigger problems, the very poor resurfacing work done last year and the speeders on the system.
- Keep up the good work on the tollways
- My problem with 90 is the section between the entrance from 294 southbound to the Eisenhower. It virtually always clogs , and the drive, although not long in actual miles, that goes through that section is the longest part of the trip, and I make that trip often!
- The left lane of 90 west needs to be removed at the toll so that it does not need to slow due to the merging of traffic near Elmhurst.
- i know that many people who work at ohare would gladly pay 1.00 toll to be able to use the service ramps at the ohare oasis.
- Tolls should be used to improve the conditions of the roads themselves. They should not be used to fund any other type of service. Public transportation should be self funded. Also the center feeder lanes on 290 is the stupidest design idea ever in the history of highway construction. They cause more unneeded congestion than anything else on the illinois toll ways.
- put a train in the middle that would connect to the blue line. Train times are poorly noted and access to them has limited times for travel.
- It would be great to extend the CTA out to Woodfield with a station at Arlington Heights Road. I'd take the CTA downtown every day. Occasionally I'll take the CTA from Rosemont but it's a pain to get there so I'll take the Metra instead.
- 45 mph in work zones is too slow only about one in ten people slow down and having some people slow and others not is more dangerous than if everyone went 55 or 60. You also have 60 miles of work zone when workers are only working on a few miles at a time you should restrict work zones to 5 or 10 miles at a time
- With the increased amount of speeding, reckless drivers, install speed cameras.
- Toll roads were meant to be a temporary solution and should be eliminated.
- While I cannot take public transportation for the trips I am making into the city now, I took the train to/from work for 40 years. The train is the only way I would travel into the city for work.
- after each question have a bar chart that shows how much of the survey is left like a %
- I do not agree with charging extra tolls for express lanes. This is just one more way to add to the already high rate for tolls. If the toll rates continue to increase, I will look at ways to avoid tolls in my travels. Adding public transportation is always a good option. There must be ample parking and routes that make sense. For me, this is not helpful along this route.
- More exit ramps along the stretch of I-90 that was targetted in your survey would help. It would allow more cars to get off the highway when and where they desire, rather than being stuck in congestion with no other options.
- Survey was very long, took longer than was told it would.



- I travel a lot and our highway capacity seems behind most other major cities. They have 4-5 lanes when we have 2-3 lanes.
- Need to do something about the merge onto I-90 West from I-290. Its horrible! Its unsafe and a huge traffic concern
- A westbound entrance on Meacham or Roselle, combined with a matching eastbound exit would greatly improve traffic at the IL53/I90 Junction. For people headed to Rockford from Schaumburg they must often fight to get on to I90 against people trying to head south to 355. A westbound entrance at Roselle would not conflict with current lane arrangements and ease up congestion on the overpass.
- Please offer some different holder options for the new smaller transponders. Thanks
- I do not believe that public transportation should be subsidized by tax payer funds. These programs should be self-sufficient and those who utilize them should pay appropriate fares to make them so.
- On 8/25, there was a terrible crash on I-90. Traffic was stopped (or less than 5mph) for hours! There was no escape because there are no exit ramps for 8 miles of heavily traveled roadway!! If there was an exit, motorists could avoid being stuck. One would think that it would be advantageous to area businesses as well. Additionally, if law enforcement would block entrances in a situation like this, additional vehicles could be re-routed. It's simple logic and should be the biggest priority for the Jane Addams at this point in time.
- This would drastically improve traffic on EB I90 each day: Eastbound exits at Barrington, Roselle, & Elmhurst roads. Between 59 and 53 and between Arlington Heights and OHare there are no exits, each for 8 mile stretches. All it takes is one accident in that area and everyone is totally hosed. I call these the "points of no return" on my commute, because once I pass 59 or Arlington Heights road and then an accident occurs ahead of me, I know that I am not going anywhere for an hour or more, because there is no exit for 8 miles. It really is inexcusable. Adding in exits there will help dramatically with congestion. Also, adding in westbound onramps at those same places will also help, preventing gridlock at 294 and 53 onramps. I'd much rather see this happen than any widening of the tollway. Also, simply just make I90 4 lanes in both directions between OHare and the Fox River bridge (to save money on not having to rebuild the bridge) and you'll solve a lot of the congestion issues by having more lanes for traffic. But doing this without adding in the extra on/off ramps I mentioned above would still be stupid.
- Thank you for trying to make the roads safer to travel
- During construction it would be helpful to have the construction speed limits "while worker's present" as other states do. To spend miles and miles going slow for absolutely no reason does not make sense - except to the State Police coffers I guess.
- Do not make surveys so long or I won't participate in the future
- Put a complete interchange at Barrington Rd or Roselle Rd on the Jane Addams. This would help remove backups at the Rt. 53 interchange.
- Please make sure you look at other cities that already have this in place. You will never get the \$\$ back to cover the costs associated with the, creation, maintenance and security required for this type of effort. In case you have not noticed Illinois is broke, let's not continue to add on more debt.



- the traffic jams need to be corrected in certain areas where the tollroads merge. i would love to use metra like i have in the past but they do not allow dogs. i have a 10 pound dog who would be in a travel crate. i think this should be allowed.
- Tolls are too high. was promised by a politician that the toll roads would become extinct --> still waiting for this.
- I think I-90 needs more entrance and exit options between O'Hare and Randall. It could help give drivers options of exiting and taking other routes during heavy traffic. This could be true during rush periods and/or in the case of accidents.
- I am excited about the planned expansion of I-90 West of Randall Road. Will make commuting better with the added lane.
- An additional factor in traffic is the driving styles and habits of the people on the road. Much congestion is caused by people doing things that are selfish or just aren't very smart. Are you studying behavior at all? I-90 westbound on Friday afternoon/evening is collective lunacy. Fix that and I won't care what the toll cost is.
- Why not recognise that 55 speed limit is unrealistic and change to 65.
- I support the option to create through-only express toll lanes which a slight premium would be paid. Especially during rush hour. However, when the express lane congests, the motorist should not pay the higher toll than that of the standard lanes. What's the point in an express toll lane other than to derive extra revenue for nothing extra gained? It's a discretionary balance which needs to be considered both by the user and the toll authority by charging tolls to match the congestion level between the lanes. If the express lane is equally congested, there would be no premium. This would be the case during unusual weather events such snow storms, heavy rains/severe weather as well as gapers to an event on the main line lanes. The chance of gapers and such would be greatly reduced if the lane was a hard and isolated lane with concrete barriers. Like the Kennedy reversible. I'm not suggesting a reversible given I-90's rush traffic is balanced. Just the concept the express lane should be isolated more from the main line to reduce gapers and exposure to collisions on the main line.
- Something really needs to be done on 53 to Randall Road. Particularly at rush hours. Thanks for all your wonderful efforts.
- Free drive time on your questions was skewed and obnoxiously off. 22 mins on existing versus 55 mins with express lane made the two choices too close and slanted towards the existing. The questions should have closer similar raw start times in order to figure out what premium people would pay for express lanes. Every question you posed was slanted towards public trans...
- You did not explore bicycling as a transportation option.
- More police presence to stop all the speeding, weaving in and out drivers during commutes causing accidents would really help improve less conjection due to all the accidents on the road!
- you need to build mass transit in the suburbs to the airport and city. And between large towns
- Doesn't make sense that tolls are more automated yet keep going up. I would highly recommend that if the plan for express lanes includes a toll increase, that it also includes a toll decrease once the initial construction is completed...and that the decrease is something that the state sticks to. There are still those that remember that tolls were never supposed to be permanent in the first place. And there are states that don't have tolls and have better road surface quality. iDOT needs to find a way to break the cycle. A plan like which can accomplish that will get unanimous support.





- Our system of roads are one of the best in the world considering the size of the United States, I know I am proud of this and hope it continues to be maintained and improved
- Problem with not using public transportation more often is need for car at BOTH ends. If I drive to public transportation I still need a car at the OTHER end.
- The money collected for tolls in the state of Illinois should be used for the purposes of road repair and updates not for anything else. Increasing tolls will eventually start to affect consumption of goods and services. Gas prices have already taken its toll on the average American's income, not you want to increase tolls. That is ridiculous!
- The travel times are never true on the overhead signs on the highway. They never include the congestion at the O'Hare toll, which is generally 20-30 minutes before you get past the toll. Very frustrating and makes the overhead signs useless.
- Adding more and farther reaching public transportation would be a great idea. I would use a CTA/RTA or METRA train that ran alongside or down the middle of I-90. Please consider extending the BLUE LINE of the CTA beyond O'Hare to the Northwest Suburbs. Thank You!
- Paying all that I will ever pay for tolls. Don't punish us again with high travel times on I-90 due to re-construction!
- The entire toll road should revert to the IDOT as was stipulated in the original enacting statute. Freeway not toll way
- Why is there always such congestion between Route 53 and Roselle Road every single day? It's always the same traffic pattern and it stinks!
- Make the repairs/improvements as fast as possible
- There should be more state patrol in the construction area by South Beloit. I can't believe how fast people are driving through there
- On Saturday (8/25), I entered I-90 E at Rte 59. Shortly after entering, traffic was at a dead stop as a rollover accident had occurred up at Meacham. There are no exits, so all traffic had to sit and creep along since no one could exit. Additional exits would be preferable to express lanes. Although express lanes are also welcome.
- I do like the light rail options in and around the greater Chicagoland area, but since they're all radial to the city, they often just don't go where I'd like to travel. If we could get more train routes that mimic 290/294, I'd probably use public transit more often.
- A major source of congestion is rear-end collisions that occur when drivers are traveling too fast for conditions, driving too close to the car in front of them, or simply not paying proper attention when driving i.e. cell phone use... Maybe someday, we'll enact a law that bans the use of cell phones on our tollways, except in rest areas, food/gas plazas, and when on-the-side of the road with emergencies, out-of-gas, etc. A greater State Police presence would also help keep traffic moving smoothly and prevent accidents caused by 'speeders' that make unsafe lane changes and tail gate too...
- Correct the traffic pattern for the toll lanes going from east bound I-90 to south/east bound I-290. This is the only site I know of where the auto pay lanes are on the right, and the manual lanes are on the left.
- My main concern with the express lanes is allowing buses. Will they actually go 55 mph? I can see them slowing up an express lane, if there's only one express lane people will get frustrated.



- to MUCH TEXTING
- Latley I-90 has been great. You guys are doing a fantastic job keeping it up. Thanks, Mike Mueller
- recent toll increases have kept me off the tollway
- The worse part of my whole commute between Schaumburg and Chicago is the toll plaza just before Cumberland
- Please have on and off ramps for all directions along the I-90 corridor!!!
- Finish the "Elgin/O'Hare" expressway and make airport access direct instead of the Mannheim Rd. "mess"!
- Illinois is one of the worst states to live in in regards to taxes, tolls, and entitlements. The state government needs to reign in spending money on people who don't help themselves in order to force them to, so more money can be used for infrastructure. There is an inflection point coming when that have's are going to be tired of providing for the have nots or the have nots will want more than we are willing to give. Brace yourselves. Pay off your debts and train the helpless. Dont give them a fish, teach them to fish, and maybe our tolls won't be retardedly high. We are taxed by the government, state, when we shop, when we drive, and we are taxed on the money's we earn from our investment money we have already been taxed on. That all sucks big time and I'm sick of it. I'm a divorced Dad with 4 kids and 2 orders of child support and I HATE what is happening to our society. Lazy people are everywhere and I'm paying for them.
- Most congestion between 53 and roselle
- I would love to have the option of train travel out west..
- You touched on it but obviously depending on the importance of the trip I would be willing to pay more for a faster commute, so those questions were tough to answer. As far as public transportation, unless the bus would pick me up / drop me off at my front door I'm not willing to take public transportation; because there are NO sidewalks along the major roads by my house. I would be forced to walk in the streets where cars are moving at 50 MPH, I would be putting my life at risk and I won't take that chance. Have municipalities put in sidewalks with barriers to prevent cars moving at 50 MPH from jumping the curb and I would strongly consider public transportation.. Assuming they followed there published schedule with some degree of reliability. Keep in mind I was born / raised in Chicago proper and took the CTA for the 25 years I lived in the city so I'm used to taking public transportation.
- The tolls are too high it costs me 40.00 per month in tolls which I really cannot afford
- Better security and clean public transportation
- I have a 47 mile commute each way from home to work 5 days a week almost all on the Jane Addams and Kennedy. The main buildup is at the Kennedy Jane Addams merge (tollboth). Been doing it for 10 years. Cost is KEY if rates increase - the tolls add up fast. If the change doesn't bypass the Ohare Oasis - it's not worth it.
- Put up signs that tell drivers to keep right except to pass.
- I would also like to have more bike trails and/or bike friendly routes.
- I know it's nearly impossible, but additional improvements to the I-90/Rt 53 intersection would be nice.





- WOW! an express lane from O'Hare to Randall Road would be AWESOME. There seems to be a lot of traffic that stays on 90 for quite a distance. As long as we could get on/off at Rt 53/355/290 that would be great. Thanks for considering the improvement!
- I thought that once the bonds to build the original toll roads were paid off, tolls would end.
- The traffic congestion most often is an issue for me after the toll-way. Changing things on the toll way will not change the traffic conditions positively for my travels from Schaumburg to Chicago. However, adding the expressways might be a giid step for taking into account the traffic condition 10 to 15 years from now.
- Why do people not drive the speed limit in work zones? What is the purpose of putting up work zone limits when they aren't working? Accident waiting to happen! Too much road rage that I see daily because someone is abiding the law and others just don't care and think they own the road. Very frustrating!!
- There should be a back button so you can change the last answer if necessary.
- The commute into Chicago has become so congested that I have not signed up for classes I used to enjoy in the city. The city is just not an enjoyable option any longer because of traffic and parking.
- Since the rise in toll rates I take the toll road less and less. \$1.75 one way to work is expensive.
- I'm a strong proponent of public transportation, but, at this time, would have no reason to use it to travel the I-90 corridor west of I-294.
- Please improve the interchange at 53 and 90. There should be a better way to exit SB 53 without tying up traffic. How about a separate exit to woodfield mall and multiple lanes to exit onto 53.
- Improve things by adding entrance ramps for those of us going west at Barrington and Beverly rather than express lanes that we don't need.
- I do not want to have additional taxes or tolls to pay for anything other than regular constructing or repairs. The lane markings are so bad in some sections of I90, it is almost unsafe whenthere are poor weather conditions. So take care of what is in place. I am almost dreading next winter because of the conditions. My reason for taking I 90 is there is no other expressway to take.
- ENFORCE truck lane restrictions!If a license plate says Btruck do NOT allow in express or left lanes. Enforcing this could generate revenue for the state!
- There needs to be another exit on 90 coming from the westbound between 59 and 53.
- We love the i-pass.
- I would like to know how much cell phones and things of that nuture... you know less than safe driving, has added to travel times.
- I do not want rail transit north of O'Hare Airport. It is noisy and the riders throw their food wrappers all over. The Blue Line only encourages more vagrants at the end of the line. I travel in and out of O'Hare all the time and see what gathers out there. I would not take the Blue Line into the city as I do not consider it safe. When I travel into the city I drive or take Metra.
- I would take train if I could get to work without leaving a lot earlier. I would need to be able to transfer at Cumberland
- The new express lanes are a great option of there are no additional fees associated with it. The tolls are already too high.



- Public transportation is not a option due to having a vehicle with tools. My biggest issue with travel is the congestion at the interchanges. They need a over haul. This is wasteful on gas and dangerous to the environment. Cant clean up the air with all the people waiting to get into the interchange. Please fix this issue.
- It upsets me that I have to pay tolls to travel to/from work while others travel for free on the highways my taxes paid for.
- My trips begin well off of the described route. This trio was from Madison, Wisconsin to Mokena, Illinois. Travel decisions also consider the non tollway portions of the routes.
- Due to distance from Chicago, public transport is not an option but if available from Rockford, my family would go into Chicago more often. Traffic and parking currently disincentivates.
- There is no train to Ohare near us. Bus is too hard with suitcase.
- I90 needs more exits and onramps west of 355/290. Coming from the west it difficult to get to the Schaumburg area.
- Increase the speed limit to 70 or 75 MPH.
- I drive this route twice daily and sometimes more. Congestion is mainly caused by distracted drivers, drivers who wait to move over for exit till the last minute, and drivers checking out what happened in the other lanes.
- During construction, why are miles and miles of highway at reduced speeds and no workers or vehicles are present? This is a major congestion factor all summer. Many vehicles ignore posted speeds and gamble on not receiving a ticket.
- TOLLS SUCK!
- This was a very thorough survey and easy to complete! Thanks & good luck with improvements
- For me to take public transit I would have to walk 1/2 mile to a bus, to the Jefferson Park station - take that to union station - then take a train to the roselle train station, then walk 2 1/2 miles. Not a good option.
- I'm currently paying 4 tolls per weekday and I work 5 days a week. I don't mind paying the tolls I do because I know what to expect in cost. If it's a set rate at less than \$2.00, I would use the new express lanes.
- Main regular westbound PM congestion is always at O'hare toll plaza where lanes converge. I'd like to see improvement here.
- You should have an option to not disclose household earnings. It is none of your business.
- DO NOT BELIEVE EXPRESS LANES WILL BE PAID FOR BY THE FEES CHARGED.
- 90% of the time the travel which I do during both rush hours are fine. The road slows when the state police have pulled someone over or there are flashing lights and slows where the highway goes down from 3 lanes to two out past Randall and where the highway toll plaza is headed east into the city where 3 lanes expands for the devon toll and then goes down again and where the exit to cumberland is all the way across 6 lanes of traffic - horrible design. You should expand the highway past 47 and change the exit at cumberland and it would change the traffic flow.
- I think the idea is a good one, but you have to consider that everyone is already paying a toll and with increasing gas prices the cost to travel by express lanes and pay more may be a turn off. The concept is great but payment may need to be considered. Thanks!



- I have been told by relatives that have lived in Tinley Park their whole life that the tolls were only supposed to be around for about 10 years. It's 2012 and the tolls are still in place sucking up money and the roads in Illinois are AWFUL to drive on! The tolls should go away altogether!
- there is no solution to Chicago's traffic woes without destroying and rebuilding the entire highway system from scratch!!
- The interchange at I90 and Route 53 is a disaster. Frequently it can take 20-30 minutes to merge from Northbound 53 onto I90. Having traveled and driven extensively throughout the US, I would rank this interchange as the most congested and most poorly designed in the United States. A complete revamp of this interchange should rank as the highest priority highway project in Illinois. It would be interesting to review the accident statistics for this interchange.
- Make Wolf Rd open both ways east & west on and off ramps at I-90! Use Des Plaines Oasis as an option!!!
- If gas prices and tolls increase even more than they are now, I will take public transit more often, since it's so close to me.
- I look at public transportation systems all over the country and NO one rides them; most of the cars are empty all the time. Most systems don't go anywhere useful, and no transp is available at destination. Stupid
- Survey was a little too long.
- Need to find away to get a North south highway near the route 47 corridor
- Roselle and Barrington road ramps need to be added to head Northwest towards Rockford.
- Other than Metra the next closest public transportation is Pace in Schaumburg. So when you ask about public transportation, there is not a whole lot of choices for those of us in the far northwest suburbs to get to Chicago venues. Having the CTA down the middle out by us would give another means of getting to the city.
- I am generally opposed toll roads. Toll roads were supposed to be "paid off" and the tolls stopped. I do not feel that government is a good steward of the public funds it collects. Most people I know do not mind paying tolls/taxes if the money is well spent and a tangible benefit can be seen for the money spent. Unfortunately, too often that is not the case.
- I am semi-retired. When I worked full time I took the train to the city and loved it. Have more time and flexibility now so I drive.
- Before my company moved, I regularly used a combination of train and bus for my work commute. Public transportation would allow me to reduce car insurance.
- I love the idea of an express lane, but I thought that the express lane should be cheaper than the regular lanes... not more expensive. If it was more expensive I would never use them. I already feel the pain in my paycheck spending 40+ dollars a month just to get to work everyday. -Thanks Eric
- In general I oppose Interstates being toll roads. Interstates are supposed to be taxpayer paid already and therefore "free"
- I will continue to use the tollway system if tolls continue to be reasonable. I would not hesitate to explore other options if tolls rise considerably. I need to know my tolls are being used for my benefit and not lining the pockets of toll authority executives.



- instead of express lines..adding more lanes to the 90 West bound would decrease traffic allowing more automobiles to be on the road w/out as much cost as express lanes
- We need a metra stop in schaumburg!!
- If you were to increase truck tolls during rush hours it would probably cut down on traffic jams, or at least minimize the congestion caused by trucks, or would enable lower tolls for people going to work.
- How about lower tolls?
- I am sick of the raise in tolls but see no improvement why ask for more when you already get about 40.00 bucks a month from a household.
- Fix i90 west entrance from i290 west.
- please stop the I pass users that do not attach the ipass unit to wind shield, they are dangerous as the look for it then wave it in the air like a magic wand slowing and causing traffic to brake, this is very dangerous and needs to be addressed
- I greatly appreciate the public outreach that you are doing prior to these improvements. This survey has been extremely well designed and well researched. Thank you for all of your hard work in improving the transportation of the public.
- Being retired, I have the luxury of traveling at non-peak times, and I do that often.
- I think my biggest issue with open toll is the cost for the tolls, I drive 66 miles each way, and already pay 4 tolls, to double that again would truly hurt my pocketbook
- Moved to the suburbs to avoid undisirables. My distain for public transportation is because I will no longer put myself in a position where I can be harmed. I do not consider public transportation safe. thus will never use it.
- For the income box on your survey, should include a "do not wish to answer."
- I think you need a 14 day grace period by those that have Ipasses but miss a toll because they are trailoring.
- I live in Madison WI. When we travel to Chicago or O'Hare there is always the problem of what to do with your car. If there was good dependable public transportation to the Chicago metro area we would use it and maybe visit more often depending on the cost.
- I don't mind driving on the tollway, but when public transportation is a comparable option, I'd rather spend that toll money on train fare so I can have the opportunity to multitask on my commute (i.e., do work, check emails, make phone calls, read, rest, etc.). And express lane or not, drive times will never be guaranteed or predictable due to unexpected weather and other factors. The proposed Metra StarLine would be a great way to alleviate congestion on the tollway, provide a reliable, stress-free commute option, encourage business growth in the I-90 corridor and create a seamless link to existing CTA transit!
- Please expand and add the more lanes to I-90. Please solve the congestion after O'hare airport to Chicago direction as soon as possible.
- I would pay higher in winter months to have someone else drive in the snow, sleet and cold weather.
- The Jane Adams doesn't really get that bad of traffic. If there are limited resources, the Eisenhower and Kennedy need help, or make LSD an interstate extending far north and connecting to the 90-94.
- Open express ipass lane on the right side on cash lanes.



- The tolls are just too high. I have to pay 4 tolls a day and that's sometimes 5-7 times a week. And that's just for work. I don't think that I should have to pay 50-75 a month to drive on a road. That's a minimum of \$600.00 I have to pay the state every year just to go to work. Other states seem to manage their funds appropriately so that they don't have to have toll roads. Why can't we figure this out!
- I wouldn't really want to put up with all the construction for these proposed Express Lanes.
- Tolls are too high now. I know people who have stopped using the tollway because of the increase you already have. I think these raising are insane and there are other ways I can take that are about the same amount of time. I just don't like traffic lights so I take the tollway. I will take the streets if you raise the tolls again. They were only suppose to be temporary if you do your research you will see that. What happen!!!! Government lies as usual.
- Don't add any more tolls or fees. We are taxed enough by the state of Illinois.
- Its a shame that the Taxes I already pay do nothing for the highways... I have to pay Tolls on top of that. seems I working for you and the Gov and not for rasing my family. have a nice day.. I know I do knowing I pay and I pay.. what do I get.. for taxes and more tolls. what a life.
- From the Randall Rd. Exit & onward, continuing on I90 East (towards O'Hare) where the "posted" Speed Limit is reduced from 65mph to 55mph... NO one seems to obey that!! It's a hazard & needs to be addressed. It's nerve-wrecking & feel like I am going to get runned-over by all the tailgaters & speeders. Maybe an Electronic Sign of a new LOWER SPEED LIMIT to "55mph" needs to be added.... Thank-You!
- no thank you, i hope it helps
- Taxpayers are taxed to the max, I feel tolls should be enough to improve our roads, I see how many cars go through the tolls just while I am there for minutes. Where is this money going?
- I think the Toll Road Authority needs to demonstrate that they are effectively using toll funds. Tired of all the construction where it appears that roads are always under construction (same roads.) Contractors to be held responsible for poor construction! Enforcement? Adhering to road specifications? STRICT enforcement of weight laws for trucks. Thank you.
- I think the IL Tollway Authority should have a website link/phone app, etc to report safety issues that drivers encounter regularly such as issues created by temporary striping during construction that leads to confusion between drivers in merging lanes or exit and entrance lanes requiring crossover.
- I don't want to pay more tolls. I already pay \$100/month and I can't afford to pay more. So I am okay with adding the express lanes but not if more tolls will be added or if the amount per toll will increase.
- thanks, good luck on improvements
- The Tollway is the most direct and fastest way to O'hare Airport and the metropolitan areas. The idea of express lanes would enhance travel times and restricting Commercial vehicles would enhance safety for sure. However, I am against fare increases. Also the additional interchanges at I1-47 and I1-23 will possibly result in less congestion at some of the active interchanges, but increase traffic on the Tollway.
- When the tollway was first opened they said the toll would only last for a limited amount of time - not last forever or continue to increase forever & think an audit should be done to really see where & how all the money is actually used.



- Why do you take on 60 miles of road to put under construction when they only work on small sections at a time?
- Tolls are becoming onerous, just like taxes. If there was real leadership at the top, it would solve a lot of the just make tolls higher to solve the problem mindset.
- It would be nice to add more exits and ramps along I90. There's nothing between 59 to I290/53 going East and nothing from Roselle to Barrington going West. Adding more exits may make easier for travel. it also gives other alternative routes to avoid traffic and take local instead. Thanks.
- Excellent Survey.
- I thought the tolls were supposed to go away when the cost of the construction was done? I guess you had to pay for the expensive office complex...
- You doubled tolls - yet the re-surfacing project on I-88 is sub-standard and the new surface is less smooth than the original old asphalt - as I now pay you approx \$700 annually to drive on your roads, I expect that the quality of materials and contractors used would at least be equivalent to what you have used in the past - who are you using as an inspector / auditor for this project? Road quality and mis-use of funds will encourage me to look at alternative routes quicker than any improvement project will.
- The idea of a new express lane is favorable, but I absolutely will not pay more to use those lanes than the existing lanes. I already pay a small fortune on a yearly basis to commute to work and have zero interest i doubling or tripling it.
- In the future, when asking about income, include an option that states "I prefer not to answer." I've provided you with an incorrect answer on my income because, frankly, I prefer not to answer.
- Sounds like your planning the typical 2-3 year project that will involve major congestion and long trip delays during the construction, and the pay off when its done is to save no more than 15 minutes travel time for 2 or 3 years until you start the next major project closing it all down again for a new project with little payoff. All seems very short sighted and wasteful.
- Public transportation along 90 from O'Hare out to Randall Road would be awesome.
- All of my life, the tollway system in IL has been under construction causing horrendous travel delays, and it is always frustrating to think I am paying for the "priveledge" of being stuck in traffic. The toll system should convert to being a part of the public roadway system, with funding provided by the state income, gasoline and energy-related utilities taxes. These two categories are most adversely affected by roadway congestion/travel delays. Increases in these taxes would not only support converting the tollways into public roadways, it also would REDUCE gasoline consumption and PROMOTE renewable energy use. I would be willing to pay directly for useable, convenient public transportation if it provided a reasonable time for my commute.
- I like the idea of an express lane. I am concerned about the increased pricing that has been occurring for tolls over the last few years. I do not know if all this money is really going to improve the interstates. Some roads are in ill repair.
- Ramp from I-90 E to IL53 S needs to be redone so you don't have 4 toll lanes going into 1 lane, River Road toll plaza needs to be redone for less congestion
- improve the traffice flow at the des plaines toll booth... ( the toll right before cumberland when headed east on I90)



- The slide bar for choosing times was very difficult to use.
- Thanks for taking user input.
- Isn't the point of toll roads to pay for the initial creation of the road? It used to be. Now it seems to be a revenue generation tool to make up for the misuse of funds.
- I am not typical for this stretch, as I do not usually come to Wisconsin so often. I am selling a house I own there.
- Need express bus to downtown from Rockford area!! (Like the PACE bus that runs from Joliet).
- Overall, I think the tollway is excellent. Thanks for your hard work
- Please have more then on cash lanes open before 6:00am in the skyway. 10 minute wait to pay \$3.50 is unacceptable. If you really talk about improving things. That should be a quick fix. Please.
- Like the idea of express lanes but not willing to pay those prices that were given an option. Can't afford that when making 5 round trips from/to work. Would be interested in taking metra out to Sears Holdings.
- Actually, this was a very interesting Survey, since we live in Sun City -Huntley, and always travel on the Jane Adams Tollway - I90. Thank you for allowing me to participate with my Answers.
- We are paying a lot for tolls already, PLEASE don't increase or use it as an excuse to raise more money for the government. Please do consider carpool lane to cut down number of cars on the road!
- I think your travel time scenarios are confusing. Why would "free flow" time on Express Lanes be so long? I don't think, however, that express lanes should require larger tolls.
- An east bound exit and west bound entrance at Barrington Road would be a welcome addition
- I would strongly support a train line coming from Belvidere/Rockford to Deerfield/Lake Cook Train Stop
- Tolls are too expensive
- STOP building walls on the tollway system...people who purchase homes next to a major highway/tollway should expect noise. Those walls are unpleasant to look at, close in the road and are too costly to maintain. Weeds grow up them and are not kept up, making the wall more unsightly than before. There is no reason what so ever to have walls around the roadway! If folks buy a home near the tollway, they should expect to have road noise. There are apts in the city right up next to the "L" tracks. People in those apts expect the noise and deal with it.
- Did not appreciate being "forced" to provide demographic info.
- I remember Gov.Thompson telling us we were all going to have free expressways. I guess anything is said to get elected and then reelected. That's why I am very gun shy about ANY expressway promises that are made. Respectfully, Jim Gibbons
- if my work takes me to city i use train or public transportation from rosemont. can take train to lake geneva but need pick up from harvard.
- From the airport east into the city is where congestion needs to be fixed!!!!!!!!!!!!!!
- Due to the increase in tolls, when the time is available, I travel on different routes to avoid paying the tolls as a matter of principle. I am very concerned about the way this state government manages the revenues collected and simply raises taxes when it feels like it.





- How about we fix the Randal toll plaza ONCE the right way! It has been under construction EVERY year on or about it for almost a decade. That is why people don't support toll raises... they can't even fix 1 mile of road in 1 or even 2 tries. Thank you.
- I believe we need to figure out how to fix 90, 94, and 294 all coming together on to 90 and dropping it to a 3 lane highway
- I didn't mind paying tolls before but when they were doubled it is causing a horrible strain on my budget. Can we please reduce the tolls to a more manageable price.
- Route 53 northbound extension needs to be built. Also Quentin Road needs to be expanded to 4 lanes from Dundee Road to Rand Road. Roads that need resurfacing are Barrington Rd - Rt. 62 to Rt. 68 and Dundee Rd. - Rt. 59 to Quentin Rd. The shoulders are falling apart and have numerous potholes.
- Adding a train line to Randell Rd makes more sense than express lanes for cars and buses. That said there then needs to be buses for people to take advantage of the trains. Without more reliable bus routes the trains won't be utilized to their fullest capacities.
- I would like to see I-90 east bound off ramps added to Roselle, Meacham, and Barrington Roads. I would be willing to pay the current toll rate to use those exits and I would only get on at Rte 59. I feel many residents in my area would use these and this would relieve congestion on Higgins or Golf Roads. Right now it takes me 20-25 minutes to get to Higgins and Roselle, where as if the exit existed it would take me about 5 -7 minutes.
- It would be great to have the same options coming from/to south (Downtown) to the Ohare area!
- Please add an exit between IL-59 (Sutton Rd) and IL-53 on the East bound part of I-90. It is too long a stretch without an exit. If one misses the exit at Sutton, it takes at least 30min to get to IL-53 and then come back. (That is with no traffic).
- There are about 10,000 employees who drive to the ORD employee parking lot every day. On I-90 our only choice from the west is Arlington Heights Rd which is an additional 20-25 mins to get there. We need on off at Elmhurst Rd. It would also be great if we had direct access by train to ORD.
- You should get a discount from the company you paid to write this survey. Conjoint missed the mark and the entire survey was off the mark. Need to keep focused. Don't put too much faith in the results. No way that people completed this honestly.
- I have driven on the express toll lanes in Miami and it does make a significant difference. I think Express lanes and additional regular lanes should be added to the expressways. Double decking the expressway is another idea for limited space. A crosstown highway near Cicero from I-90/94 down to I-294 or I-80 would help relieve traffic in Chicago significantly. I know there were plans for a "California Crosstown highway" when the expressways were first constructed. This highway should be cars only! Add left turn lanes and arrows to all major streets. Stoplights should have a specific time for pedestrians only and they should not be allowed to cross during vehicular traffic use. Stoplights should also be synchronized.
- Why is it that 90 was just resurfaced and now being patched all over the place? I thought it was going to be good for the next 50 years?
- the toll charges are getting high. you have to reduce the toll charges across the IL tollways.
- The toll rates on some Illinois tollways are already too high. Definitely put much consideration into adding an additional toll or raising tolls before it happens. How will express lanes be monitored? Also





consider the time the construction would add to drivers' current commutes. Construction is a hassle for everyone!

- Keep trucks and commercial vehicles off of the proposed lanes. They really cause a lot of congestion
- Please get rail service to Rockford. The people of Rockford would love it but the politicians work against it for some reason.... so backwards out here sometimes!
- The greatest congestion occurs where the Jane Addams and Kennedy Expy. meet. Until that is resolved, I believe express lanes will have little impact on congestion.
- I wish the Tollway would REQUIRE slow(er) drivers to use the right and/or middle lanes. A great deal MORE THAN YOU REALIZE of congestion is because of bad drivers driving extremely slow in what was once the "fast" lane. I see this every day. In some states it is ILLEGAL (you can be ticketed) for using the far left lane unless you are passing (only). There should be a law here, too. Changing roads into Express lanes does NOT solve the problem when you've got drivers who don't know how to use a lane properly. More education in that area is necessary for less congestion.
- I would like to say that I take that part of the highway a lot during the weekend for traveling purposes and I would like to see less congestion, but I will not like to pay much higher fees for it.
- I do not think that congestion along the route surveyed is sufficient to warrant construction of express toll lanes. Most of the traffic tie-ups I encounter are caused by construction, rather than by the volume of traffic. I do not object, in concept, to express toll lanes, but they are not needed on the Jane Addams.
- I would do an extensive study on how a congestion occurs and how it could be prevented.
- Please leave the road alone. The thought of any more construction on 90 makes my head spin. If you are going to do construction force the companies hired to warranty their work or they pay us back when. Brand new stretches of road have cracks, pot holes, etc in less than a year and then you rehire the same company and pay them again for repairs that should not have been needed at all. Absolute waste of money. If any other businesses did that shabby of a job, you would fire them and then sue them for warranty of work infractions. We already pay more tolls than any other state and perpetually have the worst roads to drive on. Also we have the most unfriendly roads for out of state visitors who bring millions of dollars to Chicago area businesses and then we cause them undue stress when they can't get off at the exit without exact change. Most have never heard of an I-Pass and we don't have temporary or short term I-Passes available as they do in Florida. At every place where you could first hit their toll roads, you can purchase a short term Sun-Pass to use while you visit. Every visitor that I have comments on how unfriendly the Illinois toll roads are to visitors.
- I would use tollway express lanes if toll is less than \$3. My main reasons would be less stress and more efficient fuel consumption. Public transportation from my home on a Sunday would be a nearly 3 hour journey and require driving to train, paying for parking and train and at least 2 busses. Spending 6 hours to visit my family on a Sunday is not reasonable and actually costs more than driving. I'd rather have the time visiting than in public transportation. I do use the train if my destination is the Loop.
- don't ask for my income level without giving me a option to decline. the level i gave you is completely incorrect.
- train from rockford to the burbs...would be nice



- No matter how many lanes you install there will be traffic congestion. I've lived in Atlanta,GA.,when they had a few lanes and then doubled them, as the saying goes, " Build it,and they will come."
- Future improvement plans should include more exits and entrances to I-90 between Rt. 59 and Rt. 53 going both East and West. It is very confusing and restrictive to have so little access on or off between these two points.
- Funding should also be given to Public Safety i.e. State Police and local fire departments.
- Rte. needs to be extended.
- I use other toll roads every day. I90 is only a few times a month. I only use toll road to save time. If prices go higher, the longer trips may be worth it to take other roads.
- Very happy to to have the toll road as a part of my route to and from work. Condition and upkeep make it a pleasure to drive on it. Appreciate the work done during snow season to keep roadway safe and clear.
- Thanks for having the survey
- I like the open road tolling. It has helped shave off 10-15 minutes while I'm traveling in and around Chicago.
- Love that there are no more toll booths to stop at. Love I-Pass
- The construction improvements on the Jane Addams were very good.
- No transfer Public transportation from Roselle or Barrington Rd to Ohare would be my preferred method of travel to O'Hare if available.
- Suburb to suburb transit with bike loading options would be a real improvement.
- The tolls are too expensive since January. It makes me consider finding a job that will allow me to avoid them entirely.
- Please... no more construction!
- Why don't we have more highway/express way like other states have?
- End construction season. Build roads to last. stop tearing up roads that have just been repaired!
- Ask Wisconsin how they pay for their roads. They have heavy traffic in Madison and Milwaukee, yet they do not charge tolls. How much toll money is spent on administration alone? Under a toll system vehicles that use express lanes should not have to pay any more than those that use regular lanes because all traffic benefits from the existence of express lanes.
- The speed limit needs to be increased
- A balance of transit and road upgrades need to be seriously addressed. Rail Lines that are closer to Rockford.
- I like the idea of express lanes if more lanes are added to increase capacity. A small increase would be okay. My current toll bill is \$100 per month. If the price doubled I would avoid the toll way.
- Once we get commuter service to Rockford, many of my answers would change on the survey.
- I would only support the X-Lane if it only went from Point A to Point B. NO entrance or exits in between! Speed limit increased to 70mph, ABSOLUTELY NO TRUCKS and Buses must keep pace with traffic. You do realize that the majority of traffic would be from the Rockford or So. WI area and would use the X-Lane to get to Randall Rd, then get off and make a U-Turn to get back onto the Jane



Westbound. Only use my Toll money for THE TOLL ROAD!!! Let the public transportation users PAY THEIR OWN WAY and stay out of my way.

- I appreciated that more public transit options were included in this survey. I strongly support public transit and believe that should be our focus in future travel developments for cost effectiveness overall and sustainability. We just need to provide more and faster options. A train from say Madison, to Rockford to Chicago would be extremely beneficial to the state of Illinois.
- A full interchange is needed at Rt 23 & I-90 in McHenry County. This should be a priority.
- Improve the I-90 / Rt 53 interchange. Entrance / exit ramps are congested. Prevent cars from crossing over the entrance ramp to North bound lanes I90 lanes from rt 53.
- I would love to take public transportation if it was available. Would like more options for public transportation. Please ensure toll cost does not continue to increase.
- Adding tolls to eliminate congestion is not the problem. Adding express, maybe. I already pay way too much a month to drive on the expressway, there's no reason why that toll needs to increase in any way, shape or form.
- I ride a motorcycle for my daily commute which does not involve the I-90 express way. However if I'm on my motorcycle on a hot summer day I will avoid I-90 at all costs because of the congestion. When on a motorcycle and sitting in congested traffic the motorcycle will overheat and possibly cause damage to the bike. Anything that would decrease congestion on I-90 is appreciated.
- I live in the Detroit metro area but commute to IL for work. I am there Monday-Friday and live at a residence in St. Charles, IL during that time.
- Passenger train is the only public transportation option I would consider for traveling west along the I-90 corridor between O'Hare Airport and Randall Road. If a train was available along this route I would use it regularly.
- Please make the Illiana corridor a priority. All my toll money has gone for improvements to the Northern routes, very little has been done to help the southern collar counties. Closest public transit is Manhattan or University Park and I 355 or I 294 is 30 minutes away. Thank you for the I57 to 294 on/off project.
- I drive just about every tollway/highway in Chicago area in different combinations and different times for my job. The worst is inbound Kennedy. It takes me more time to get Downtown or in city from Park Ridge than it does to get to Rockford. Maybe that needs a small toll or faster express train to decrease traffic. I do not feel the 90 out to Randall is ever a problem. Only slight backup at Elmhurst road exit at times.
- I feel that the recent toll increases are B.S. The entire Toll Authority needs to be cleaned up due to poor management of the current monies being collected. They seem to coddle the unions far too much. And waste an exorbitant amount of MONEY!!!!
- Like all surveys, you have limited the answers in an attempt to achieve a result. Instead of adding a single express lanes, why not add 1 lane and prevent the trucks from entering either the far left lane or the far left two lanes. Keeping the cars and trucks separate would provide more benefit than having a single express lane such as exists down town.
- Keep slower traffic out of far lanes.
- Why are barrels put out and speed limits reduced when there is no hint of construction happening?



- I don't believe the I-90 Jane Addams express lane will be much of a time benefit.
- I'm very leery of the construction and maintenance of new lanes. My prediction is that when new lanes are created and maintenance is required on old lanes the new 'faster' lanes will be compromised. This sounds interesting in concept but I'm skeptical. Why is the Rockford toll area already under construction again? Hope we get a refund from the contractor that botched that work. It just opened a couple years ago. Hence my concern.
- I believe that the addition of a third lane on both the northbound and southbound should be considered a car-pool lane instead of an express. There is hardly any need to pay more for an express lane of travel, car-pool is what we need.
- Most important thing is reliable and consistent travel times, not just on 90 but all the way into the city.
- I am opposed to paying more for tolls when they were to be used as a temporary fix, not permanent fixture. Officials have misused & abused our toll \$\$ for years and we get stuck paying the price.
- You ask too many personal questions that are not needed on a tollway travel survey.
- It is great when you do the road work at night.
- The tolls are way too high already. I would be strongly against raising them, again for express lanes.
- Very frustrating to see the tollways still exist. Our hard earned money has not been managed well. Yet prices continue to rise..
- In as much as the tolls have doubled in cost and most of us feel that pockets are being lined, perhaps there should be some easy to understand truth in financial public disclosures on a regular basis that will mitigate those concerns. How much is going out to contractors and kicking back to line pockets? Doubled tolls and you suggest in this survey paying more, come on..... Maybe your living in a financial shell via doubled tolls, but the ones that use the Tollway are not, it is tough out there !!!!!!! I do applaud the tollway improvements, which shows some of our money is going to good use, we just think others are getting rich off our money.
- It seems that an express lane is a short term solution if you take into account the severe congestion that exists in those areas already served by an express lane. It has a placebo effect. I've heard plans of a special route for commercial traffic. This is better as an option.
- If I have to pay tolls I would generally like to keep moving.
- I think Light Rail up I-355 and I-88 corridor - Oak Brook to Downers Grove to Schaumburg - and to O'Hare would be good...connecting to other Metra stations would be good... also making parking structures bigger at suburban train stations like Lisle to accommodate more frequent train usage downtown
- I wish the tollway would define "work zone" as it applies to speed limits. The orange barrels go on for miles with no workers in sight and I don't know if I need to reduce my speed in those areas.
- you guys should give everyone who uses the tollroads an iPad for the amount of tolls we pay..you were supposed to remove the tolls after the roads were paid for remember...I do
- I never exited off at any particular exit. My trip takes me up to Wisconsin where it turns to 39/51.
- More efficient rail service should be made available throughout Illinois and the Midwest. With good rail and options like a Zipcar at a station, I would gladly use the train for more than just commuting.
- this survey was too long. I almost quit doing it.



- I think that there needs to be one better signage as to the I-Pass lanes at O'Hare. Overall Open toll road near Cumberland Road Exit and Lee Street since from a safety standpoint we have motorists cutting multiple lanes which has and will lead to one day a multi car accident due to weather or driving error. There's no advance exit ramp for Lee Street. Notice to stay in the far left for O'Hare. Illinois tollways have been paid for and the State is famous for wasting money. We don't need tons of signs for politicians, but need to modernize the roads. Having open roll tolls will lead to safer and better driving experiences and also will help in people and businesses being more productive. Public transportation in the Chicago metro area is poor. It takes a person 12 minutes or more to travel to Arlington Heights Race Park since Barrington Train station along with Hanover Park are an inconvenience due to antiquated two lane roads. The CTA line could extend to at least Schaumburg/Woodfield, but I don't see it as of now being a good design from a fiscal standpoint beyond Schaumburg since some communities are on the METRA rail line and simply other communities don't have large numbers as ridership. Nor as a tax payer, do I want to keep paying for poor planning and state government wasted dollars. I could see paying an extra \$1 for a few years as to open roll tolling if this is the only way its going to get done, but not \$3 or higher. Higher costs regardless of saving time are going to impact the consumer as to goods that are delivered. When the tolls went up several trucks used alternative routes like Higgins Illinois 72 where one can argue that the extra weight on these roads has and leads to these roads breaking down sooner and thus requiring more maintenance vs. a toll road which is tied to an interstate.
- The most congestion that I run into is getting onto I90 from I53 (290). The Merging traffic from Higgins and Golf Road with people trying to get to I53 is horrible. A number of accidents occur plus the truck traffic is extremely heavy getting on to I90.
- Make a 4 way interchange at 90 and Barrington Rd. It's way to far to get off at 59 and 90 or 53 and 90 when you are traveling East on 90.
- express lanes won't help anything. There will simply be 2 additional merge stop points. YOU NEED TO CREATE MERGE LANES LIKE TURN ABOUTS IN EUROPE BY ALL MERGE POINTS TO AVOID TRAFFIC SLOWING DOWN.
- If you have enough participants paying extra for an express lane, then it becomes congested anyway. So to improve the overall traffic situation, why not allow all drivers to use their desired lane.
- we have been paying these tolls for years, with empty promises of the toll payment ending!! when is this going to happen? we have been taxed enough!
- I was not happy when the tolls were raised, I now pay 40.00 monthly to drive to work daily.
- I would hope that any changes to I-90 would not increase my travel time while either increasing the tolls I pay or maintain the tolls at the same level or that I'd have to pay more in tolls in order to have the same travel time. That's unacceptable.
- WHY IS THERE AN ADDITIONAL TOLL TO EXIT ON ROSELLE RD.
- Just wanted to mention that with gas prices and the increase in toll amounts this past January. My husband and I never take the tollway unless we have to. It is too expensive with 2 tolls each way with 2 vehicles. To afford gas we had to let go of convenience
- Thanks
- Tolls are too expensive!



- The biggest issue with using transit, for me, is the difficulty in getting to and from transit stations. I usually have a small child with me, so having a friend pick me up at the other end causes complications because of carseat rules. Furthermore, suburban transit stations don't have enough parking for occasional daytime users; they are set up for the convenience of commuters.
- The west bound I pass lane at Devon is poorly located. They should add another I Pass lane on the right side. There is a lot of crisscrossing traffic and the plaza is a major hazard.
- What a useless survey. Why doesn't the toll authority do a survey on the recent toll increases. Talk about overkill.
- I-355 should be extended south to Kankakee
- Stop all the toll work and all the tolls!
- Don't be wasting time and money on Mickey Mouse solutions. I travel across the country and I see special & HOV lanes EMPTY while the other lanes are PACKED!!! What the IL Toll Systems needs are FULL enter/exits at all intersections! It's BS to be forced to drive from Arlington Heights Rd to ORD without an exit. Then look at Rt 47. If you need to go west, you're forced to drive miles on hick roads to get on the tollway.
- Survey seemed long. Most surveys today take no longer than 5 minutes
- This survey was too long.
- Although I've been traveling to Palatine once a week, I use the Jane Addams 5x a week for work, departing home between 7:30-7:45am. It's fast and convenient & gets me to work @ Oakton & Elmhurst by 8am. I don't use Jane Addams to return home as it is too congested & I think at 5pm, I would make it home faster by using Oakton Ave.
- I think the idea is fabulous! Unfortunately, it will RAISE TOLLS. I think the Tolls should not have increased at the beginning of the year. Illinois Government should fix the financial shortfalls they have created on their own dime.
- I think Metra should go out to Rockford and that should be priority 1. Priority two would have Metra going out to Milwaukee as well
- Charging toll for the Eden's Spur usage is ridiculous. The traffic delays are terrible. Alternative routes are difficult to reach.
- The Park and Go lots in WI (at many exits) encourage more car pooling. They are free and convenient. This would be a great way to reduce congestion at low cost.
- I believe the cost of the express lanes do not save enough in travel to warrant the charges. Public transportation (unfortunately) is not convenient to my destinations.
- Please, please, please start using paving material that will last longer. I know it is available, but for some reason, IL does not wish to use it. STOP NEW CONSTRUCTION!
- I travel I90 west frequently -- now there is construction to Rockford with speed limit 55 -- I end up being the only driver going 55 and I am in danger with all other vehicles passing me
- Tolls should be eliminated as was originally planned for older toll roads such as the Kennedy and Tri-State.
- The tollway is always messed and there is no good time to travel on it between 3pm - 7:30 pm - both in and outbound - the worst place is going inbound just before you enter the Kennedy from 90 - that gets backed up for miles before you get there - plus there are not enough exit ramps - the last one before Chicago is the



arlington Hts road exit - more is needed to alleviate the mess at the toll booth before you hit the Kennedy. this is where the tollway should also put money into.

- A way to fix the congestion and how dangerous it is at the I-53 and I-90 off/on ramps
- Additional fees for express lanes? How can you guaranty that monies will not go to fraud and political friends? You can't.
- Thank you!
- I hope this happens!
- I want the construction to be done quicker, it makes everyonw drive like nuts. Good Luck finishing before winter.
- Would it be possible to complete a study on placing an exit ramp on the eastbound 90 at or around Devon so that an exit can be made in Rosemont
- The state is very inefficient in the way it spends tax money. The only solution Illinois ever knows is to raise taxes or tolls. It's absurd with the money the state collects that it can't maintain roads.
- I want to tell you I was quite impressed with the services and assistance provided by your Minute Men when I got a flat tire a few weeks ago near Rockford.
- I do not understand why the tollway has become a money generating venture for the state.
- A big problem is crazy lane changers and speeders. Where is the enforcement?
- The road congestion I experience most is AT the toll leading into the Kennedy. The portion of toad from that toll to my exit takes me most of my travel time yet is only 10 miles.
- Tolls are already high enough, stop putting toll money into the general fund!
- Why are there NO public transportation option between Chicago and the second largest city in Illinois?
- If Chicagoland residents are required to pay a HWY usage "toll" to get to work each day. \$35.00 per month. Then ALL Illinois residents should be required to do the same. It's simply un-just and dishonest as the money is surley used to bridge the budget short falls of a mismanaged state led by self centered law makers. Good Day
- I would love more frequent and express trains at the Big Timber Metra station. This would solve a lot of problems that I hear commuters complain about. I took the train until I realized there are some days when driving is faster than the train. There are so many young professionals that commute from this area and need more options to get home to our families.
- One question that was not covered was loss of travel time due to excessive construction on the tollways. There is not a tollway in Illinois right now that isn't under construction, causing speeds to drop from 65mph to 45mph for excessively long stretches, even when no actual construction is happening (cones/barrels only). On the trip you just surveyed me about, I only took the tollway in one direction (took Route 12 the other way) SPECIFICALLY because construction made the tollway less efficient.
- If there was a train that went from Itasca/Addison area to Belvidere, Illinois, I would use it every day! The cost of gas is too much and when added to the tolls, I cannot afford it. I do like the convenience of the tollway, but the long distance I travel on a daily basis, I wish I could use Metra to bring down costs. If gas was cheaper, I guess it wouldn't be such an issue.





- Use concrete not blacktop!
- I truly love the option of trains to get downtown. But it isn't an option if its the weekend evenings or after 10 during the week or if I have several locations to get to. If there were more express trains from/to Palatine and a better 24/7 schedule, and if it felt safer at the Metra station after 9pm then I'd use it more.
- for long surveys - give us a % completed line so I have an idea, thank you!
- I wish there were more train/l/metro lines available to greater destinations, with more frequent trains and room for bicycles on the train.
- Improve the public transportation between north and south suburbs and public transportation in general. Stay away from building more toll roads!!!!
- Special lanes for those who pay more stinks, we just need overall improvements in lane amounts to correspond to traffic flow. One of the best ways in this country to save energy is to stop gridlock.
- Thank you for the opportunity to take part in a survey which could impact my future travel. I very much appreciate it.
- Thanks for actually placing a survey out there for opinion. I travel frequently to O'Hare and downtown. The Jane Addams is seldom an option because of congestion caused by the toll at the Cumberland interchange. I avoid it at ALL costs. I would NEVER take a bus. They are unreliable and prone to the same delays as vehicles. Also don't like the clientele on public buses. I ride Metra every day to and from work, from Roselle to Union Station. It's 40 minutes each way. Reliable, reasonable and clean. Put some sort of train, like the Kennedy/Dan Ryan has, to O'Hare to connect up and I would use it. Don't suggest I take a bus to the train. To me, time is EVERYTHING. I just don't have enough so don't build something that takes even more of my time.
- It would be helpful to not have so much truck traffic on I-90. A truck's tire came apart while it was driving down I-90 and hit my vehicle. Thank God no one was injured.
- The biggest factor limiting public transportation from the burbs is cheap and easy available parking. Express stops should only be located where there is available on site parking EVERY DAY. For example Hinsdale and Naperville expect you to take a bus to the train as they refuse to provide onsite parking equal to the demand. Most stops have multiple year wait lists just to get a spot. Absolutely zero parking is available on a daily basis until 10AM even if you wanted to pay it. This makes public transportation never an option when traffic is bad on any given day.
- Tolls were never to be the norm. They end up causing logjams at tollboths and while under construction it is very frustrating to have backups and pay such large tolls. It's time to revisit this whole system. Remember, trucks are the reason streets get beat up. Have truck only lanes and charge them more.
- I would love to have public transportation (train) from Elgin to Rosemont Elgin to Aurora Elgin to Rockford
- Your highway traffic signs are useless. They only tell you time based on current conditions. They need to tell time based on predicted future conditions. Times at 4:30 PM don't take into consideration all additional traffic coming on to system. Also- expres lane has to be express lanes. A single car travelling at a "slow rate" can back up an entire system and make it useless. Last- No more construction unless absolutely needed!





- The tolls on highways should not last forever. The idea should be for tolls to be reduced or eliminated once the original work is paid for. Not to use it as a cash cow for all maintenance and improvements.
- As a rule, my destinations when I use I-90 all require that I have a car when I get there. However, if there were public transportation so I could get from Rockford (near home) to downtown Chicago (Loop area) I would use that to attend events in Chicago. I have driven to downtown Chicago for events only infrequently or if a bus tour is available.
- It would be helpful to me if the Roselle Road exit was a complete intersection. Ideally I would get off and on there.
- Why is it that only suburban drivers get hit with tolls. the Kennedy, Edens, Stevenson, ike are all free. but the suckers that have to take the jane adams, 88, 355 and 294 all have to pay. How is this even fair? Why should residents of Kenilworth, Glencoe, and Willmette receive a free pass, and residents of Elgin, Hoffman Estates, Arlington, and Palatine pickup the tab?
- Good survey.....hope the info that all provide will be used to enhance our tollway/public transportation system.
- Make the express lane for trucks only. Add more police to limit speeders
- When will you complete the Elgin-O'hare Expressway? Please finish that project as it will be a lot easier (for me at least) to travel to O'hare and I wouldn't need to use I-90 as much.
- Tolls went up already this year and it would be unacceptable to raise them again especially when there is never any noticeable improvement on the roads. People are being abused having to pay the new rates.
- Add some exits eastbound between Arlington hts. Road and the o'hare/Indiana/Milwaukee exit! There is nothing more frustrating than coming to a complete stop before the o'hare oasis without warning or any chance to exit. This would also ease up congestion entering the toll lanes.
- The I90East @ Kennedy Expressway at River Road is ALWAYS congested, can't anything be done???
- I believe expanding toll lane infrastructure should only be done in conjunction with expanding access and linkages for public transit. Thus will have a multiplicative effect on reducing congestion in both the short term and long term as the region grows.
- I think that there should be some way to adjust toll prices for short trips. would make me use it more
- I don't think having more roads to meet up with original roads will help anything, but to increase toll for all who use or don't use.
- there is a great need for public transportation between St. Charles and O'hare airport
- I strongly believe that the congestion problem on I-90 corridor is between the Des Plaines River toll gate EB intersection where you have 7 to 8 lane converging to 2 to 3 lane after Des Plaines River Trail. If possible move this toll gate further East after N Ganfield Ave.
- More buses/bus lanes/bus routes/bus times
- Please consider adding more exits eastbound and westbound in the same location to ease traffic issues in the tollway, there are not enough options once you are locked on the tollway, when accidents occur it would be nice to have the option to get off and use an alternate route, this is the worst road I have ever driven there are no options, the current tollway is obsolete and needs major improvement. please consider this in your next survey. Thank you



- End the tolls! We pay enough in taxes no tolls in Wisconsin. Wisconsin has better roads/highways than Illinois
- interesting ideas
- I think a train, such as the blue line, should be extended from the Cumberland station out along the Jane Addams/I-90 tollway at least to Schaumburg.
- Train option would greatly improve travel conditions and time.
- Any improvements to the now congested I90 toll with limited increase in the cost of tolls is warranted. Current tolls should be used to supplement decreasing the congestion for peak and non-peak hours.
- Best of Luck and thanks for the inquiry!
- Traffic on 294 from Golf through the Bensenville bridge needs to be alleviated.
- Is too long.
- The worst congestion is always at the toll area. Going from 10+ lanes to three is crazy. Open toll did not alleviate anything on the Jane Addams. Made it worse. necessary evil. 355 flows beautifully but not 90
- The main suggestion is to fix the Jane Adams there are too many uneven spots and the ride is terrible so is 294 N between Irving Park from south and Balmoral from North the drive is like riding on the waves, just wonder who is going to pay to fix suspension in my car
- It was difficult to comment on the proposed new express lanes, without knowing how much new road construction this would create and of course, how long such a project would take to complete.
- Teach drivers what the electronic signs mean to allow them to alter their driver behavior. Longer drive times ahead mean slow down, let traffic clear space ahead, etc.
- Do not add tolls or raise them any more the last raise hit people very hard
- You should be more worried about taking the 90 going east. The tollway and merger screws everything up. Even when it's not rush hour.
- I can barely afford the tolls now, If you increase the tolls again, I will have to take an alternate route
- Thank You!
- Wi., In, Mi. roads are great...NO TOLLS! Get rid of the TOLLS!
- Affordable toll program for people that depend on it to travel to and from work. I.e discounted rates for people that use it to and from work 4 or 5 days a week.
- I think that the latest increases in tolls is way out of line
- Unless there is some form of control (police activity) it is dangerous using any of the tollroads at any time. No one pays any attention to the speed limit. The average speed is 15 mph over the posted limit. I RARELY see any traffic stops.
- The original toll plan was to pay for the construction of the highways. They were then supposed to be removed. They not only have not been removed, they have been increased! Also, the promise of the I-Pass was that there would be no increases for I-Pass users, however, they have now been increased! I feel that we have lied to over and over again! I am furious that the state of Illinois has not been able to keep any of the promises given to its residents!!!



- I think tolls should be used to pay for toll roads. I do not think that tolls or gas taxes paid by cars should pay for public transportation. I support adding express lanes, but I think many of your additional tolls were way too high. Just having more lanes available will speed up everyone's trip and putting people who don't need exits in express lanes is efficient, but shouldn't be charged extra for. Do it like the Kennedy express lanes.
- I-90 is not bad, but there are some tollway booth areas where exits/cash only, etc. are confusing
- I would definately use public transpotation more often if the price of the ten ride was lower than what I pay in gas to get to work driving.
- Express Lanes would be more useful and beneficial on the Kennedy Expressway than on the Jane Addams Memorial Tollway.
- We would love to have convenient public transportation between Cary and O'Hare Airport.
- Even Express Lanes can get congested!
- I would only use the Express Toll Lanes if the time savings really justifies the additional cost. For example, I will not pay anything over \$1.00 to save 10-20 minutes. Tollway users already pay exorbitant fees and anything more really must provide huge time savings!
- Tolls are too expensive
- From where I currently live, I am fine with taking the Metra (after 15 minutes of driving) but once reaching Palatine I have another 10 minute commute (driving) to reach my office. I currently use the Metra as an option for extremely poor weather conditions (heavy snow predicted). Would LOVE if Metra or CTA went to Roselle Rd. exit off of I-90. Would take it EVERYDAY!
- what ever happened to removing the tolls back in the 70's and then again in 2010
- I have great distrust for "political" decisions regarding transportation. My experience is that it almost always costs more than suggested; it takes longer to complete; the results are frequently different (not in a positive way, either) than proposed. I drive my own Van approximately 80,000 miles per year with the great majority coming within 50 miles of the greater Chicagoland area. As it is, I pay no less than \$ 96.00 each month and more on my longer trips, for tolls.
- fix cumberland traffic flow before new suggestions, not fair to pay toll and sit there
- I was just speaking with some people and we spoke abt. the importance of more lanes on the expressways in the Chicagoland area & the use of a diamond lane-2 or more people in a car-- like other areas have during peak times!
- the salaries paid to IPASS administrative staff need to be reduced and the headcount in IPASS needs to be significantly reduced. why should the head of the IPASS be earning over 150K ? There are no tollways in Michigan and the roads there are much better than in IL. We need to stop taxing drivers with tolls, increased registration fees, higher gas taxes and higher license renewal fees.
- The toll ways sucks once you go from the Jane Adams to the city. Why don't you widen the lanes instead of having 3 lanes to 2 lanes in the Ipass and then like 10 lanes to one lane out of the cash toll. There is always traffic no matter what time of day or day of the week. That is the biggest problem you guys created a huge bottle neck; widen the road there's plenty of space
- Thank you very much!
- Four lanes on I-90 starting 2/3 miles before O'Hare may be helpful to downtown area & exits. There appears to be too many cars during peak periods.



- The reason I drive and not take public transportation is that at my destination I still need a car do to no public transportation in the DeKalb sycamore area.
- there is absolutely no reason to put ANOTHER toll between O'Hare and the Randall Road toll. I am upset as heck if you do.
- Due to the economy, I haven't had a pay increase in 4 years. In that same time frame my transportation costs have increase 22% and now your thinking about increasing that even more. What are you thinking?
- Why is this a 2 lane road? There is space to make it ???
- I am not convinced express lanes work - especially if it is tied to number of people in a vehicle. In other cities I see these lanes empty while the regular lanes are congested.
- thank you
- thanks for inviting me in this survey. I think it is extremely important to gather the opinions of the people who actually use the toll roads, etc. Great Job!
- Your survey was far too long with questions. I thought the recent toll rate increase was simply going to expand I-90 by 2 lanes from o'Hare to Rockford?
- Please increase signage suggesting slower traffic keep to the right.. leasure travel to the right & business express to the left.
- Road construction on the tollway is perpetual and very often times SEEMS frivolous, unnecessary and only MAKE WORK. I traveled the tollway system for forty years in my job in sales. The constant construction over and over in the same areas year after year ALWAYS put the need for these projects into question. To justify paying a toll to drive on a roadway REQUIRES that the system be efficient and satisfy the NEEDS of the user not the needs of the bureaucrats or contractors that maintain it. The Edens Expressway is an example of an efficient and fast moving system free of constant construction, all be it much small and now overburdened with volume!
- It's about time the 90 east and west is a nightmare especially going east. hope this happens we needed it years ago. thanks
- please please make commuting easier by extending public transportation
- Not only did you double the tolls in a horrible economy, but you are also adding a new toll booth to my commute. I'm sorry but 3 toll booths with a near 100% increase in tolls since last January is just to much to pay for the short distance I use it. The tollway is also a stressful commute due to all the reckless idiots that go unapprehended by law enforcement officials. Why do you even post speed limit signs? The tollway is too expensive and dangerous. Enforce the law using cameras and heavy fines - now you will make much more money. I am no longer using the tollway unless I absolutly have to, so I don't care what you do, just cant afford the Illinois Tollway greed and danger.
- I would take public transportation to work all the way, if I could. The I-90 corridor would be a start, but there is no way to get from Barrington Road to the Village Hall and there is no way for me to get from I-90 to my home using Public Transit.
- Don't charge toll when theres a contraction going on! that's a rip off!
- Considering I Enter and Exit the Tollway at Both Locations Rt 31 And Randal Rd because of where I live ..It would be nice to see any Improvements to help relieve Congestion..and also have the option to



Take PT into the city if I ever needed it for Spot events or what Have you .. Was a Nice Survey. Not what I expected

- FOR 11 yEARS i WORKED IN DOWNTOWN MT pROSPECT. Taking the train from crystal Lake would work in the morning 6:00am but returning home would 1 to two hours depending on the time i finished work I could always make it in less than an hour driving. No parking fees, no taking the chance of no parking available, no tickets if I parked in the wrong place--no atm for the gov
- Like many other people in the Chicago Metro area (and in IL), I would pay more if I saw these agencies being more fiscally responsible.
- Am definately not in favor of increased taxes for roadways. There are already tolls for the roads, use the money more wisely.
- I don't take I-90 often but I would appreciate better expressway/tollway access in south-east McHenry County.
- Reductions in travel time caused by an average highway expansion are not sufficient to justify the expense of such an expansion. Expanding either road or transit networks is unlikely to reduce traffic congestion however, Capacity additions can still be worthwhile, particularly if new roads are priced to encourage their most efficient use. Across-the-board improvements in public transits services may also produce economic benefits sufficient to justify their costs.
- get rid of the tolls.
- You don't need any express lanes! Fix that area around the toll booth at O'hare...terrible planning and layout. Too many lanes filtering down into too few!
- If I had the option of taking a train I would every time.
- Survey Is too long . Shorten it for better response rates
- I really appreciate the "open road" tolling using the I-Pass.
- I see too many retreads torn up and laying on the highways. I find the separated treads incredibly dangerous on high speed highways. Retreads should be outlawed.
- you guys and girls do a great job but the traffic is sick going to the airport cabs trucks etc cut people off from the right to go to the left lanes daily no matter what hours the roads are ok, construction ok i have a disabled son from a hit and run motorcycle accident lost of memory but he goes with me to that care of my mother 92 years old and we ride bikes on the highway too its all good so far keep up the good work hope to win the ipad his only other out is the internet and he gets no hlep from anyone because people cant see a brain injury, and he is the first one to stop and help anyone stuck day or night he trys thank you and may God always bless you and yours everyday ty..
- This seems like a good Idea.... would love to see it happen....it can only be good at this point of our Lives.....
- We are in a bad economy- please do not raise tolls! I can barely afford to get to my job as it is.
- A bit too long for me...I got bored.
- Your survey assumes that public transportation is available. It is not within 50 miles of my home.
- There is no realistic public transportation option between Chicago and Madison WI. I think that is shameful. I would LOVE to be able to use public transportation (high speed rail) that would make these cities more accessable to each other. The drive to Rockford, Elgin, and other points west along I90 is awful a lot of the time. The traffic in that corridor far outstrips the ability of the road to handle



it, and the repairs have gone on for so many years, we never seem to realize the results. It's just constant construction along I90!!! The Rockford area fix is great, but now the widening project is messing up travel! It's awful.

- Shorter survey.
- Until the situation around the River Road Toll plaza is fixed regarding the congestion that was moved down the Kennedy Expressway, I am not convinced the Express Toll lanes are the answer.
- I hate the Illinois tollway! Besides having one of the highest gas prices, we have very high tolls too! A temporary system back in the day is out of control! You want to increase the tolls which is scary in this economy!
- Is there a way to reduce a number of road constructions by using a more reliable materials for the roads? Like concrete, so roads can last forever and less maintenance is needed?
- Transit out to Randall would be awesome
- Your financial options for express lanes are TOO high.
- Toll rates are already high enough in the Illinois area. The gas prices are the highest in the country and our toll fees are too frequent and too expensive compared to other states. And, the condition of roadways in other states without tolls appear to be in better condition than ours. I wonder where the money is going through the collection of tolls, because WI and MN have beautiful smooth roadways and NO TOLLS !!
- My major concern about express lanes is loss of current lanes for the express as there does not appear to be enough land to create NEW lanes for the entire route.
- I believe that developing a transportation system for all to use will be beneficial to our economy. The key is to get to your destination safe and alive.
- There needs to be an off ramp east of Arlington Heights Rd. Eastbound lanes are often congested and it may relieve some of this congestion if you could exit at Elmhurst or Mannheim Rds. Lots of people going to Rosemont, Ohare or I-294 can easily take alternate routes if they weren't trapped on the Jane Addams.
- Very Interesting Survey. Have 6 kids, off these 6 families in the Metro area 6 commute to the Loop, 3 Oak Park, 1 Lombard, 1 Sugar Grove, 1 Evergreen Park. They do use Public transportation. The EL & Metro is very important & vital.
- the part of the travel that is the worst is trying to get onto 90W from 290. this can take 30 - 45 mins. It is so frustrating, I will no longer take the route.
- Extending the blue line or building a transfer train off of the rosemount stop to woodfield mall would be great
- More accurate traffic condition on GCM website plus more camera views - I see camera's all over the highways - but can't view them. It helps to see picture from the road along with the traffic times.
- Do NOT make the mistake of pricing the express lanes out of reach for most drivers. An extra \$1 A DAY is all i'd be willing to part with for the convenience of less congestion. DON'T GET GREEDY or STUPID !!!!! Be realistic, the economy isn't the best out there for most regardless of what the present administration thinks.
- Tollway Exit at Mt.Prospect Road for the Airport Employees.



- Why is there 20 miles of construction cones with a reduced speed limit when there is a total of 2 workers on the side of the road during that whole stretch? Put cones only where work is currently being done.
- Being a constant traveler. Illinois Toll Roads are still cheaper than most states.
- A good option for taking a train to O'Hare from either the Metra with a good transfer or for the "L" to continue on 90 with parking at major interchanges would be a great option. Right now there is no good option but to drive or take a limo.
- Your survey only addressed regular use to & from work. We travel to and from a second home in WI. This is a weekly drive.
- i'd rather pay for "toll" roads via taxes as we do for all the other roads. i dislike paying to run the whole toll system (buildings, hardware, etc.) when all that money could just be put into the "toll" roads!
- Bus lanes are a great idea but it would be difficult for me to get to them without walking a great distance. Extra toll lanes would work if people who have two or more people (car pool lanes) in the car could get drive on the lanes free. It would decrease congestion.
- You folks did a great job on the I-90 resurfacing project last year. All lanes open and still got the job done. I hope future projects are as painless! KC
- Without the cost of living going up, it is hard to pay more tolls when trying to travel.
- Get rid of Tolls!!!
- I think the state is doing a fine job on the tollways. It sure is better to keep driving than going on street's with all the stop lights and stop signs. KEEP UP THE GOOD WORK. Thank you, Carol Dalton
- Congestion is thw worst from the city out to the O'hare exit! Proposal for improvements outlined in this survey wouldn't address that. Therefore I would never support the expansion. You have to do something about the congestion out to O'hare - it is terrible 24/7!
- Living close to the tollway increased traffic=increased noise polution. What will be done by the tollway to be a good neighbor in terms of noise? Additional on/off ramps are needed to make it easier to use the tollway. Having to go so far out of the way is costly and inconvenient especially when there are traffic delays. You are trapped on the road.
- It is most critical to get full interchanges at Barrington Rd and/or Roselle Rd or some other between Rte 59 and Rte 53. That is way to long in a very congested area to not have full interchanges.
- My biggest problem with traffic congestion is in the evenings between 53 and Roselle Rd on I 90 westbound. There NEEDS to be something done about the double merging situation that continues to cause backup on both I 90 AND 53 because of it. That interchange badly needs updating!
- Thank you, this was enjoyable
- Public transportation does not include routes to take me to my work in Arlington Heights. I cannot walk very much so stations would need to be pretty close. I guess the car is my best option until . . .
- Anything to reduce congestion and speed up travel time is a good thing!
- I would love to see train service between Rockford and Chicago. In every European country I have been to there would be frequent train service between two cities of comparable size to Rockford and Chicago. If we had a similarly useful public transport system I couldn't imagine wanting to drive the same route.





- I would like to see the ability to go east bound and west bound on Roselle Road, Barrington Road and Rte 47. Currently these are only Eastbound exits onto Rte 90. We have our business in Elgin our employees travel west bound. Also I would like to get off on Barrington Rd to go to the Hospital and use the services on this road, same with Roselle. We need it both ways.
- There is no mention of safety in this survey. When heavy congestion is present and idiots are zig zagging through traffic, I try to avoid the road and take an alternate route.
- When can we expect any information on the Rt 53 extension into Lake County?
- The price of the tolls are too high. And the fact that the state wastes so much money we don't have any idea where the money goes other than someone's pocket.
- Eliminate the Tollway Authority
- I recently retired and will not be commuting on I 90 on a regular basis--thank goodness! It was one of my reasons for retiring. The commute was very stressful. I am not interested in receiving any more surveys. Thanks.
- I heard the tolls would end on the roads when they were paid for. This was when the roads were being built. Since then more toll booths have been added and the tolls keep going up. When will these increases end. Probably NEVER!!
- Raising the tolls was thievery! It better not go to your pensions
- I do. I have been driving I90 for 15 years. The toll booth near O'Hare heading East is a large problem. If you would just keep the IPass lanes closed until you get past Cumberland. Force anyone getting off at Cumberland take the manual toll booths, anyone coming from the airport can merge once they get past Cumberland. 99% of the time you can see where the problem is when people try and be in the left lane and merge all the way right to exit Cumberland and same for the people coming from the airport. They are in the right lane trying to get to the left. This would help a lot so there is less merging. Also POV lanes should be a must. We pay a lot of money in tolls to always be in traffic and under construction. Other major cities seem to understand but Illinois for some reason doesn't get it.
- There should be other alternatives to consider, like paying very low for mass transit, frequency should be increased, this will ease burden on foreign oil company dependency. There should be an incentive for less driving. There should be car pool lanes at least two lanes out of four in every three digits highways, e.g. 290, 194 etc. This will encourage people to carpool. Exit blockage will ease traffic for the transit traffic. There should be no exit for certain distance in express lane. More money in the hands of government, means more wastage.
- Thanks for including me in the direction upon which decisions will be made that will have an impact on my driving north.
- Sorry, I should have checked that I do consult the traffic alert signs on I90 to check travel time and whether to change my route.
- If it was available, I would alternate public transportation with my personal vehicle. However, there isn't an expedient direct route to my destination.
- Stop doing construction on every major highway at the same time. Spread it out so that congestion isn't on every route to get anywhere. Isn't the whole "toll" to pay for the improvement of our roads? Our roads are awful in spots and every construction project I see, seems to be working on parts of the





roadway which aren't as bad as other areas. What happened to those millions of dollars you are getting from people paying tolls all the time?

- When repairing the road surface please compact the patch material and sweep up the loose gravel, I travel the toll way 25000 miles a year and I am disgusted by the way you patch the road surface causing damage to the vehicles of motorist that pay to use it. Also the posting of signs of lane closures for upcoming road construction in a certain distance to find out that no lanes are closed or any construction is going on is very frustrating and does not improve the safety of road workers in true construction areas
- Drove home that same night during night time work, what a mess! Too many bright lights! WHY do you have cones over the whole way to Rockford, even though there is no work going on!!!! And one lane open!
- The I90 / I294 interchange is a major problem of traffic congestion in the area.
- I would have no problem paying tollways if traffic wasn't so bad. Pay to improve traffic conditions is a plus
- I would always take public transportation, except I need my automobile when I get to my destination.
- I pay over \$80 a month in tolls, it cost a lot just to commute to and from work
- Sound walls are desperately needed to block off the noise from 90 at the Rt 25 intersection, on the south side where the Elgin residences are.
- The rail network needs to be expanded to integrate with the highway/tollway next work.
- I would pay more for express tollway. But my fear is that it would get jammed up maybe worse than the regular tollway. Just like the express lanes on the Kennedy. Then I would be very mad....and maybe stay off the tollway all together?
- My current location may seem a bit weird, but as of a few weeks ago, I lived in Chicago and plan to move back in a few more weeks. In the meantime, I travel I-90 every week or two.
- with the amount of revenue the tollway authority is bringing in I would hope raising tolls or adding tolls for special services is not in the plans...the tolls are getting crazy
- Expand I-90 to 3 lanes from Elgin to Rockford Mono-rail system between Beloit and O'Hare running in the middle or along side I-90
- I am in sales, and I drive all over Cook county for it, but I live in LITH. Jane Adams is the least predictable tollway by far, but one of the nicest to drive on. I strongly believe that an express lane similar to the ones in Minneapolis would be very helpful.
- You need to improve the transponder sensing system. I am using I-pass for last 10 years and even though I am using transponder. you send me a bill and then to collection agency and when I call to find out about the collection letter no body responded well. Then was sent to my credit report. When same thing happened again and I call your office they told me that I have two bills pending. I took care of both. then my credit reporting agency said one bill is from you guys. Even you have my credit card with you, you ruin my credit report and I had to borrow ( new car loan ) at 6.99 %. So get the better technology in I pass first and then do all this new open toll system. Thanks for ruining my credit.
- An eastbound traffic camera is needed where the O'hare ramp merges with the Kennedy. Too many shoulder drivers! I now only travel the tollway one direction because of the increased toll fee. It makes the trip affordable and I plan my stops wisely.



- I would rather you add a 3rd lane between Randal Rd exit and Rockford. The 3rd lane in the Rockford area was a Fantastic improvement.
- you get what you pay for... if it's worth it to go on I90 then i will continue until it's a parking lot.
- I absolutely support the idea of having an express toll lane. Also there really is no public transportation available from the west suburbs to O'Hare where I work. If this was possible I would take it everyday.
- If they watch their money so people would not write checks and steal their money we would not have to pay they need some one to watch their money
- I would use I355 more often, but it more than doubles what I pay for tolls and is only a comparatively short distance compared to the rest of the system
- more entrance and exit ramps would relieve congestion better than express lanes and the cost would probably be the same . I know that I would be willing to pay a toll to get off at Elmhurst Rd On the eastbound side or get on the westbound side. You would make more revenue and people could get off or on to avoid congestion.
- Was very disappointed that the governor of Wisconsin canceled plans to extend interstate rail service to Madison WI. We sometimes take Metra from either Harvard or Big Timber but often the schedule is not very accommodating and trains take longer than driving.
- Great survey. Thank you for letting me share my thoughts.
- the construction is really bad right now and the lanes are very narrow, will be glad when done, travel back and forth from michigan to illinois frequently
- Why not just add an additional lane to I90 like I294 instead of making the additional lane a toll lane? After the DesPlaines Oasis, traffic typically opens up. This sounds like a way to raise more money rather than making traffic less congested. There is no guarantee that the toll lanes won't become congested too. By adding a fourth lane for everyone to use, I think you will see more people will travel on I90 because it will be easier. Sometimes, I take Lake Cook Road to avoid I90 and that is toll free. Just make travel easier for everyone and I think you will be doing some good will. You'll get tolls anyway from the increased traffic using I90 instead of side roads.
- Need to extend Metra to O'Hare and past Big Timber. Also need better Pace connecting service in McHenry County.
- The express trains pass over my stops in each direction during the peak times that would be perfect for me to take the train. Right now based on schedules to get to work on time I have to leave earlier for work and leave later from work adding about 3 hours to my commute.
- I support public transportation. I use it often to go from my home in Des Plaines to downtown. My trip to work from Des Plaines to Hoffman is too short. I doubt express lanes would work for me.
- Less lanes through toll plaza, going from 3 or 4 to 10 then back down cause more congestion
- Truly metro transportation, will start to exist when concentric lines connect to existing spoke rail lines that feed Chicago, only then will it become Metra and not just the CTA.. Charles Ostrander 8472976704
- I'm paying \$80 a month in tolls. It's become a monthly expense just to go to work!!! I'm no longer taking the tollways.
- Add lanes east of Devon Plaza, to ease the transition from multiple lanes.



- Please fix the area on 90 near Cumberland and the toll plaza heading east. That is where it gets super congested, then opens up again? Not sure why but that area is where I hit the most traffic.
- I-pass only lane at Route 25 exit . I hate waiting for people who don't have the correct change and are wondering around trying to find it out side there cars.
- Survey did not indicate whether or not the express lanes would reduce the number of regular lanes. This materially impacted my answers.
- Jane Adams needs to be 6 lanes between I-39 to the Elgin Toll Plaza
- I-90 and I-94 needs to have more lanes or may be construct overhead flyovers to get us from point to point. If that means, we need to pay in toll , then I am OK with that. Being stuck in the traffic is very painful,, please do something and give us the relief...please !!!
- Stop subsidizing automobiles and building more roads farther out. Build interstate trains.
- Ipass needs a iPhone/android app to pay ipass/tolls, construction information, road closures, and delay reports. I would use it everyday and it would be AWESOME!!!!
- Make 90 better. Especially near the Cumberland Toll plaza and merge. Awful.
- Extend Metra service to DeKalb!
- an area that needs improvement is the on & off ramps IL-53-north bound & IL-I90 west bound IL-53 south bound & IL-I90 west bound. back up traffic is out of control. add an accident or traffic stop and it is worse.
- In the survey, I avoided picking Express Lanes option almost always as it was assumed if they were in place, the non-congested time was WAY longer than no express lanes.
- I think other states manage their road maintenance and construction needs without tolls. I think there is a mismanagement of the funds collected from the tolls and the recent toll hikes make me avoid using the tollways whenever I can.
- The overhead travel time display signs are very helpfull. More of them would, and improved accuracy also would help.
- My main concern is so save time, this will provide a safer route for me. Otherwise in poor road conditions it is very dangerous to be driving especially if your in a hurry.
- Why is it all the surrounding highways such as Wisconsin, Michigan and Ohio have maximum speed limits of 70 MPH. Illinois is still in the dark ages with 55 MPH on all major routes!
- There seems to always be congestion at the toll booth off of 90 w to 53 south. It goes from toll booth to one lane and always time to get on 53. Are there any plans to make that easier?
- Focus on Public Transportation ! I do not use it because it is no where near my house, and/or I would have to drive far to get to public tranportation that doesn't go in the direction I need. Provide an extension of the O'hare CTA train out to ~elgin and I will use it everyday. Thanks for asking !
- Express toll lanes are a wonderful idea but charging extra to use them is ridiculous. That is the toll system taking advantage of the general public and whomever came up with the idea should be ashamed of themselves.
- It costs so much to travel with gasoline prices now. Don't increase the amount to travel by car. It is the only way for me to reach clients. You will decrease people from doing business and entertainment in Chicago if you increase tolls.



- say yes to the pipeline and drill,drill,drill.....
- THANK YOU!!!!
- You guys do a great job to keep the roads safe
- anything to make my trips to wisconsin and back faster would be appreciated. also would like an off ramp on I90 heading east before cumberland and after arlington heights road. i intend to move soon and could use that for my work travel. i will be travelling everyday on I90 then
- I think the high speed tolling option on I90 is very efficient and i use it for that reason
- I Think the tollway is the biggest rip off there is.Why are other states's roads so much better than ours without a toll every 10 miles?
- Increase the number of lanes on I-90 all the way to Rockford, IL with Commercial traffic only allowed to use the two right lanes.
- This summer has been my first experience of using the Jane Adams Freeway on a regular basis. I live in the city and my daughter skates on a team in Rolling Meadows. We carpool as frequently as possible. I have to say that I find this to be a dangerous route. Lanes converge. Trucks and cars going at different speeds. I have never seen so many speeders on a highway (I frequently use many of the highways in the metropolitan area). Something has to be done to make this highway more efficient and safe. It's awful. Thanks!!!!
- Surveys like this should be shorter if you want more people to fully complete.
- Heading for the suburbs makes it a difficult decision on using public transportation. Most venues and places I need to visit are not very close to the train stations and I am not familiar with the bus routes, if there are any servicing that area. It makes it difficult to decide to use public transportation on a regular basis.
- Would love to see improvements before and after the I-90 toll going east to Kennedy Expressway. It is just awful at most times of the day.
- I think the funds raised by tolls are used irresponsibly, e.g., repairs to the roadway which don't last, resulting in two seasons in the Chicago area: winter and road repair as well as luxurious administrative buildings.
- Thank you for the survey, it is great to know that we are thinking on how to improve our transportation needs. We need improvements so badly.
- I use CTA in the city all of the time to go to work, but when I work in the suburbs I always drive because I don't know how I would get from the METRA/bus to my work location
- Public transportation is very good and efficient but expanding it to serve all suburban destinations is prohibitively expensive and is a bad idea. Since I live in the city and work in the suburbs as many people do today, public transportation won't work for me but I don't want the government to fix it - too expensive. We need a 2012 highway system, not a 1950's solution.
- appreciate more real time travel minute updates on the signs overhead on tollway
- I would like to be considered for future surveys. I clicked next too quick before selecting that :(
- Traffic isn't the only problem there are several drivers on many of Illinois tollways/ freeways that drive too fast/ risky you need more police on the road if only to remind them that they could hurt someone else very badly or get a very expensive ticket



- toll ways were suppose to be temporary. illinois has tax and spent everything.now you want more money for the use of express lanes. give the tax payer a break already!
- I have lived here for 12 years and am a tranplant from TN. The tollway annoys me greatly seeing that TN has none that I am aware of. This is where the term "highway robbery" came from. Why tolls? When are they going to end?
- Please move the toll at I90 (Devon) at O'Hare further west ot before the merge with I294. Too many vehicles cut over from I90 west bound to the cash lanes. I have nearly been hit a dozen times in the last year, twice on my motorcycle. Plus it causes a lot of unnecessary conjection.
- I favor the express lanes, but not if it raises taxes or the cost to use the toll road.
- Tolls were to be gone years ago. And, all you get is cost more. Just like the higher cost you pay now you you can pay for O Hare Expansion not for roads..... I was not born yesterday I know why the tolls went up....
- Thank you for your efforts at improving transportation.
- don't waste the money on public transportation that nobbody uses. Look at the huge waste Pace is. Build more lanes for cars.
- Change you pension benefit plan so that we do not get blasted with additional toll fees!
- Thank U
- I exited off Harlem ave. but that was not an option
- I think extending the El-train from O'hare west to Schaumburg or Elgin would be better than adding more toll lanes. Open-road tolls are nice until you get through them and have to merge again. Peak traffic times will be bad regardless.
- open more exits eastbond of 90
- We have some of the highest gas prices because of taxes, most toll roads, high property taxes, and you want to charge more for what should be there to begin with. Quit justifying the toll roads by pay to play projects.
- These new toll increases are a NIGHTMARE!! And seriously effecting people who have no choice but to use the tollway!
- add one or two lanes to the Jane Adams, and two lanes to the northern part of the kennedy, skip the express lanes
- Please add an exit/entrance ramp on rt 72 near Gilbert's IL. Add westbound entrance on mt prospect road or elmhurst rd
- Need to examine the need for a 3 lane west of Randall Rd. to Wisconsin state line and Wisc state line west to Randall Rd. That is where improvements are needed.
- Good to see a survey re this.
- The tollway system in Illinois is rapidly becoming cost prohibitive. Tolls keep increasing by significant amounts and yet the roadwork is never completed and the improvements never seem to materialize. I can remember when the tollway was supposed to be "paid for" and the tolls removed. What happened to that plan? Keep raising the prices and pretty soon people will stop using the toll system. My family travels less than in years before because of this very reason.



- We are the only state that has such a high tollway system. You have to be making a ton of money. we need to keep the cost lower. I know people who work for the toll system and they get overtime on sat. and there is nothing to do. You need to stop paying people overtime to just sit around on a saturday for half day. And even during the week. they should have a mandatory one day off unpaid during the week!!
- I think more effort needs to be used in theft by the users, and by the employees especially
- I strongly believe that public transportation is critical for the future. I lament that the governor of Wisconsin deep-sixed high speed train service. I use I90 exclusively to travel frequently to Wisconsin, I would take the train if I could.
- I feel that the tolls are getting too high.
- I-290/Rte-53 north to I-90 west is terrible. You don't need express lanes on I-90 until you build a California-style overpass from northbound I-290/Rt-53 to westbound I-90 to eliminate the traffic. Also, an exit at eastbound Barrington or Roselle and at Mechem. No other improvements should be made until those are used. The "pipe" to Woodfield mall is pathetic the way you've put a strangle hold on traffic. What's and express lane going to do to improve that?
- replace the many burned out lights
- Toll way was supposed to be temporary and removed. Sucks having to pay tolls just to sit in traffic. I-90 needs to be three lanes from rockford to suburbs, and should have been done about 10 years ago. It is also a pain having to reduce your speed for construction zones when there is no work being preformed. The tolls keep going up, but no major improvements, need better management of funds. WISCONSIN HAS BETTER ROADS AND NO TOLLS.
- The price of tolls are crazy. No tolls in other states like Arizona and roads are beautiful. The tolls were only going to be around for short time instead they used the money to remodel the toll plaza instead of removing like promised. The price increase was a bad idea.
- Some tolls are expected but cost has been increasing out of control. The biggest problem with congestion on 90 is not being able to exit and proceed to an alternate route. Increasing exits can be prorated for an exit toll and the driver can have a better option.
- In the morning, a majority of the traffic I incur is on the Kennedy Expressway between Lawrence (where I enter I-90) and Cumberland, where the traffic dissipates. In the evening, the most intense congestion is caused by the merge that occurs after the tolls near Cumberland.
- I love the idea of a train going in to Chicago from the Rockford area. My wife and I spend about \$7.50 in tolls every time we visit Chicago. Sometimes we have to take 2 cars. Having the option of taking a train would be awesome because sometimes it would be worthwhile financially, and other times, our children would just love the train. As a single commuter, I would take the train every time without a doubt because it would just make financial sense to do so, and I would be able to work on the train while travelling.
- Finish 53 north. Even as a toll road, I would use it from downers grove to 294.
- I don't believe express lanes would be worth the money to build them.
- If the people in charge of the roads would manage the MONEY like it were there own we would not have these financial issues.
- From home to work, there is no convenient public transportation.



- When I travel the tollway, I usually incorporate more than one errand/stop in that general direction. Utilizing public transportation would add significant time to my trips. That said, there are many, many people who rely on good, efficient, affordable public transportation.
- Why not have tolls to get on the tollway at the entrance ramps in Chicago ? More money for the state ! Why can't the state widen the lanes, go atop like a double decker or build/dig under ground ? I do have a lot of ways to make money for the state....
- We need full interchanges at barrington rd and elm hurst rd
- no toll increase, need more lanes, need more night work.
- Cumberland and 90 need a additional lanes, too much conjection before and after tolls
- I am one of the millions of under employed people that need to travel outside of Illinois to find work. The public transportation in Illinois is very very poor, it does not link up with anything and does not take you anywhere useful.
- If the blue line extended out to Randall Road or Rte 47 with easy access to parking I would park my car and take the Blue line to Cumberland station for daily work commute.
- Biggest help to improving this roadway is redesigning the Desplaines toll plaza/transition between 190/90 towards the Cumberland exit - I've spent more time in this 1 mile stretch of road than in the entire ride in on the Jane Addams
- Is there anything you can do with the congestion at O'Hare tollway. It can take up to 20 minutes to pass thru the tollgate and get to Cumberland when traveling eastbound at evening rush hour. I tend to avoid this as much as possible.
- I do not wish to pay an arm and a leg for an express lane advantage. Neither in my taxes or as a toll. With the miles I travel daily all on the Jane Addams, I would love to have some of my travel time reduced. If it means paying an additional toll, I will, but I believe if the pricing is at a good cost, people will use it and it will pay for itself very shortly. My husband also drives the Jane Addams to and from work in Chicago. He puts more miles in a single drive to work than most. I am sure he would appreciate a way to come home quicker and easier.
- Forget about express lanes at least between 290 and 59. @ 7am westbound/5pm eastbound It takes 7/9 minutes on 90 from 59-290 on a NORMAL day! there is normally little to NO congestion. The BIGGEST PROBLEM on 90 especially eastbound is if there is congestion or an accident everyone is stuck on 90 and cannot get off. It is extremely annoying to go past at least 4 roads going over 90 and a 10+ mile stretch of 90 between 59 and 290! Currently this sucks! It there is an accident between 59 and 290 that 7/9 minutes eastbound on 90 turns into AN HOUR PLUS WITH NO ESCAPE!!!
- IT should not take over an hour to make the trip I make on a Saturday afternoon. There is almost no time when I-90/Kennedy is uncongested. It seems that several fixes are necessary to improve conditions.
- I would use public transportation if I could bring my small dog with to go downtown.
- I think it would be helpful to have exit/entrance ramps both east and westbound at designated roads. Even for people who have lived in the Chicago area their whole life, it can be confusing or hard to remember which roads you can get on 90 going which direction (i.e. you can get on 90 to go eastbound from barrington road, but to go westbound, you have to go to Rt. 59)
- Another toll increase would make me quit my job and work for less pay





- The recent toll increase was high enough! I do not want to pay any more. I also do not want years of construction added to this daily commute, for a more expensive tollway, that is not necessary. Thank you.
- Thanks for allowing me to take the survey.
- I don't understand the need or use of the electronic signs in IL. I lived in SoCal and the signs there gave descriptive details and options. By reading "travel times" on the signs here in IL I often think "Boy, I SHOULD HAVE left an hour earlier"
- I'm sure happy with the way the Idot takes care of the road
- better management of revenue stream is what the tollway needs most of all
- I ride Metra for my fulltime employment. Would be nice to have trains that travel closer in time slots. To long of time slots make it diffucult to use Metra other times when not traveling for employment. Would like to see a light or heavy rail line going east to city from the very far suburbs or to the border of IL WI all the way to Chicago Downtown.
- The Addams isn't the problem for the commute, its the Kennedy. Kennedy should have a tunnel underneath for traffic that is going non stop from Kennedy/Edens Split to airport/294 with no onramps or offramps to offload traffic. Not cheap, but it would unclog a lot of the surface traffic.
- Toll penalties of \$20 after 7 days is too strict. Especially if someone does not have access to the internet and are not from Illinois.
- i drive a small car and i don't like the ridges that pop up on the toll road and the on ramp from 53n to 90w is in terrible shape.
- Thanks for including me in your survey.....
- sounds like an exciting road project!
- additional lanes should be added in and out. A bullit train should be put in the middle from Rockford to O'hare with a stop at woodfield area which would have surrounding areas serviced with overhead monorails which could also serve Golf rd. and Higgins Rd. these would avoid traffic and weather issues
- Illinois tax dollars and toll dollars are being wasted. Illinois's answer should not include tax/toll increases.
- The train system suffers from abominable reliability and suboptimal speed. Diesel propulsion causes snail-pace acceleration from stops. The off-peak frequencies are unsustainable for anyone who cannot control start/end times of work. Any transit option along Jane Adams MUST be supplemented by express train service between O'Hare are exchange and downtown Chicago or it will be a flop.
- If our legislators in Springfield would wisely and, more importantly, honestly use the funds we currently have we could eliminate tolls completely and still have a better highway system.
- This is a great survey. Thanks for caring.
- Remove the no turn on red at the Route 59 (north) exit off of 90 or make a tun lane. You have to sit there waiting to turn right for a long time with no traffic coming.
- I would be willing to pay more taxes if there was a freeway going to McHenry county, which inturns would reduce the congestion on I-90. Now I don't have a choice if I have to come into the city without making it a 3 hour ride





- If you have space for express lanes, use that to widen the current highway or (even better) create a high-speed rail option.
- Yesterday was a perfect example of extreme delayed time of travel - involving congestion. There was no apparent reason for the congestion. Nothing was indicated on the radio stating any accident, etc. At times, we went 0-5 mph for at least a mile. What gives?! And, we pay for this.
- your tolls are outrageous and always under construction
- The price of tolls is already too high!
- Even worse than normal congestion is \*construction\* congestion. One question you never asked was "Would you be willing to endure 2 years of horrible construction-related congestion to build new lanes to ease congestion?" Also, my experience is that most congestion is not because of a lack of lanes in the target area, it's at the interchanges (i.e. the ramp to enter I-90 from I-53). I'd much rather see the interchanges improved to allow free-flowing traffic than extra lanes in the targeted area.
- I would be so much more inclined to take public transport to the Woodfield area if the brown line were directly connected to the blue line on the NW side AND the blue line were extended to Woodfield. I am very disappointed that IDOT did not foresee this need and extend both lines years ago.
- Don't increase the tolls anymore!
- I commute daily from 60657 to Hoffman Estates, 60179 for work. I hate my job because of the commute on I-90. Most days, it takes me 1 hour and 50 min to get home. There needs to be improvements to I90 in BOTH directions as the reverse commute is just as bad if not worse. There needs to be a public transportation option via train to Hoffman Estates. Over 6000 people work in this area and would benefit from it. I would take public transportation, but the fact I have to drive to an L stop, take the L and then transfer to a bus that sits in traffic is just brutal. If there was one train that went out to the Prairie Stone Complex it would help SO many people and make work less stressful, especially in the winter. I have considered leaving my job so many times because I simply cannot stand commuting out here. 2 hours to get 34 miles is just outrageous. I really REALLY hope something is done to fix this issue. Thank you and I am willing to help on any survey or committee to see that this gets done.
- This survey was excellent; great questions in general.
- A train that travels north and south along the 355/53 corridor would be a welcome public transportation addition
- I've cut back on using the toll roads since your increase. I use alternate routes to work that actually cut 8 miles off my trip and save me 1.75. I used to travel the tollway going to and from work.
- I agree with work zone slow downs, but I do not agree with hidden or other speed trap cameras on the Tollway or anywhere else. There is no human element as to why a driver may have been over the limit or not and the hearings are not a court nor reasonable when dealing with those accused and ticketed.
- I use 294 several times a week. I love the improvements made over the last several years.
- I think recent your boost in tolls can pay for any improvements that need to be addressed. If you decide to increase them again you will only make me and others use local roads which in turns kills



your revenues. Balance your books and expenditures like every other American person and business and you won't have to address these things with drastic measures.

- The toll ways were put in place with the objective of paying for themselves. Tolls should end. If tolls are used for maintenance, then they are doing a poor job of actually using the tolls to accomplish that. Sorry, I've spent 15 years traveling I-90 from Randall Road to I-190 for work, and I HATED every day of it.
- In the end, if reasonable public transportation was available to me, I would use it. The toll rate increase this past year has put a huge strain on our finances. I now pay, between the gas tax and tolls, just too much. I have no problem paying my share, but I do have a problem paying the amount we are currently paying.
- I traveled I-90 many times heading West through Wisconsin, Minnesota & South Dakota. The other states have the same quality of roads, yet there are no "Tolls". The Tollway system was suppose to be abolished long ago under how it was pitched in the beginning to the citizens of Illinois. Now it is just a racket to gouge citizens of their hard earned money.
- Shorter survey
- A commuter train to Rockford would be great!
- I would like to see an on ramp at I-90 and Harmony Road, that would make access to Chicago much easier and save about 15 minutes off my travel times, not to mention the train/metra running to Rockford some day down the middle of I-90 would be great.
- post toll fees in large print at all exits. too often drivers can not see the toll rates which causes delays in the cash lanes. keep up the good work and extend route 53 north.
- Stop all the taxation already. Tolls and the lottery are two specific areas where state government lied to us from the beginning. Don't you vampires think it's finally time to stop sucking Illinoisans blood already.
- Whenever possible I prefer to use public transportation. I was a regular Metra rider when I worked in the Loop. I would welcome a public transit system that would take me from Elgin to O'Hare airport.
- Thank you
- Increase speed limit on tollway to 70. Make trucks stay in right lane.
- I avoid the tollway as much as possible and take local roads to avoid paying tolls. I don't care that it adds to my travel time. The tollway is a necessary evil but personally I avoid it at all costs.
- I regularly take public transportation to O'Hare where I work. I believe having the public transportation option is critical and I use it every chance I can. I am for express tolls but not at the expense of public transportation. I travel to many countries and it amazes me how much better their public transportation systems are and how much they use them. I wish we would do the same.
- How about enforcement of the speed limit on the Jane Addams Tollway? It seems that no one obeys the posted speed limit. It is like the Autobahn out there. It is terrible and dangerous with the speeders and the cell phone use. ...and let's not forget about the "dead-slow" drivers as well. They might be more of a danger than the speeders. Bottom Line: More enforcement of the rules of the road please.
- I would be vary against tolls on 53, even if it would be used to fund the 53 extension into Lake County. Enough is enough, if that happens I will not use 53 and instruct the rest of my family to do the same. In fact we are using the toll roads less now with the increase!



- The person that designed the tollway heading east on I-90 must be a special person and must love bottle-necks, because that's all there is there. How do you have 5 or 6 lanes merging into 1 right after you pay the toll. I get stuck on that thing all the time as I am trying to get home from I-294. Thank God for the new exit on Balmoral at I-294 North and THANK YOU to the person that proposed and got it done.
- I am opposed to raising taxes to support highway development. With all the tolls and cars on our roadways in Illinois, it seems to me there should be enough \$\$ to go around to improve conditions and increase lanes in the I-90 corridor.
- PLEASE extend train to Rockford, Illinois
- Quit trying to raise toll charges, try and save the tax payers money, tolls are a burden on the working man trying to go to work and back. And your survey is too long
- express lanes and or additional capacity on the Jane Addams Tollway is a necessity. Light rail from Randall road or from St. Charles/Geneva IL to Cumberland L stop would be a dream come true!
- I do not agree with doubling rates for tolls for people that DO NOT have an I-PASS. The Illinois Tollway is losing revenue as well as businesses because fewer people from WI, IN, and Illinois residents without I-Pass use the tollway since rates were doubled tolls. If you increase tolls for I-PASS users, I will avoid the Illinois Tollway as much as possible.
- We do not need any more major construction. I-294 always has horrible traffic because it's always under construction. There is almost NEVER any traffic heading west on 90, and heading east on 90 most of the bad traffic is further east than 294. This feels almost like a con to force people into paying more tolls.
- Would love to see Public Transportation- bus or train to be considered along the Jane Addams Tollway to O'Hare from Rockford, with stops in Belvidere, Marengo, Elgin, Schaumburg. It would be the perfect plan!!
- later Metra schedule for people who stay in the city late and more times on weekends
- In my opinion, cars are pinched as they exit one roadway and enter another causing much congestion. 5 or 6 lanes exiting go down to 2 or 3 lanes to enter.
- I have been waiting for a train between Elgin and O'Hare FOREVER - it is by far the smartest thing we can possibly do to ease traffic congestion and save people money.
- The lane shift coming from the left side shortly after the O'Hare Toll Plaza seems to cause some confusion/congestion rather than if the lane ended on the right at an exit ramp.
- Sweep 90 more. I've replaced 3 windshields in 2 years and blow a tire at least twice a year. It's a joke. I think I-90 is a nightmare and IDot should assume responsibility. I pay excessive toll fees for a nightmare of a tollway. You should be embarrassed.
- Do not turn route 53 into a toll road. I will never drive it if I have to start paying!!
- Don't raise the tolls. They are already costing too much.
- I'm very upset at the increase in the tolls. It's hard enough to pay for gas and then to be hit with an additional 49.00 a month in tolls is outrageous. I don't know we are supposed to keep up!
- Please implement the express lane plans the soonest. Thank you.



- Need to furnish "up to date" time of travel from point to point on radio or bulletin boards along routes. Figure out a way to eliminate the congestion where Jane Adams enters the Kennedy at merger from O'Hare. Huge bottlenecks occur here each day at almost any time of day or night.
- My trip today would only have varied by about 15 minutes but other days my trip may vary by as much as an hour because of congestion. The questions in the survey didn't cover that. Congestion at 53 and getting on Westbound before Lee street is still brutal.
- Build the western O'Hare bypass. Build more off-ramps when heading east on I-90.
- We were promised tolls would be removed from the tollway, now you doubled the prices and want to raise them more? Americans are struggling to keep their heads above water, the state of illinois and the government are pushing our heads under the water
- Public transit running down the center of or alongside I-90 would be a huge improvement and would be the option I choose if extended to IL-59 with stop at Barrington Rd and Roselle Rd.
- There is no public transportation up to Rockford but I would use it if there was a train service in that direction.
- The inbound toll booth at O'Hare is a nightmare. It is the living interpretation of a bottleneck, 4-5 lanes of traffic become 10 lanes of tolls and then go back to 4-5 lanes. Who was the genius who designed this? It really is shameful that a 40 min drive can take an extra 45 minutes just sitting at this toll booth.
- The question about which ramp I get on to make my trip.....the only option for the Kennedy was "east" I get on west I90 to get to the Jane Adams. this was not an option,
- The area that needs to be improved is between O'Hare and Downtown, NOT west of O'Hare. The stretch west of O'Hare is the best part of my commute and very rarely congested.
- It would be a significantly better "return on Investment" to reduce the congestion at the three interchanges that are responsible for 90+ % of the travel time delays. these interchanges are the northbound 294 exit into the 290 extension, the southbound exit from 290 onto 294 and the northbound exit from 53 onto I90 west. Adding a second "no Truck" lane at each of the two northbound exits would eliminate most of the problems caused by the slow semis. The southbound exit from 290 onto the tollway needs to be completely redone. The high rate of people cutting in at the last minute is very dangerous and just adds to ones delay and frustration. Then you have to merge with the people that are trying to exit onto I88; another dangerous situation. The vehicles that want to go south on I294 should exit I290 much earlier via an overpass to I294 even if the entrance is placed on the left side of the tollway. Bill Hoyle
- Build additional lanes but don't make the tolls excessive or I will find other routes. You've financed the I-88 corridor without raising tolls into the stratosphere.
- It would be appreciated if road work could be conducted during non peak travel times or if can't; to actually see the road work being done and not just material and gear sitting idle while travelers become congested. Seeing no workers or machines being used and being stuck in traffic because of reduced lanes for construction is the most frustrating thing with our tollway system!!!
- There is no TOLL in Wisconsin and the public roads, highways are in better condition. I strongly believe, if the highway toll rate is reduced, more people will use the tollways.



- I would prefer to see HOV lanes prior to reversible express lanes. But either will only add the number of cars traveling, need better public transportation. From central locations to central locations, and then large employers or industrial parks could route buses from central hub to industrial park or large employers could provide their own bus to pick up folks utilizing mass transit.
- Survey is too long.
- Four things that connect with Jane Addams Tollway for us. 1) We need an on ramp at Canfield and the Kennedy. 2) The CTA needs to extend to midnight many routes that would connect with the Blue Line. As it is, I CANNOT TAKE THE CTA weekdays at night because I would have to walk 1 mile from the Harlem Station. 3) There needs to be a Canfield stop on the Blue Line. 4) When is the Chicago area going to invest in a Bus-Metro system with dedicated lanes inaccessible to cars and other traffic? Such systems are in Bogotá and Lima and work remarkably well.
- All questions note train, there is no train from Elgin to O'Hare, I wish that there would be one, train should run Elgin, Schaumburg and O'hare. Schaumburg shopping should add revenue, train should run 30 min during rush, if new added lane is to Airport from Elgin and no exit and at O'hare have it's own lane into terminal, it would work, but if it starts at Manheim, it will back up, it is bad now at toll crossing of traffic to exit to manheim and people from 90 to go to Airport, it is a mess everytime during rush time, Mondays and Fridays
- I think public transportation could really help us here in Elgin when traveling East and then back. Originally there was supposed to be an Elgin-Ohare expressway but when that was completed it neither goes to Elgin or Ohare so that sort of sucks. But a SPEEDY train going to Ohare from Elgin and back would be a really great option. Also, if we could get some express lanes on the tollway for cars to travel at higher speeds could really help the whole situation. Finally, a full express lane situation from Elgin to Chicago would also be an AWESOME THING!
- I would be nice if you created an app for the i pass. it would be easier to check balances and usage
- I do not run into a lot of congestion until I reach the Kennedy Expressway. The Kennedy is what is congested...not I-90 so I see no need for express lanes on I-90
- Just retired so traffic conditions will no longer matter that much to me.
- I wish there were more public transit options, but there are not. I find the Tollway to be the best option generally for my commute. If, however, the good folks in Springfield ever decide to issue speeding tickets based on toll collection timestamps, then I will turn in my Ipass and NEVER use the Tollway again.
- The I-pass is meaningless when you funnel 13 yes 13 lanes into three ie toll leading into Kennedy expressway. The design did nothing more than relocate the Strangler. And this is any time of day. Been traveling to Elgin twice a wk and made better time and less congestion under old configuration.
- The Illinois tollway system does not seem to be effective for me. We pay for a service (more and more each month, it seems) and yet that service is poor. The tollway should provide consistent travel times, and should be adaptable to conditions of weather and bandwidth, but it does not. What's the point of taking the tollway and paying for the service if I can get to my destination faster by taking surface streets?
- HOV and express lanes cost money to create including the signage. In Washington State they never move faster than the regular traffic. NEVER! They are not Tollways but are created using Federal funds. If the special lanes were just used for ALL traffic then it would make sense to have the expense.



Just add lanes the the Tollway and stop taking my money for tolls and giving it to the RTA and CTA. Renegotiate the Union contracts to lower the costs for construction of new lanes.

- We, the people, are taxed to the max. Try to find a different way to make anticipated changes.
- Wouldn't mind paying slightly more in tolls but not just for 4-8 minutes of saving time. Only significant time reduction at slightly increased toll (not even close to double) would be what I'm willing to pay
- Tolls are too high now! I avoid Toll Road if possible. Public transportation is NOT now an option, though I used it over 30 years. I do NOT believe in "specialty" lanes (HOV, etc.), but restrictions on trucks is desirable (trucks right 2 lanes only is NEVER enforced).
- If there were no tolls, traffic would be much more free flowing.
- Three lanes from Elgin west I-90 to the state line in Wisconsin could improve time on the interstate.
- Thanks for considering the public opinion.
- I'd love to see a train or El system along the I-90 corridor. I don't want to be paying higher tolls to facilitate express lanes for a route where I can't use them because I travel such a small portion of the tollway. Long ago, there was talk about adding a West-bound entrance ramp at Barrington Rd. which never came to pass. Having this option would save me 15 minutes each way, which amounts to 50% of my time spent commuting. The trip from Route 72 to the Route 59 Tollway entrance takes 10-15 minutes during rush hour. That's ridiculous, since so many of us are passing right by the Barrington Rd. Eastbound entrance, and driving 15 minutes to get to a Westbound entrance!!!
- We need fewer engineered road blocks, like 3-4-5 lanes into one lane ramps. Like I 290 into I 294 and I 90.
- Make your questions closer to reality; for instance, travel from my home to O'Hare by 'bus costs considerably more than the few dollars you use in the questionnaire.
- Could IDOT PLEASE paint the lines on the expressway in a straight pattern instead of painting straight lines then a few lines off by several inches. I distrubes the flow of traffic when drivers are not used to the inconsistance of the line painting. Thank you.
- It seems to me that most of the congestion that I run into comes from the never ending construction. Just a thought.
- A Westbound entrance to I-90 at Roselle, in addition to an exit at Roselle heading Eastbound.
- I avoid coming into Chicago because of the tolls and the expensive parking. With young children, I travel with gear that isn't easily hauled onto a train or multiple buses. Also, safety is a concern while traveling in Chicago. I'm quite comfortable with public transportation in Madrid, Spain, but the safety reports from Chicago make me nervous. Finally, I believe that the govt. should shoulder the burden for building and maintaining roads and not demand an extra tax. Revenue should be spent wisely.
- The construction work on I90 between Randall and Rockford should be done in one direction at a time not both directions at the same time
- Alternative modes of transportation in the Chicago region are an important consideration.
- The I-90 corridor should provide for a high-speed train to Rockford Intl Airport. We have to recoup all the traffic we're losing to Mitchell Field (Milw) and to Gary and we can revitalize North-central and Northeastern Illinois.





- i would take public transportation to my final destination in Wisconsin but we travel with our dog, and there is no public transportation available to get to our summer home. As you know only service dogs are allowed on public transportation and he is just a pet.
- Why are tolls increasing when they were originally supposed to be eliminated.
- I also include cost of parking at O'Hare if I am making a decision about driving there. That was not an option on your survey. If I am going to be gone for several days, it is more cost efficient for me to use a limo rather than drive and park at O'Hare. If I had public transportation available, I would use that to get to and from O'Hare. Right now, that option is not available for me.
- I don't understand why you need express lanes between Randall Rd. and O'Hare. It's not congested there. The part where the traffic jams are is between O'Hare and downtown!
- Please fix the congestion problems! I would greatly appreciate changes to fix the problems. Thank you!
- why can't you put in tolls on the Eisenhower. how does that expressway get away with no tolls and still the roads get fixed.
- Last summer we had a lot of construction on the Jane Addams to Elgin. I thought the tollway did a wonderful job of keeping traffic moving all summer. There was very little inconvenience. Great job.
- Most congestion seems to be caused by the toll booths.
- Question on income is over the top. Should have option to not answer.
- You just raised tolls
- I-290 ramp to I-90 west needs to be redesigned as well. It's very dangerous and ALWAYS congested.
- If you tear up that stretch all at once - please work at night - it is already a very heavily congested route without any daytime lane closure!
- I would love more mass transit options. I was strongly opposed to the toll increase for the purpose of tollway expansion beyond the original bond, that has long since expired. It should have been put back to the voters. This is what ANGRERS voters....we approve something and then the bureaucracy perpetuates their extensive by going beyond the original mandate. And then they wonder why voters are mad, vote down referendums, and vote against incumbents.
- I travel I88 quite often. The road is excellent and traffic moves fairly well during rush hour times.
- the worst congestion is I-90 EB just past I190 where you pay the toll doesn't matter what lane you are in it bottlenecks and takes FOREVER!!
- Doesn't appear that Ill. uses the tolls to keep the roads in good repair.
- Public transportation only works from Elgin if you are going downtown. Even if there is public transportation along the I-90 corridor, you still need to get from the tollway to where you need to go. The options there are not cost/time effective
- One major issue in the last year was the law passed in Illinois to allow commercial trucks to occupy any lane and travel at the same speed as automobiles. Trucks now travel in all lanes except the far left lane and do not quite go as fast as automobile traffic. This forces 2 to 4 lanes of automobile traffic to funnel around slower trucks in the only lane not occupied by trucks. This creates a dangerous bottleneck.. It is especially noticeable on I-90 and I-294.



- The only transportation I would consider are buses or trains to downtown Chicago. 1 transfer would be ok such as River road or Cumberland
- Make all vehicle speed limits the same. Make passing on the right illegal, post it, and enforce it! I have personally seen these issues cause accidents or nearly cause accidents on numerous occasions.
- Survey did not consider trips from out of state. I make frequent trips to Michigan and I would pay additional tolls to shorten my travel time.
- One thing to be addressed is the 7 or 8 lane merge into 3 lanes, before any fast and easy traveling can be mastered, you better free up the cause of why there is a back up.
- have better flow of traffic during construction
- The worst congestion on I-90 results from the eastbound merger onto the Kennedy expressway. If you can not figure out a way to eliminate that, no amount of express lanes on the rest of I-90 will make a noticeable improvement in my commute. You need to fix that before worrying about anything in this survey!
- One area of major concern on the buses is seeing people standing. When a bus is traveling 60 mph on the expressway there would be no chance for those people if the bus had to stop suddenly. Buses going out to Sears are way too crowded.
- I think it is rare that people use toll roads as an alternative to get somewhere quicker, but rather that is the only reasonable option to travel. With the extensive toll roads here in Illinois there are few options aside from paying tolls.
- I'm so sick of the Kennedy being backed up at the Cumberland toll booth. It gives me a fit to be driving so good and then get backed up for 25 minutes in the last leg of my journey. Darn do I get mad!!!! I'd rather see the money spent on fixing that.
- The congestion exists where the Jane Adams becomes the Kennedy and Cumberland joins from the right. You are doing nothing to fix that.
- Tolls are already too expensive. I think that the i-pass is a great tool, but toll prices have increased and the cost is not clearly marked. It is deceptive to increase the prices and not clearly mark the price on the i-pass lanes as well as the cash lanes. I believe in paying for what I use: tolls shouldn't help to pay for public transit and public transit shouldn't help to pay for toll road improvement.
- Mass transit continues to get worse. A carpool lane and a bus lane helps some... but a good system of trains and busses needs to extend to the suburbs. They need to be interconnected like a spiderweb. Is anyone looking at how it's done in Asia?
- If any improvements are made please include the I90 parts to Rockford. We pay a lot of toll but don't get the added benefits.
- I feel very strongly that the toll system is very unfair. There should be more than enough money raised from gas tax to fund our highways. Why do some states with lower tax rates get by without tollways. Answer! Cost more money in IL to fund the corruption. Shame on all the people responsible for this system.
- While I do support tolls being used for highway improvement. I do not think they should continue to be raised. They have increased significantly already over the last few years. In addition, I do not support tolls being used to fund public transportation. That is not a realistic option for me, and I find it ridiculous that I would pay more so others can benefit. Final note - express lanes are a good idea,





but my concern is that if there is congestion in the express lanes, you have no option to exit the expressway until you reach the end of the express lane.

- Although I answered the questions for my commute in the morning, the evening is worst on I90 since many are traveling into the city.
- If you're going to post cones & barriers & signs indicating a much lower speed limit, please get some troopers out there to enforce it. Attempting to do the speed limit in a construction zone opens a driver to abuse, intimidation and outright danger, because NO ONE SLOWS DOWN.
- I appreciate the opportunity to provide my feedback. Thanks.
- No one should ever have to pay tolls to sit in bumper to bumper traffic. If the tollway is congested tolls should be waived or reduced.
- We do need road improvements to make traffic flow better but I feel our tolls are enough. We are taxed to death all ready. Where is all the money going?
- Look at how lanes are closed during constructions. Too long of a stretch is closed when no work is being done.
- We need a full interchange at I90 & Barrington road.
- I look forward to experiencing better travel along the tollway system from the results of this survey.
- Congestion worsens after Schaumburg & increases after O'Hare continuing to worsen approaching the Loop, usually coming to a standstill. Very dangerous to change lanes & significantly increases the travel time. I'd like to see improvement in those areas in & out of the city. thank you!
- i suggest you put an option to decline giving income information. i feel it is not your business.
- Public transportation from my home to work would be wonderful
- tolls are too much money. i try to take side streets to avoid to pay tolls.
- I remember when the tollway was first built, and were told it would be a toll road for a few years - whatever happened to that idea? Other cities have funded wonderful highways - why can't Illinois? Think you guys should focus on making the roads FREE - and not figuring out how to charge more..... Adding express lanes takes AWAY from available lanes for everyone else - are you nuts? My opinion - build MORE roads to move traffic where it needs to go - like 53 extension north and add MORE EXITS and ENTRANCES so you don't force people to stay on longer than they need to. What would be wrong with an eastbound exit at route 83 and another at Lee street for a back entrance to the airport to take some of the load off the O'Hare interchange??? Likewise more on/off ramps on the Tri-State between O'Hare and Willow???
- What about a hybrid discount lane
- Widen I-90 between Randall Road and Rt 47 and do the work late evenings
- The biggest issue I have with tolls was that when introduced years ago, they were sold to the public as temporary - not permanent! Someone lied to us!
- I love the tollway! It is a fantastic agency that continually does a good job. However my wife and I are retired and we only use public transportation to go to Chicago. When visiting our grandchildren in Wis. the car is the only form of transportation we consider.
- Speed Limits on the Jane Adams are rediculously slow. No one obeys them. When someone does, they create a traffic jam (as others maneuver to go around). Raise them to an adequate level (70mph).



- I am sorry but I do not believe this survey you provided takes enough things into consideration. It seems to assume we all have unlimited funds to spend on the assumption that things will turn out as you are proposing. As we all know the majority of people in Illinois especially, are hurting financially at the present time. Therefore, millions of people are making substantially less money or are out of work and on assistance. These people like myself cannot afford to pay more for travel. We are being hit with higher property taxes, although our property has lost significant value and gas prices not to mention food and other essentials have risen sharply. Tollways were as we all know, developed with bonds that our parent's, parent's paid for, which were supposed to eventually become freeways. This we know didn't happen because of the need for maintenance and constant expansion. Also, the greater number of cars, trucks, buses, etc., have made planning and keeping up even more impossible. Not to mention several daily accidents, constant repair work, morning/evening rush hour (really amounts to 2-1/2 hrs.), and daily police enforcement on all the tollways which increase everyone's travel time, every single day. So, as I see it, unless the federal government can bring things back to a more stable and workable situation, I think people like myself may just stop using the tollway system, if the fees become too high to make it worth our while. Thank you. Respectfully Submitted for your consideration, Richard Feiss
- I also take E-W tollway from IL-53 to Tri-State to Jane Addams and exit at Lee street (and back) every work day.
- Thank you for sending the survey - I hope that the information can be used to improve the quality of our roads and travel times.
- I think that Rail service should be extended from Ohare out to Rockford along the I-90 corridor
- the traffic conditions in the chicago metro area are a nightmare and something should have been done about it a long, long time ago. over the past decade or so, there has been a very large influx of new residents in the chicago metro area, and not much was done to effectively accomodate all these people driving on our highways. since our highways are too over-crowded, stop letting people keep moving into chicagoland area !! when does it end ?? setup some type of limits. the state of illinois has very poor urban & rural planning in place. yes, there have been highway repairs & add-ons, but nothing in comparison to the extent that is needed. we pay plenty of high taxes in illinois to pay for all these highways - we should not have to incur extra toll expenses to pay for highway expansions to save us travel time. again - something should have been done about this years ago. there is plenty of money paid out by illinois state residents to pay for all of this - we pay more than our fair share. 2 factors exist to explain the truth of why many people end up paying too much money for their property taxes - cook county gets tons of over-payments for property taxes alone. 1) many people do not appeal their property taxes - they are too lazy and/or do not put the effort in themselves to learn how to appeal their property taxes themselves. 2) cook county property taxes are reviewed & re-assessed only every 3 years. many properties dropped in value, but property taxes were not adjusted until the 3 year mark, so many people ended up way over-paying their property taxes. so cook county tax assessor gets tons of extra money, due to these 2 factors. if politicians cannot run a state budget in an efficient & organized manner, that is not our fault. we are always the scapegoats who get tapped on the shoulder to pay more & more money to the state of illinois, because we have such a very high budget deficit. the state of illinois is not run properly. surely there are intelligent people out there who can be elected or hired to get our il state budget under control. it is wrong to constantly keep asking illinois tax payers for more & more money. we cannot be expected to make up financially for the



sloppy business methodology & corruption that has run the state of illinois for many years. it is not our job to make up for lack of money & improperly managed state of illinois, cook county & other counties. Great idea, people should love to give their opinions on this kind of thing!!

- The last toll increase made a pretty good impact on me financially. I understand tollway users should pay for repairs & upkeep but another increase may limit my usage.
- It would be great to have a train along 90 to O'Hare with parking near stop at Roselle or Barrington. Now take Metra Palatine or drive to Cumberland and take L
- The IL Tollway system is inefficent and should be dissolved. Northern IL pays for road improvement through tolls and Southern IL pays for road improvements through taxes. example the new bridge to IL. Build the roads, pay off the bonds and make the roads free. Ask Kentucky about the Purchase Parkway.
- Blue line down the Jane Addams to O'Hare would work for airport employees at O'Hare with the odd times they work.
- Might help if you built the roads to higher specifications so they would last longer between rebuilds. I am getting tired of financing the road building industry so they can work year around every year at to high of salary's. Also, their work is not up to the standards of 10 or 15 years ago. Manhole covers are not supposed to be a bump in the road the day they finish building it. Why can't they get them even with the road like they used to? Can't they read the elevations on the plan?? send them back to school!
- What happened to plan for direct access to O'Hare from eastbound I-90?
- This survey was way too long.... make them shorter if you really want people to fill them out.
- It would be nice to have one year where there are not 50 miles of construction zones on the Jane Addams.
- Additional lanes need to be added to the I-90 corridor between Randall Rd. and 294 to ease morning traffic congestion.
- Please don't do business with public services. You already doubled the tolls and again proposing express tolls...some thing wrong with your thinking...I guess its because you used to enjoy on free money and that seems not enough for you. Have a will to do things right, you can make definitely better with out increasing fees. Thank you
- I have recently changed my route to work because of the roadwork and the long wait times. I now use side streets instead of the tollway.
- Whoever is in charge will raise tolls anyway, regardless of any surveys. Everyone who runs the toll system is a crook. Pat Quinn is a terrible Governor. Board members for the toll roads should not be paid, and should not be given any pension. This is absolutely ridiculous. This is why Illinois is such a terrible state.
- I drive 60,000 to 80,000 miles a year all over the mid west including the Chicago area.
- If you are thinking about allowing public transportation buses into the express toll lane, please make two lanes that go in both directions. One lane for the slower buses and the other lane for the faster cars. Also, consider changing the speed limit in the express toll lanes to 65 MPH.
- I think open road tolling has been a huge improvement and express lanes will only help more, just don't make the tolls too high. There should be a "standard" toll, and then an "extra" toll to take the express lanes! Kind of a "pay as you go" service!



- I would love to see train and/or bus from Belvidere to the western suburbs. I have been traveling i-90 for 20 years for a round trip of 108 miles. The road continues to deteriorate and traffic gets heavier each year. We have been ignored for years by the State of Illinois for public transit and it is very discouraging.
- We have a good transportation system in Chicagoland, however, the routes favor funneling into Chicago only. I have tried to use public transportation to other destinations in the northwest corridor it was not easy. Your questions were focused on potential options and I support your vision and long range planning.
- Would they ever be able to put a onramp to enter the I-90 from Roselle Road going west toward Rockford.
- I love the idea of adding express lanes to the Jane Adams; however, I'm strongly opposed to increased fares. Tolls were just increased 100% recently, adding an increase now is just insane. Adding express lanes with few exit/entrance points in my mind would be the most feasible option, but at no additional price. I can't imagine paying \$9 each direction, that ends up to \$4,320 per year just to travel to and from work.
- I do not want the tolls to increase. I avoid it on my way home. I only pay .75. Be wise with the money. If it increases again, I will boycott the tolls. I was not in favor of this recent increase. 50 cents would of been fine to pay. Do more research on the new technology for the tollways pavement.
- A lot of other states do not need tollways. Illinois does not need tollways. Please consider stopping tolls. It seems our highways are not repaired enough. It seems that the toll money is being abused, or used for other issues. A lot of people cannot afford tolls, but we have no choice. If we don't have I-Pass, then we pay more for using the toll highways. Illinois is ery expensive to live in already. I have considered moving to where there are no tolls, and the taxes are less. Illinois is doing something wrong!
- I don't think that it's worth paying a significant amount of money to only save 10 minutes on my commute. Definitely a step in the right direction, but we definitely need even more help, such as opening express lanes all the way into the city for both directions of traffic.
- The interchange to-from 90 west and route 53 south is where I spend some of my waiting time. If this can be remedied, that would be great.
- Train from Rockford to Cumberland blueline would be wonderful
- I feel that the Jane Addams Memorial Tollway usually runs pretty smoothly, except for accidents and bad weather. I think the congestions lies at the end of the tollway as you pay the toll and then have to merge with the traffic entering onto the Kennedy -- it seems that no matter what time of day/night I drive there is always a back up!!!
- I find it insulting and incredibly brazen to double the tolls for Illinois highways and interstates during one of the worst recessions ever recorded. And to now think you can charge Chicagoland residents \$3-6 tolls for a new express toll lane is moronic. You already cost me \$8 (round trip) to visit my mother when I travel 355 just in tolls. The time it takes you to complete road work projects is also unacceptable. Lanes stay closed for months in one of the most heavily congested cities. Why don't you mandate crews work 3 shifts per day to get the work completed faster? You are making moving around Illinois incredibly painful and its terrible that its costs me money on top of that to travel. I do



not see the value you create with these road work projects that seemingly go on and on for years.  
ENOUGH IS ENOUGH!

- Why does the survey stop at Rosemont?
- If you will take away an available lane and turn it into express lane, I am completely against this and paying more money for it. If you add a lane to existing lanes, this is ok with me.
- The traffic on I-90 between Randall Road and Roselle Road is reaching to a point that needs immediate attention from Federal and Local Government. The other day it took us 2 hours to go a doctor's office that should take 30 minutes. Please help us as this kind of traffic is unacceptable and perhaps one of the worst I have ever seen in the US.
- Would be helpful to have progress for the survey, seemed to go on for awhile. Also, more I don't know options would have prevented some guessing on my part.
- Change the 53/90 off and on ramp interchanges. This is a VERY dangerous portion of the road as traffic has to weave in and out of each other and then be weary of people who cut into the traffic rather than waiting their turn. Many accidents and hazards!!!
- Need parking areas for carPoolers
- During peak hours I feel like I need to allow 2 hours for what should be a 40-50 minute trip. I would like an option which would insure a more reliable arrival time downtown, but cost is a factor.
- Please do not raise the tolls or I won't be able to afford to get to work.
- income level should be optional..we need more roads and less congestion..too much time spent commuting due to lack of planning and understanding of demographics and traffic patterns
- Re-routing traffic doesn't seem to work. Hillside Strangler (ex)
- End the traffic! It makes Chicago dwellers way less healthy- High stress, sedentary
- If the tolls were a lot less regardless of how much traffic it took on expressways more people would probably travel due to safety reasons from dark back roads.
- We need a full interchange at Roselle Road
- I think what could help with a lot of travel congestion is adding more off ramps going east bound. Possibilities are Beverly Road (near Elgin), Barrington Road (Barrington) and Roselle Road (by Hoffman Estates - Schaumburg).
- Eliminate merging and add lanes based on future travelers not just today.
- Why not consider using HOV lanes in the entire Chicago Metro area as every other modern city in this country has done? Is this a reflection of IL politics (graft and corruption) or our inability to accept progress?
- I-90 congestion isn't the problem. It's the congestion on the Kennedy that blows.
- I feel one of the biggest traffic tie ups on the Jane Adams going eastbound from Randall towards O'Hare is due to Barrington Road. Since there are tolls west of this entrance and no tolls at this entrance, it seems like a LOT of cars drive here to enter and avoid the tolls and this causes delays that domino all the way to Route 31...in addition the cars dump in on a two lane entrance ramp with no stop sign or timed delay light to space them at the merge. Maybe a small toll at this entrance or at least some sort of method to space out the cars entering the highway would help??



- There should be a NO response for income... First survey taken where you have to give an amount and I did not.
- I would take public transportation to work IF it was available in my area and at the times I need to get to work. I start work @ 04:30 at O'hare and I live in Woodstock @ Rt 47 & 14. The only options I have at that time of the morning are a cab or livery service since I would need to leave home by 03:00.
- The constant construction on the tollway is a pain -it does nothing to decrease the congestion issues.
- I think tolls are TOO EXPENSIVE and the construction NEVER seems to be over. It gets tiring to have construction for repairs being done starting spring of one year and ending but then starting again.
- I am disappointed that you people are trying to raise the toll prices AGAIN. I would DEFINITELY use public transportation and back roads to get to work IF and WHEN you raise the toll price again.
- Our highways around Chicago are a joke Why do other states' cities with smaller populations have more traffic lanes than Chicago yet Chicago has fewer lanes and charges you a toll to drive on them I suspect alot of money is being wasted
- Don't have maintenance crews cutting grass during rush hours. It always causes rubber necking & traffic delays!
- Dont increase the tolls for a while its costly enough!!
- I prefer metra train to downtown Chicago for regular work schedule.
- CTA should take a trip to Mumbai, India and study how efficient the public transport system is. There is reliable small public transport system of three-wheeled cabs called rickshaws and mini taxis that transport you from your home to the local transit station and similar transportation from your end transit station to your destination. One does not have to own a car in order to commute. The local trains of Mumbai transport on an average of 2.3 million people a day with impeccable regularity. A car is only a status symbol there; an average citizen does NOT need a personal transportation. The answer to public transit system is: 1. to operate mini taxis in towns and suburbs that can take you from home to transit station and back. 2. Appoint designated spots for hiring such mini cabs in all towns and suburbs where you could hail a cab. It is surprising to find that in an advance country like the USA still has rail road crossings. There is an enormous wastage of time and expensive fuel not forgetting the long wait and frustration. India is the country of my origin and on my last visit to the city of Ahmedabad in the state of Gujarat there was not a single rail road crossing blocking road traffic. They were all replaced by either over passes or under passes that generated lot of employment and saved a ton of time with better fuel economy. Wake up America ! The world is catching up fast on us. Hope these suggestions were useful.
- There should be car pool lanes for 2 or more people.
- Please don't change Tollway. It was only just repaved last year. It was 2 years of construction, it was 2 years of he\$\$, don't mess with something that works for a change. And no public transportation to far west suburbs. I live in Villa Park and it is becoming a place with rising crime rates, many undesirable people taking Metra there, it used to be a nice place to live, do not do the same to places west of airport and build public transportation.
- How can other much smaller citys like Madison wis. Have twice as many lanes of roadway and a third of the population ? Same for Houston with 8 lanes on there expressway the traffice report only tells of 20 min travel times where Chicago is often Hours ?





- 2 lanes for entrance ramp on Cumberland and Harlem. People are always cutting in line to the entrance causes a backup/congestion.
- If you could fix the ramp at 53 going south. It's always a pain getting past it. Should have two lanes going on to 53.
- The tolls are costing me \$1040.00 more a year!!!!!!
- Just keep up the good work on maintaining Illinois roads in good conditions.
- Paying too much for congested tollways.
- I-90 should be 3 lanes wide from Elgin to Madison.
- Require trucks to travel at non rush hour times.
- HOV Lanes are good. More lanes. Have we considered High Speed lanes? And stop tearing up roads as soon as they are completed.
- I thought when they built the tollways it was going to be a temporary. What happened to all the money?
- I used to work in Downtown Chicago. I will be working there daily again. If I could take the train or a bus that would get me to 777 West Chicago Ave. without more than one transfer, for a reasonable price, I would leave my truck home.
- Stop the political corruption in Illinois and there will be plenty of funds available without raising tolls/taxes!!!
- I had move up from Florida and there is an choice for us to drive a toll free highway or toll highway. Do you think that's a good idea most people would drive the free toll road and yet alot of people will still use the toll road to save time and not sit in traffic jams. I think all the express ways are toll roads it don't make a difference. You can make part of some roads toll free to let other toll road free of traffic. Just a thought.
- if you have a work zone, then work it, do not decrease speed limit when there is no work.
- I do not agree with Express Lanes to O'Hare. Express Entry point is too far west and is prejudicial to residents closer. Traffic load is too high to be efficient. A rail system direct into O'hare is the best and most efficient, with a loading point in the Schaumburg/Hoffman Estates area.
- My answers are biased because there is no available public transportation and I have to go as fast as I can to get home to my pet dog. I also drive in the off-commute hours at 1 PM and 11 PM during the week or 6:30 AM and 3:30 PM on the weekends. I have however experienced the snarls during commute times and any ideas to improve it are welcome...it would be worth money to save commuters time. I think it would build business prospects in Chicago if people didn't have to worry about the commute.
- When will the hover crafts be ready ? It's 2012. We should all be wearing silver jump suits, V-stripe and boots.
- The toll price was high enough before January of this year. When the toll prices were doubled I have made an effort to find an alternate route to and from work.
- paying tolls was for paying for the road construction, not to be a nother income for the state.
- Glad you are investigating new options. I like public transit idea if you have express runs but pricing must be under \$2.00 each way. Biggest problem you need to resolve is the congestion at 294



intersection where toll booth is. Too many lanes empty into 90 causing severe backup most of the time.

- I most often take 294 north to the Kennedy but you force people away from the open road toll lanes and into tons of traffic waiting to pay even though you have a transponder. Horrible planning at the toll booth.
- Once I change to route 20 at Rockford to go west there is no public transportation, so it's not useful to me if there is public trans on I-90.
- I don't think the traffic in the Jane Adams is bad enough to where an express lane is needed. The express lane will only save a couple minutes, if anything. Construction to build it will be a nightmare as well for drivers!
- The survey seems to assume that the user is concerned more about cost/traffic congestion than about the most direct route to destination when using either public trans or the tollway roads.
- Thank you for your continued support to help make travel times easier. Have a great weekend! =)
- Traffic only moves as fast as its slowest points of travel
- Maybe an I train from Woodfield Mall to O'Hare Int'l Airport via Blue Line.
- What happened with all the Rod Blagojevich signs. Try auctioning them off to get some money - what a waste of funds that was for our ex self-promoting governor
- Last year during the I-90 construction why was the 45mph speed limit not enforced. If you tried to comply it became dangerous driving 45 mph. Why have limits if they are not enforced?
- The best thing you can do for us is to increase the speed limit, every single day the traffic flows at 70mph or even 80mph in this region which is perfectly acceptable.
- FYI I tried to take this survey on an iPad initially and was not able to move the blue boxes to answer the time questions earlier in the survey. As a result I had to scrap my survey and retake on my home computer.
- An alternative to express lanes would be to add exits at Barrington Rd (East Bound) and restrict times commercial vehicles are permitted to travel on I-90
- I would really like to see more exits heading east on 90! Toselle Rd or Barrington would really help reduce commutes!!
- Stop raising tolls or require the entire state to participate... tolls every 10 miles in Chicago are ridiculous.
- Hybrid Vehicle Lanes or toll discounts
- There needs to be a better system by the tolls. The traffic there is ridiculous
- More transparency and communication needs to be afforded in regards to the collection and spending of the monies collected from tolls.
- I think there should be consideration for more entrance / exits along 90 - example Barrington Road and Roselle. That would help offload congestion at different points where now you are stuck from 59 to 53...
- There are several signs on the eastbound side that say slower traffic to the right. Problem is that they are all on the right hand side and the slow people in the left hand lane don't notice them. Can any of these signs be put on the left hand side?





- 1. There really should be a train from Chicago, along 90, to Madison. Or at least to Rockford or Beloit, where one could then catch a waiting bus to Madison. I would use this option regularly. 2. It seems to me that car traffic flowing east is a serious problem at O'Hare, where 90 meets 294 and 190, and where the Jane Addams Memorial Tollway meets the Kennedy Expressway. Traffic often goes from free flowing to a standstill. Something needs to be done.
- Express lanes can not be only one lane
- Fix / eliminate pensions
- Additional electronic message boards (EMB) along I90. West bound from I294 1st board isn't until Arlington Heights Rd. East bound from Randall Road entrance the 1st EMB is at Meacham. Need another EMB near Beverly Rd going east. Going west a EMB near Lee Street would be helpful.
- Tolls should go back to old prices
- Only half of my trip each way is on the tollway. There is a significant portion of travel that is surface streets at both ends of my commute. Public transportation is unrealistic for this trip and would more than triple travel time and cost.
- instead of express lanes why not have HOV lanes to promote carpooling. I spent a week out in California traffic was very heavy but we were able to maintain the speed limit in the HOV lane. If you got caught in the hov lane with only 1 person inside it was \$350 fine. It would be great if Ill. did that to
- I follow speed reduction limits in work zones and have repeatedly been almost hit by trucks and other cars. There is no one monitoring speed so not too many follow. It makes it very dangerous for those of us that DO follow the reduced speed limit in work zones. There needs to be more enforcement of these speed limits!
- hope this survey won't add more amounts to the tolls. it's ridiculous for people who don't have I-passes to have to pay so much.
- The Illinois/Chicago view of public transit is so limited (by draconian budgeting) that it does not serve the public. My Metra line for example has service returning from the city to the suburbs at 10:40pm and 12:40am. No 11:40pm service, and nothing later than 12:40am. This is completely impractical in many ways. So my assumption is that any new plans for transit (bus/train/el) will fall victim to this kind of budget-constrained availability: it won't be 24 hour as it should, it won't offer the regular stops it ought (although your survey options optimistically offered them quite regularly), and therefore it will NEVER allow people to truly "feel free" to use it (because they're always worried about missing their last chance to return for the night). Car lanes, on the other hand: always open/available (save for construction, during which regular lanes can be used). Chicago/Illinois suburbs must begin to COMMIT to a more robust service schedule for public transit or they will NEVER see changes in travel habits of the public.
- THANK YOU for the new sign near Schaumburg advising Kennedy & Eisenhower travel times!
- I would pay more tolls for a faster trip from Chicago to the suburbs and back during rush hours.
- The areas of 90 your focusing on are usually not very congested, the areas that need attention are the parts in Chicago and eastbound coming into Chicago. The 190 and 90 merge at Cumberland has been terrible for as long as I remember.
- why hasn't i-90 between the junction and 294 been widened to four lanes? Why when the bridges were all recently reconstructed were they not designed to accommodate a 4 lane highway? why does



traffic all of a sudden start moving at Sayre when travelling westbound in rush hour but crawls until that point> It is dumbfounding. Maybe a sign that says "go! dumbass!" will help :)

- Please use "our money" wisely and wipe out corruption. The tollway has a horrible reputation and construction projects take way longer than they really should.
- I appreciate the opportunity. My only real gripe with the tollway system is the frequent congestion at the eastbound River Road plaza. It often takes way too long to get through that, given the funnelling of many lanes of traffic into three.
- I would consider using public transportation if the travel times were not worse than driving (due to transfers) and safety issues. My friend took the train into Chicago every day for 2 years and witnessed drug deals and had a man show her a knife when he thought she was watching him handling a bag with white powder.
- I'm not sure where the plan starts, but the biggest congestion starts from the tolls by Cumberland. That causes the biggest amount of traffic.
- I think the tollway system should learn to use the electronic overhead signage to tell the drivers what is up ahead especially when there is congestion and offer alternative routes -instead of telling us to buckle -up or how many folks are being killed in traffic accidents! More killings occur in Chicago each week.
- Toll highways (and free) in our area are much lacking in number of lanes. Much smaller cities have 4 or 5 lanes per side on highways. Our roads are obsolete and need to be improved without tolling gimmicks.
- It's getting to the point where three lanes are needed between Rockford and Elgin.
- Due to the new development West of Randall Road a plan should be in place in the future to make I-90 three lanes each way to Rockford since traffic backs up during the evening rush hour where the I-90 goes down to two lanes at Randall Road.
- This survey was way too detailed. Exactly what time I left for an appointment a few weeks ago ... and all of those other details ... I don't live my life holding onto such unimportant details. Bottom line ... YES, I want more public transportation options and bus options at various endpoints to encourage people to use it more often.
- I do not support tollway fees for public transit. They are subsidized to the hilt by the tax payer any way. Tolls are supposed to be used to keep the tollways pristine. Instead of using express lanes, carpool lanes and park and rides would get me to ride share. Please use Washington State as an example. Rail is way too expensive and burdens the tax payers further. They do not make a profit and again are subsidised by the tax payer. Note, like most taxes, they are supposed to be temporary... but we know what happens from here! (so where the tolls?)
- My actual exit was not listed as an option on the survey. Also, demographic information should include a "prefer not to answer" option.
- I would like Roselle rd. to become a full interchange.
- I probably made a few errors on this survey, it could use a "previous question" button.
- One of my main reasons for driving is that after I get to Chicago, I have a real problem getting to my actual destination. I enjoy taking the train to work whenever I work in downtown Chicago



- I would like more on and off ramps along I-90. That would reduce congestion by getting travelers off 90 before il-53
- Oddly, the big problem I have with traveling on I-90 (or any of the interstates) is the construction zone speed limits. Either take them down, make them conditional to 'workers present,' or enforce them. The variance between those trying to obey the speed limit and those not often creates unsafe conditions. (I know construction is needed -- I'm not remarking on that -- just the impossibility of determining the best criteria for choosing my own speed: is it safety or a ticket? Some choice.)
- Closer train stations and earlier start times would be nice. Further west!
- For the LOVE OF GOD Can something be done about the HORRIBLE I-90 TOLL Booth!! It is probably the worst part of driving on 90. I DREAD IT EVERY TIME I HAVE TO GO TO THE CITY on 90. I usually take 290 in because there is no toll booths!!!
- honestly i think we our travel system is fine.. people just need to not wait to the very last minute and expect to be somewhere on time, specially if its far and during rush hour.
- Better connecting service to train would increase our use of the train. We live 200 yards behind the Schaumburg train station.
- I do not agree to adding express lanes by allocating a current lane for express duty. We need an additional lanes built. Fix the 3 to 2 lane restriction on the inbound open road toll at river road first. Add some more ramps between river road and arlington heights road.
- Using toll money properly could be viable to better roads and less congestion through studies
- Please do not make us pay more tolls. Instead of building express line, please add exit to and from I90 and Barington Road
- I hate it when people jump from their lane on the tollway, onto the entrance ramp just to pass a few cars. I see this all the time. Cabs, cars and motor cycles.
- This was a long survey
- WE Think The tollway is a great way to travel Thank you Jim
- Please give attention to expanding our Metra rail system to Rockford. Tracks are already in place. Have you studied this?
- If tolls go any higher,i would have to alter us of the tollway on some part of my trip
- Way too long.
- I do wish the proposed express lanes would be longer....or they need to built a new expressway.
- A tollway exit and entrance at the Des Plaines Oasis would be nice and convenient.
- The Increased Tolls starting at the beginning of this year has put a strain on my budget.
- A third lane west of Randall Road would be great! We travel to Wis. a few times a year and that part of I90 can get backed up sometimes...
- I would like too see specific Truck Lanes on the tollways. These lanes could be built to withstand the heavier load and possible reduce the amount of maintenance required for repair. I was in New Jersey and their turnpike was set up like this, very efficient even with the crazy amount of traffic.
- I think the tolls are already too high and I have changed my route going home from work to avoid paying a toll going home



- There is no proper public transportation where I live in Des Plaines, and, if I have to drive to Rosemont and park there and take a bus, it costs much more than the tolls and fuel cost me. Bus services are infrequent and slow and no one can afford to spend an extra hour either way waiting for them. The I-90 will be the best option for people like me both going to Palatine and going downtown to the University of Chicago where I am a part time student.
- I have seen a lot of wasted efforts and money spent on the tollway. I.E. re-surfacing, and when completed, tearing part of it up to add new toll gates, etc. Why not do it all at one time?
- Don't appreciate the doubling of the tolls so you can replace smooth road, if you drive on I88 before it's finished and do some lane changes you will see that the old road is smoother than the new.
- Please, no more asphalt!!! Concrete--recycled, if it's available. Holds up better in Chicago weather, and it doesn't soak up the hot sun the way black asphalt does. That's GOT to be better for the environment. If nothing else, it'll be more comfortable for the drivers on the road. Also, wouldn't the lighter color help at night? Take the oil industry out of the picture, and this seems like a no-brainer. (I don't work for the concrete industry--just want to keep our city cool and comfortable as long as possible.) Thanks! For the record, I love my I-PASS. Maybe not love, but I really, really LIKE having it. Keep up the good work...
- I really hate it when your tolls mess up our few remaining natural areas with your salt water runoff that is full of invasive weed seed. you need greener water control/infiltration setups.
- i thought toll way was paid for years ago back in the 60's. They said no tolls after that time. this state is in debt so bad i cant believe they are tearing it up at this point in time. We just resurfaced it 3 times in the past 5 years. Lots of money being paid out. Thank you for hearing my frustrations.
- I understand that the original idea behind the toll system such that once built and paid for, the system would become toll free and be given over to the state. Now it seems like just another revenue or tax source for us all.
- i did not enter my correct income, that is my business
- I do not want transit buses using the proposed express lanes!
- Tollways are extremely clean, bright, dependable.. which makes it a great way to travel....
- Public transportation needs to be included to serve my area.
- you raised the toll to do these improvements you should not raise the tolls again if you do i will not be paying any more than \$0.75 i would believe a lot of other people think the same way so the congestion will not decrease
- I mostly travel I90 and usually find it to be very good experience
- Hope i helped! Please pick me to win! ;)
- I am an out of state salesman who travels in the Chicago Area on a bi monthly basis. The Jane Adams always gets congested by the hwy 74 overpass and hwy 59 entrance. a express lane with no commercial traffic would be a good idea. I would pay \$1.00 extra to be in that lane. I always get on at hwy 31 and either exit at 290 or travel into the city.
- please devise some way to improve congestion when joining Kennedy xpressway. Additional lanes on Jane Adams will probably make this trip even more of a nightmare.
- Have a local bus, but it's route is limited. Would love more public transportation options.



- Why are you taking 4 years to expand to 3 lanes, Randell to wisconsin? Original signs said 2012. Traffic doesn't back up there. Why 3 lanes??? More tolls??? I spend \$20 a week on tolls. It is toooo much
- I think an express lane is a good idea, just not more higher tolls to use it. You just got a raise hike in the tolls and more than what was needed. I've been tempted and made still stop using the tollway all together as the cost is too high!
- I would like to participate in future studies. I missed clicking that box.
- Need a westbound ramp at barrington rd. And I-90
- I'm tired of increasing fees and tolls.
- As I stated in the above, the UP-NW Line from Chicago to McHenry only has one train out bound that goes to this location and it is finished after 5:20. If I need to stay late for work I have no way of going home. I am stuck which makes it not an option. If there were a later train option I would be able to change my travel options. The Express lanes as described sound like they will offer a lessening of over all traffic but I don't think I would get the benefit of using them since I would be only getting on half way through the overall route (Route 53 to the Kennedy) unless you plan to have additional feeder entrances / exits at those places as well. - Thank You
- I feel that the recent rate increase for the tollways was too much. I'm spending roughly \$80 a month in tolls.
- Build 53 north and put a toll booth at each end.
- There is an express lane now on the Kennedy. However, since I am a reverse commuter any new express lane would be of no use to me.
- Public transportation is not an option because we visit more than one businesses on the trips.
- Toll charges were supposed to have gone away when I-90 was paid for. Now, many years later, I spend over \$40 in THREE (3) DAYS!! WHERE is this money going??? To constantly put up orange barrels where the ISP can set up speed traps in construction zones?? Didn't I-88 JUST get redone like 2 years ago? What are they doing to I-88 NOW??The tollway brings in MILLIONS of \$\$ a day...WHERE THE HELL IS THAT MONEY GOING???????? If I could travel a different way to avoid ALL tolls, I would!! The state and tollway have us held captive to CONSTANT rate increases and can't even show where the money goes!! SCREW the tollway and your wasteful ways!! As for this "NEW" proposed "Lane" (HOV lane as other cities call it), they DON'T work! So...Charge more for ONE lane where if ONE person screws up, traffic backed up for HOURS anyway! Spend EVERYONE'S toll money more wisely!
- I believe that public transportation is the key to ease the terrible traffic condition in Chicago metro area.
- Stop doing construction on 90 and there w
- I have cut down on expressway travel since the tolls were raised. When traveling to other states, they did not have costly tolls. A few years ago, the Governor talked about eliminating tolls altogether. As tolls increase, I think about other routes to travel without using the Illinois tollway. The previous toll cost was high enough.
- Last time when Ex Gov ryan was in power he plan to eliminate the toll and become free for all drivers to pass thru the tottway. so many commissioners are having double pension of what I heard but I am not sure. Thank you.



- The choices you gave for the decision between old lanes and new lanes were false- with so much more congestion time on the old lanes, the total travel times could not have been almost the same unless the cars were going 95 mph in the uncongested portions of the old lanes. So the whole thing made no sense. You should have made 60 minute differences, not 15.
- Please put in pay for premium service! Everything else in life has a first-class/priority level of service for the right extra cost!
- The biggest positive that I see to the express route is no commercial vehicles. I would love to drive a route with no semi trucks.
- I currently carpool as much as possible with a co-worker who lives along I-90. I would appreciate a greater emphasis on carpooling as well both through the toll authority and my place of business.
- Allow us to go back and change/correct answers. Yes, I would like to take additional surveys
- I think there should be express lanes with no fees and just the current toll fees
- Please fix the way you handle construction zones, they are terrible to drive in most of the time. Also, please identify "construction zones" as such only when workers are present so that traffic flow can return to a normal speed most of the time in the evenings or when workers are not present. Many other states do this and it does make sense.
- I understand the need and benefits of tolls but please keep prices reasonable, especially when roads become paid off.
- tear down the tolls.
- The hypothetical costs of using the express lanes are outrageous. My husband drives in & out of the city every day. The increase from .80 to 1.50/day was very annoying. No improvements but twice as much. I can not imagine paying the outrageous amounts suggested in your scenarios everyday for my husband. It seems very unfair to all the working class people that have to drive in & out of the city. It will become another "elite" advantage. The thought of this makes me very angry & makes me think officials are very out of touch.
- I would like to have the express lanes at a reasonable cost
- I would suggest that if you are wondering just how much you can charge (raising tolls) to pay for your new "express" lanes, that you simply ask. It was Obvious by the dollar amounts changing on the highlighted choices, you want to know the "upper limit" a person is willing to pay for less congestion. We just went through a toll hike, how much more do you think the people of Chicago can take? Toll hikes are not the answer.
- Took more than 10 minutes.
- I resent not having the option not to have to answer the income question!
- Did not appreciate the DEMAND for family income information at end of survey. I almost abandoned the survey at that point. Instead I picked the lowest salary option (which is not accurate) as my choice because it is none of your business and you should have a "prefer not to answer" option for that question!
- Please consider accommodating train service.
- take out the Cumberland/River Road toll!!!!



- I would support express lanes if they are in addition to existing lanes, and not using current lanes, taking away from lanes used at current toll rates. Something needs to be done further to relieve the congestion at the I290/I90 interchange at rush hours.
- In my opinion, The Jane Addams (at least back and forth from downtown/the Kennedy to 290, which is my commute) is pretty good. The congestion is usually pretty minimal, except for slow drivers in the left lane creating occasional rolling barriers and dangerous driving conditions. The problem is the exchange to and from the Kennedy, and the Kennedy itself. Which, unfortunately I doubt the tollway system will be able to fix.
- I really love the Tollway and appreciate the way you maintain and improve it. Complete interchanges at some locations would really be appreciated.
- high speed rail!
- The back up of traffic going east on the 90 at the toll plaza / River Rd. is ridiculous every day of the week and trying to exit at Cumberland is even worse. Way too much traffic merging.
- The tollway has improved
- The financial charges are extremely high. There has to be a better option than charging the commuter. If it comes down to increasing the rates I would rather travel another route even if it adds to the time length of my commute!
- why are we still paying tolls if the tollway has been paid for years ago and we are even paying more than before for the same tollways which are paid for already
- Create a full interchange at I-90, and Elmhurst Road.
- Tolls are already too expensive. There should be a deal for frequency of use to alleviate the cost for commuters somewhat. With gas + tolls, it's an insane weekly cost.
- What will also help is MORE EXIT RAMPS!!!! You have too many cars getting on the expressway but very few ways to get off between 20 and 294. My last job I couldn't take the expressway because I couldn't get off anywhere close to my job (that would have been the Allstate Arena East).
- The tolls are a rip-off. Every construction season they drag out projects to spend the money on and claim they are broke. This toll was supposed to go away after 5 years ...never did. just kept going up and up and it has some of the worst roads I ever drove on barring Pa. turnpike. Stop collecting and wasting my money!
- to get to bus is 40 min. drive. 294 is beautiful drive. Jane Addams is the worst. work never seems to be done. worst design is last toll going east into city. who thought of that should be fired.
- All answers to my questions were based on the example of the trip I had indicated to you, not necessarily for all trips I make on I90.
- the 53/90 interchange is always terrible. Every single day during rush hour traffic going from 53 to 90 west
- When the tollway is under repair and nobody is working (off times and weekends) we should not have to reduce speed to 45 mph. The REPAIR signs could have flashing lights around them to indicate people are now working and we must adhere to the 45 mph, otherwise we can go the regular 55 mph. Other states do this why not Illinois? Please raise the speed limit to 65, and construction speed to 55. Traffic moves along at these speeds anyway, and few slow moving vehicles are more hazardous than keeping up with traffic.





- I think the latest rate increase was ridiculous, and demonstrates fiscal irresponsibility by the Tollway Authority. A \$0.10 or \$0.15 rate would have been palatable. but not an almost 100% increase. I avoid the tollways whenever I can.
- thanks for the survey. the main thing is the traffic/congestion thru 90 to/from downtown. an extra lane, or your proposed express lanes, may help, but 90/94 may still need work.
- Same the toll money is not tracked and how much really goes to repairs instead of into all the politicians pockets?
- I use tollways whenever I can because they are better maintained, safer, and usually provide up to date travel info.
- PLEASE PLEASE fix the congestion EASTBOUND I90 at I294 Tollbooth, it is the worst part of the system.
- So whomever the person was whom messed up the dashed lines for particular repavement should be fired. What a waste of toll money on how that was. Disappointing
- I do not agree with raising the tolls to pay for the construction
- Raise the speed limits. The 55 mph speed limit is completely unrealistic. Also enforce the slower traffic keep right. Danger comes from different speeds, improper lane usage, the lack of lane courtesy and not speed itself.
- Public transportation is not an option for me. A train between Rockford and Chicago is needed. Recent toll increase has added \$150.00 per month to our transportation costs. This hurts our family. The last I 90 resurfacing project destroyed the paint on my Cadillac.
- Express lanes won't help me unless they can somehow solve rush hour traffic between 90 and 53
- I live with a lot of people and as a total we make about 50,000 but I take care of myself and my income is 9000... So naturally I have to take work where it is, tolls are too expensive and it seems work to road ways last so long or never gets done!! Changes to make it faster great, increase in price.... BAD!!!!!!
- Focus on the Kennedy. The Jane Addams is not the problem. Think about it, the reverse commute is the new congestion which does not have express lanes in the right direction. Focus on METRA reverse commute trains.
- Would be better if multiple responses to some questions were allowed. Example: I am retired, but also work part time. Since my primary income is from retirement, I checked that box. What about volunteer work that involves using the tollway?
- I suggest adding a question relating to airport travel. I would use public transportation to ORD. I currently use a Limo Service. A train service would be ideal if it took me into the main terminal. I travel 3x per month.
- Please stop telling us how many motorists were killed in auto accidents this year via the orange screens. Why not just tell us to have a nice day instead? People will relax and slow down. Thank you.
- toll ways seem too high to me, and i'm trying to take side roads as the difference in travel time is only abt. 10min.
- Highway repairs and improvements should be paid for primarily by users mostly by tolls and partly by fuel taxes (other than the extent they are needed for national defense or public safety). All modes of public transportation should be self supporting.





- I think when congestion is due to construction I-Pass holders should be discounted on tolls for the inconvenience the tolls have doubled as the travel times have doubled as well it now costs \$65 every 10 days and it takes longer to travel same distance as before at half the price and I drive the over night shift it should be clear
- If the new toll road will reduce the number of local lanes I am absolutely against this. The project will produce congestion that does not currently exist, or more of it. I don't see how this could pay for itself with the ridiculously high costs of road construction from toll money collected from this new route.
- I would like to see a crack down on drivers with a phone in their ear, and also looking down texting!!
- there is a need for public transportation from the North Randall Road corridor to O'hare.
- If I used public transportation, it would probably take me two hours to get to work. Very inconvenient.
- The toll funds should be only used for maintaining the highways and state routes. I knew years ago when they started the tolls that this would not be a temporary charge. Extra funds should be used to maintain IL state roads, ie Rt. 62, Rt. 59, Rt. 83
- Not sure express lanes are necessary on that stretch of I-90--really don't see that it would help. I definitely don't want to pay higher taxes to build and maintain them and I will not use them if the tolls are higher. However, we should all make a greater effort to use public transit. Public transit is great to/in/from Chicago but not so much in the suburbs. I probably would not take public transit to work daily but might use it for special trips if it were more accessible.
- Illinois residents are SICK of being FEEED and TAXED to DEATH!!!!
- Soliciting input for this project is a good step. Why did you not use it for the planned toll rate hikes that were adopted after your laughable public hearings. The rate increases were going to be adopted even though there was a majority census NOT to raise toll rates.
- smooth survey!
- PLEASE FINISH CONNECTION FROM I-294 TO I-90!!!!
- I-90 desperately needs full interchanges at Roselle and Barrington Roads!
- We need more survey's before road work is done, nothing is more aggravating then leaving work on a Friday and the car ride takes two hours to get home. Traffic, overall can be a huge stress in my life, and it is something that really should not be.
- Thank you for doing a survey.
- I think the idea of express lanes are great -- it depends on how much extra you will charge based on how much time I will save. Have you thought of charging a different additional toll based on the time of day or how congested the traffic is?
- The tollway was supposed to have been a temporary solution. I-90 in other states is considered part of the interstate system without a toll and is generally in far better condition in those states.
- If public transportation were better between " burbs" it would become a desirable option
- Having express lanes would be a great idea, but I don't think they should cost more than taking the tollway already does. If I'm going downtown on the Kennedy, once I pay the toll at Cumberland, I don't have to pay anymore tolls to get to the City of Chicago, so I shouldn't have to pay more for express lanes on the Jane Addams Tollway, either.



- the lines on the tollway goes from total 7-8 lines to 3-4 lines and is always where the congestion starts slow drivers as should have a line as seniors, new driver, students,
- make 3 lanes from Elgin to Rockford
- The "reverse commute" is bad. Pls. consider changing express lanes afternoon going into the city. It is easier to get around without a car if you work downtown. If you work in the suburbs, public transportation is not always an option and harder to get around. can't catch a cab easily like you can in the city.
- More surveys like this should be conducted to gather as much necessary information BEFORE tax payers money is spent. Too much unnecessary \$\$ is wasted at tax payers' expense because not enough homework is done prior. I appreciate these surveys and hope they provide helpful information! Thx - Paul
- we need another entrance and exit ramp between 59 and 53!
- Having the 45 MPH work zone speed limit in effect when there are no workers in the area and the formation of the road is not significantly changed causing safety issues due to construction is frustrating and causes me to take alternate routes.
- Don't spend any money that you don't have.
- Tolls are necessary but should not be extravagant. If I cannot afford gas prices going up, I will not want to pay more tolls. Thanks.
- stop increasing toll rates. our politicians are crooked - they need to take pay cuts. fix our state budget, improve the roads, make it easier and less costly for those of us who still have jobs to get to work so we can keep our jobs and supporting the crooked politicians and the people who have given up looking for work because our state will continue to support them....
- Use to work downtown and loved taking the train. But my new commute between Wonder Lake and Lisle does not give me that option
- This was an excellent survey and enjoyed taking it ... thanks for asking for my thoughts
- Would it be possible to figure out how to improve road and traffic conditions without increasing cost of taxes, tolls, etc.?
- The "toll" system was meant to be temporary many years ago. Today, you continue raising the tolls because you rely on revenue that wasn't meant to be a crutch. Stop raising tolls and trim your budgets.
- Public transportation from suburbs to college/university campus that are off the tollway. Such as Roosevelt in Schaumburg and DePaul at Cumberland.
- I feel that construction projects are not very well thought out or planned, it seems to me that paying the tolls that I pay only guarantees that I will have to endure construction traffic every year.
- I do pay daily tolls at Elgin toll plaza and Arlington heights rd exit. That was not an option on your "do you pay tolls question". I do and don't like that they are doubled!!!! Adding more to save 15 minutes is not going to work for me unless they are a minimal increase from what we currently pay!!
- It would be great if there were carpool lanes for 2 or more occupants in a car. This is done in several other states and helps the environment and travel time for those who choose to use it.
- Toll booths at inbound I90 at O'Hare where I90 tollway merges with Kennedy SHOULD BE STAGGERED AND FURTHER BACK FROM the JUNCTION at the end of tollway and beginning of Kennedy. This is a



major chokepoint and the primary reason traffic begins backing up on Kennedy, and is because FIVE or SIX lanes of tollway traffic are reduced down to ONLY TWO on Kennedy. It is only two because of the merging of O'Hare traffic from the right, AND the EXIT ONLY lanes for both north and southbound Cumberland! By staggering the toll booths, it would allow less traffic to enter these reduced lanes and hopefully ease the bottleneck at the merge. Also by ending the EXIT only lanes at Cumberland would allow traffic to merge easier, and eliminated the congestion of cars and trucks which at present ALL are trying to get into the remaining two lanes of the Kennedy which are the only "Thru" lanes west of Cumberland.

- Public transportation is not available in my area.
- I usually take Algonquin from Elk Grove to Crystal Lake because of the differences of speed and erratic driving patterns of certain drivers. I think attention to the road has lessened and would be in favor of a train system. Thank-you!
- I think u can avoid congestion if we make full round entrance or exit on Beverley, barrington and rosell roads instead commuter using after 59 route 53 exit we need more exit from and to west side on Beverley , Barrington and Roselle I think it will break the congestion in the morning because lots of people work on that side
- I'm excited to hear that you are considering alternate solutions for drivers with heavy commutes; however, i would strongly encourage the team to consider how improvements and builds will affect the already burdensome commutes of Chicago's daily commuters. I offered my thoughts with excitement of where we could be in the next 5 years, but also dreading what this means in terms of construction. I would challenge you to consider creative ways of addressing needs without causing larger inconveniences.
- No more raising rates on anything, I need my money to pay my own bills
- I-90 Kennedy Expressway from downtown Chicago to O'hare is very congested. 1) Express lanes should be open for the 'reverse' commute, as travel times are often longer this way 2) The Cumberland area is extremely congested everyday, likely due to the I-294/I-90 Merge.
- This State should not be investing in new public transportation projects until our debt is under control.
- I answered questions about going west on the I 90. My answers would be very different on heading east, toward Chicago, or into Chicago, which I do more frequently, but not in the last month.
- I use the toll roars because I can get to my customers fairly quickly. I have to drive because I carry about 300-500 pounds of tools with me to do my work. I have and enjoy using the mass transit system when I am not carrying my tools.
- Drivers need to understand that the right lane is for slower traffic and trucks. Left lane is for faster cars. Move over if you are doing 45 in the left lane.
- Thank you for trying to continually improve your processes.
- Public transportation would be very hard for me since I travel from Rockford to Lincolnshire.
- CREATE AN EXPRESS LANE FROM DOWNTOWN CHICAGO TO O'HARE! People should be able to know exactly how long it takes to get to airport (in a cab, van or in a car)...a special lane to airport would be good for city too (increase attraction of Chicago as a place for conferences, businesses as people know



they can work and get to airport without wasting time in traffic...it's so unpredictable and very stressful for people commuting to airport and needing to fly out of town!

- trucks and trailers must use right lanes no vehicles larger OR SMALLER than 2 AXELS IN LEFT LANE NO MOTORCYCLES IN LEFT LANES
- survey did not take 10 min. It was too too long took more than 1/2 hr. it would not accept locations 2 times
- I highly support public transportation options further west of the city in addition to a North/South connector between Rockford/Belvidere and Joliet/Aurora
- Regarding the I-90 tollway..it doesn't matter how many express lanes you have traveling toward the city if everything gets congested at the airport area merging into the Kennedy.
- The traffic update boards going EAST on I-90 to downtown are great. If the times are too crazy to get downtown on the expressway, I often get off the expressway and take side streets. I think it would be great to have the same when going west. It would help to have lightboards that tell the time to O'hare BEFORE the I-94 interchange. That way, that never-ending backup would be less because more people might get off and take side streets too. I have a smartphone with Google maps (with traffic) but many people do not. So they stay on the highway, just creeping alone until Harlem where the traffic finally gets better. With alert boards, this backup might be less.
- There should be stop lights at the Rockton Rd. exit on I-90. It gets so backed up in the afternoons.
- The toll road was supposed to be paid off. Tolls were just doubled and you are proposing increased tolls to save time. How about ending some of the major conjection like the 53 ramp to west 90 where thare accidents weekly. How about looking for ways to keep the toll cost down and provide better service. That is what industry does.
- Don't make it a toll express lane. Follow the examples of other states, and build free express lanes that encourage carpooling!
- work zones that consist of cones or barrels set out and no work being done create speed traps and dangerous driving conditions due to speeding up & slowing down as well as waste fuel. Stop doing it.
- You could charge an triple toll to use the proposed express lanes and you know they will get backed too and then you can,t get off or if someone breaks down nowhere to go.No I would not use them,; A train is your best bet in the middle,with an extra lane and both to rockford Ill that might work for 10 to 20 years Oh and Randell rd. is a nightmare too .It needs a train in the middle too.Start with express buses on the shoulder to Ohare or jefferson park until the lanes and train are built That would help for todays traffic. I have been driving this road since 1975
- I would love to see mass transit available to the Rockford area.
- It would be helpful if keeping trucks in the right two lanes were reinforced. It would also help commuters if trucks were prohibited from using I90 during rush hours.
- I hope I win the IPAD. My daughter needs one.
- RN work hours often very variable... no public transportation direct route exists Elgin to Elk Grove Village to work. I decline going into Chicago city via public transportation due to vulnerability to crime & assault when endeavoring public transportation-- safer to just drive VS getting mugged or worse! I used to live in the downtown area -- now, I totally avoid going downtown Chicago despite its



wonderful offerings culturally... too dangerous... Chicago has become a "DETROIT" much to my dismay!

- There needs to be an exit either off Mt. Prospect road or Elmhurst road for O'Hare employees
- Most often the traffic congestion is on the Kennedy not the Jane Addams. Public transportation is an excellent alternative but schedule is inadequate. Also, increased tolls suggested in survey options are ridiculously high. Not everyone can afford these types of increases. Maybe if we focused on eliminating corruption in State government we could afford to improve transportation at current tolls and tax rates.
- If the Metra service from Elgin Area went more north around Ohare, I would be able to take it more. But because everything goes from the city and fans out, the people in the suburbs are not able to take public transportation. At least if they are not going in to the city.
- The current construction zone on west bound I90 is ridiculous. No construction company can work forty miles of interstate concurrently. This forces commuters to violate Illinois state law if a cell phone must be used, and causes longer travel time because of extra congestion..
- I would like to see an option of taking a train from the west suburbs along the I-90 corridor to the Schaumburg area or something close. The Elburn connection does not serve this area and it would be extremely helpful for us that live west of Randall Road.
- I travel through IL from WI to MI normally so public transportation is not an option for my start and destination locations.
- The traffic on 90 is never bad enough that I would think express lanes would be helpful. My major frustration revolves around 90 east of the airport. If express lanes were to be built, I'd rather see an extension of the existing lanes downtown, rather than adding express lanes west of the airport.
- Some questions about exits were confusing if coming from out of state. I started on I90 waaaaay up in WI, but there was no choice for that in the survey question.
- New toll charges for I-pass holders is wayyyy too high. Cash only participants should have been the only ones to endure SUCH a rate increase!!!! Much smaller increase for I-pass holders--NOT FAIR increase!!!!
- tolls were first started to build the roads then they were suppose to stop but its a money maker for the state no problem but keep the cost down to pay while you sit in traffic is sad
- trains and buses need to run more often during the day and need a bus on arlington heights rd to train.
- It really hurts to see how the toll and tax money is being wasted. and I see it five days a week. who is over seeing these operations?
- The merging lanes for I90 near I53 (particularly moving from southbound I53 into I90 west) really need to be improved so as to have improved separation. Congestion is caused by the merges, and the ramp being close to I62. Slowdowns at the merge create backups way back up into 53. My belief is that it is more of a flow problem than a volume problem. A simple solution to this flow problem would be to install a long dedicated lane for the traffic heading west from 53 -eliminate those merging lanes - they cause needless delays.
- The tolls were increased to almost 50% even with the I-pass. Very expensive for a round trip. Why add a express lane which will just add congestion to the remaining lanes.



- During construction keep open as many lanes as possible to keep traffic flowing. Keep up the good work on snow plowing and the help trucks on the Tollways.
- how about putting a pass on the east and west bound des plaines oasis service ramps? that would cut down on traffic in the elk grove village area and save fuel. seems simple to me. how about that? e mail me any time
- No need to add new express lanes. Need to promote tele-commuting and other options not encouraging commuting
- I would not provide accurate personal information regarding my household income or residency. That question has little relevance and you should provide the option to leave blank.
- We need train service from Rockford to Downtown Chicago. Dedicated Toll Lanes are a good idea.
- Please add West bound exit at Barrington before adding express lanes. Please add West Bound exit to Roselle before adding express lanes.
- I used to live in the far NW burbs and, the public transportation options were not very good... My average 2 hour one-way trip was not good for my health... Once the kids graduated school, I moved to the city where my commute is less than 30 minutes one way. I do believe if PT was easy to use and convenient, more people would use it and relieve the public and toll highways from congestion. PT should not be Chicago loop centric; we need PT (not just buses) that represent people's needs today, not fifty years ago.
- Reconstruction and maintenance is vital for Highway safety and free flow. Cost of tollway payment ought to be in accordance with work done. Thanks you.
- need an option from Belvidere to Elk Grove Village
- I'd like a way to report erratic driving and cell phone usage on the tollway.
- I think the tollway system works well and it does take money to maintain anything. The people who complain about the tolls should just take a different way. They chose to take the tollway and no one is forcing them to. You should do a slogan saying "the tollway or not the tollway" It's your choice !! I'm tired of the unrealistic people who think the money to fix our roads come from a magic God or tree. Thank You .
- The tolls were just raised earlier this year to almost double-people are tired from increases and having less money in their pockets. Economy bad-gas giff for no reason, the consumer is just getting killed
- Interstellar highways will be a nice addition to the city.
- Public transportation has not worked for me unless I am just going into the city. That is when we use it. I travel on 3 different roads and there are not reasonable alternatives for that. Open road tolling has greatly reduced the congestion, but I have alternate routes if tolls go up much more than they have. I would not take the tollway if it gouges an already strained family budget. It's hard enough to pay for the gas and wear and rear as it is.
- Illinois is terribly in debt I think proposing increases in tolls or further construction in an area that just spent most of a year under construction is absurd. The tollway system and the rest of Illinois government better stop spending more than you take in.
- I drive 70 miles of tollway per day for my commute. I would say that almost all of the congestion on my trip (not counting the perpetual construction) is merging. The merge from 4 lanes to 3 by O'Hare,





the merge from 4 to 3 at Roselle Rd. You don't need to scam even more money out of people, you just raise the tolls for god's sake. You just need to eliminate merges and have better on/off ramps. And start enforcing the "left lane is for passing primarily" law. Cars just sit in that lane and it turns the right lane into the high speed lane. Not to mention, your texting and driving laws are a joke. I see on average about 5-10 people every day each way staring down at their phone. It's more dangerous than drunk driving, start making the penalties reflect that. These people are creating congestion on their own.

- I do not like being asked what our household income is - that is NONE of your business. Your survey would not let me go past that question. I should be allowed to choose "I do not wish to answer this question" on any of the questions on your survey.
- Please send me a survey about 290 Eisenhower when available. It's the worst road ever.
- Try to eliminate the bottleneck when cash payers merge from toll booths with I pass users during rush hour.
- it would also be nice to see a couple of police cars along i-90 between rockford and elgin as i have a hard time going 55 mph in construction zones when cars are going 65 and 70 and they don't seem to understand that it is 24/7 to go the 55 mph in construction zone. I set my cruise control in construction zones and nearly get rear ended by cars, trucks and semi's and i also hold a cdl license and a bus drivers permit and it's my understanding after 2nd ticket via camera and \$375.00 fine that you would also lose your license for 3 months and therefore also my job as a school bus driver for 36 months, so i wish there could be 2 - 3 police cars even if it was empty the people might slow down before they hit a worker cause you never know in a construction zone at night where one might be working and these people i drive with 5 days a week are all passing me by 10-20 mph. They just don't care and they also must not be getting a camera ticket unless the cameras are not sending out tickets yet. I don't know, but it's been very frustrating. I counted 2 cars following me and they seemed to have their cruise control on 55 mph like me because they were always about 50 feet or so behind me for like 30 miles while all the other vehicles on i-90 east bound were speeding, probably 100 cars pass me every day between 5-6 am mon thru fri. I would just like more police presence before someone gets hit. thank you kindly.
- My travel across the JA is primarily to get to WI, often at the beginning of rush hour. Yes, I would pay more to go faster, to avoid the congestion, to make better time. But I will be even more frustrated if I am trapped in an express lane behind slow drivers.
- We need westbound on ramp and eastbound exit ramp at Barrington Rd and I-90 (Jane Adams)
- traffic stinks!!! thanks for trying to improve I90
- Expand elgin ohare to I190. Taking thorndale to airport is horrible. Faster to go elgin ohare to 53N to I90 E
- Love the fact that 90 and 47 will have access in all directions
- build the rt 53 extension to richmond il to join the beginning of rt 12 in wisconsin? (state of illinois already owns the land or right of way for the last 45 years)
- Toll costs are unreasonable and escalating. This makes IL an unfriendly place to visit vs. rest of country. It's a shame they did not keep the initial promise of "temporary measure" with end date. We have the highest gas prices in the nation, highest insurance costs, parking and toll are outrageous. Study Wisconsin.



- I would like to see the el system extended to Randall road from ohare. If that is not possible, I would be very much in favor of express toll lanes out to Randall if they were reasonably priced.
- When it gave the option for where I entered on 1-90, you should have additional options because the survey states that you have to use a portion of 1-90. I had to choose the closest entrance to mine, but I actually enter on Foster. Just a suggestion.
- Not too painful. Thanks for option to win iPad. Barb
- Most of the inbound travel delays on the Jane Addams seem to be due to backup from the Kennedy. With only three in bound lanes, the traffic can get unbearably bad. I would use the Jane Addams much more frequently if the congestion was less on the Kennedy.
- Need more Noise abatement walls along tollway
- Since Illinois Taxes are extremely high, I am not willing to pay any more tolls to get in to congestion. Some times back roads are faster than toll roads, which is totally unacceptable.
- I think that more people would use transit if there was more connections between the train lines other than the down town locations. Bus routes connecting the train lines would help comuters that work and live in locations other than down town.
- public transprotation is vital to help reduce congestion on the toll road even though i dont use it
- My daily travel usually starts at home to my first scheduled destination, From then on all bets are off, I repair equipment and emergency calls sometimes change my travel plans. I can have a call in Chicago, then my next may be in Milwaukee or South bend.
- The survey was a little confusing with all the choices. I am not willing to pay any more for tolls. In fact since they went up I don't use the tollway much anymore.
- In estimated household income, specify if amount before taxes is, yearly, monthly, weekly, etc.
- Since I have the option of leaving at a time that is best for me I really don't worry a great deal about traffic congestion. I have traveled the same area for so long I always adjust my departure time to adjust for delays.
- having the ability to get off 1-90 when congested as an alternate option would be a plus as once you get past arlington heights rd your pretty much screwed with traffic or accidents etc...as you only can get off at 294
- I travel to and from O'Hare every week. I would highly support a train line going from Randall road to O'Hare. You could charge a lot higher than the \$6 each way that was questioned within the survey. I pay \$70 each way for a car to take me to O'hare or I drive. When I drive I pay \$33 a day to park my car. The value of a train line would be high. I do not see business travelers realistically taking a bus.
- I like the idea of public transportation due to the expense of gasoline and the overuse of cars that damage the air quality.
- We need more suburb to suburb Public transportation...not everyone wants to go to the city. I have no way to go from Long grove to Elk Grove via Public transport.
- I know tolls rightfully cause higher users to pay more to support the highways they travel on, but I really don't like paying them.
- This Public Survey is a great tool to obtain the most up-to-date opinions regarding current & future public road information impacting everyone & our whole city & state. Thank you to all your staff members and management team for making this incredible plans to better serve our public.





- Put on an exit at I-90 and Mount Prospect Road. It would cut down on traffic on Arlington Heights Road and along Higgins headed for the O'hare Airport entrance on Mount Prospect Road. There is a lot of traffic that go from I-90 to Mount Prospect Road.
- I have trouble understanding why the Illinois Toll Road system is so expensive, when WI has no toll roads, lower gasoline taxes, and the roads are in better shape.
- Well put together survey; thanks for the opportunity to participate.
- I think 90 totally needs to be widened past the 90/94 split. The three lanes are completely inadequate.
- Suggest CTA or BRT accompany future I-90 corridor planning, with replacement of overhead cross-road bridges (at approx 52 years of age) to accommodate a cross section for bus, cta, 4 lanes and full shoulders for emergency stops.
- Traveling from WI means there is no public transportation available to me. I have to use a car.
- I travel around the US and find that the majority of roads I travel are toll free which makes me think Illinois should be doing a better job to make travel less costly.
- I love the new ramp from 294 to 90 West...very nice
- It is impossible for me to consider public transportation for my daily commute on I-90.
- I would really like to see an westbound entrance ramp located at Elmhurst road or Mount Prospect Road.
- You need to add in a series of questions for those who do not travel that route every day. My results will be skewed. I walk to work every day but on occasion have to go out to the suburbs. When I do, I drive. So you need to ask questions for regular every day travel just so there is the correct impression.
- I have used public transportation in the past to go back/forth to work, the early bus at Rosemont to Schaumburg is always late, and is rather dirty, and a lot of the passengers take up more than 1 seat and rarely offer to give seat up without you asking. Going home, the bus that I catch, the drivers like to by-pass and go straight to the mall, especially in the winter, where nothing is shoveled and there is no shelter, I have waited over an hour to go home in the winter, and then get stuck on a very overcrowded bus which takes over an hour to get home. In the morning, the 1st bus out in Rosemont is always late, and the next bus does not get me to work on time in the morning
- Please try to ease congestion near the airport. The Jane Addams is not even close to bad when you drive through the toll at Cumberland every day and sit there for 45 minutes alone.
- I start work at 7am to avoid the most congested travel however since I work 4 ten hour days I am in congested traffic coming home
- The Kennedy/ Jane Addams needs to be 4 lanes in both directions from the Edens to Route 53/I-290.
- Thank you for including me in this interesting survey.
- It would be nice to know about the techniques being used to repair or refurbish the roads. Sometimes it is puzzling to see small sections cut out and then replaced with concrete plugs, asphalt or concrete or all three. Why are some areas concrete and some asphalt? Which is actually more cost effective and why aren't we using the most cost effective method
- server is slow



- I-90 is usually fine going out of Chicago but into the city is a bigger problem, especially tolls where I-90 and 2 other highways meet around Rosemont/Cumberland in Chicago. I usually exit I-90 and take I-294 north and pay more for toll just to get out of I-90 to get home instead of sitting in a huge bottleneck of cars where you have to merge from probably 7 or 8 lanes into 3. It is a HASSLE.
- My answers might be somewhat different if I were going down-town, Chicago, where parking is exorbitant, I would be more likely to take public transportation.
- Public transport time does NOT include travel from house to public transport or potential wait time.
- The times I work there are no trains coming back from downtown, otherwise I would take the train everyday!
- The tollway is a scam on the public.
- Just keep the roads smooth for the money we pay...
- My last trip took 2 hours instead of one hr. due to an accident blocking 2 left lanes at Roselle Rd., backed up traffic to Route 31. I lost count of cars/motorcycles using the shoulder to pass everyone up. Where were the police officers???? This was on Saturday, August 25th.
- The Big Timber Metra needs more service times. Specifically a train that departs Union Station between 11:15pm and 11:30pm. This station also needs weekend service. I work for United Airlines in the Willis Tower. We have shifts that start/end at 7am, 3pm, & 11pm. And the Big Timber Station is my closest station.....but the lack of service to this station prevents me and my coworkers from using the Metra as a regular transportation option.
- The congestion on the Jane Addams has gotten terrible. I am all for improvements!!
- Is there a way to reduce the congestion to east bound I90 where the traffic from Ohare, 294, and 90 merge into the Kennedy? Can the Kennedy be widened to decrease congestion?
- Taxes are too high already, the working class is being bled to death, no new fees or taxes please, I barely afford it now and I make good money, consider the folks who are lower middle class and below.
- On some of the tolls cost questions the bar would not give a zero amount which is not a fair survey as it seems that people are willing to pay when they are not. I am not willing to pay .
- My attitudes on public transportation would change to high support if the fares substantially reflected costs of services.
- i would like the option of being able to take the train on occasion. but the way it is currently set up, there is no way i could do so.
- I like the idea of the express lanes on I-90 but realistic public transportation would be better. Having to go downtown then change train lines & come back out to my destination is not a feasible alternative.
- I do not use public transportation because I live rurally and none is available. We need trains to Rockford and even Madison, WI, from Chicago. We need to eliminate the tollways as they are an unfair tax in general and only tax suburban people and not people in Chicago or politicians in Springfield.
- Fast trains (i.e. 2x speed of car) connecting Madison airport to Chicago airports would be great.
- I have two other observations about the tollways I drive. First is when I see miles of construction signs, speed restrictions, barrels blocking lanes, etc, but never a worker or any work being done. This leads me to ignore posted construction speeds. Don't slow the traffic down for no reason! The second



covers the three tollways I drive in and out of Chicago. The exit ramps have too few lanes. You have a lot of traffic coming off of 4 lane highways, merge into 4 lane highways, but only have 1 lane connectors. These bottle-necks are what cause 100% of the delays I experience in and out of Chicago. While I like the idea of express tollways, don't forget the highway intersections in your planning. They need some attention right now.

- My problem with the route I take into Chicago along the Jane Addams is where the tollway and the roads from the TriState and Airport dump everyone into only a couple of lanes to go into the Kennedy. That is the cause for all my traffic woes as it backs up the Addams eastbound. Based on your suggestions, the extra express lanes might just add to that problem rather than help someone like myself!
- The biggest problem on the entire highway system is the curves - the bending slow down traffic and that's the biggest reason for sudden congestion. If we could even the curves slightly, it should be an easier task navigating and we may see lesser congestion... The difference is between 5 degrees and 20 degrees!
- NO tolls from the I90 corridor should go to public transportation. The tolls should be used on the highway only.
- Please fix the rush hour congestion at 53 and 90
- Although this is not relevant to this survey, I am amazed that the CTA and other train systems don't run say two different trains that stop at every other stop thereby decreasing the time it takes to get to your destination and improving your interest in riding the train.
- More frequent public transportation system would encourage more people to select that system for their travel needs.
- Taking away existing toll lanes for express extra charge toll lanes is just wrong!!!
- Please support public transportation. Think of high speed rail, light rail systems, not just expanding roads!
- No express lanes that only serve 'traditional' commutes. There is no more reverse commute on Kennedy, 90, more lanes both ways at all times. Thanks.
- please add another exit somewhere on I-90 east between arlington heights rd and the next exit at 294 ... too long of a highway without an exit during traffic and emergencies
- You have almost doubled tolls. How dare you to consider asking for more. If you were a business, you would be fired. Where is our money going?
- Just a note, public transit does not exist for my route to work or to the airport.
- You have a pretty good highway. Good survey.
- I could have driven into Chicago, for the time it took to complete this survey! Very slow website!
- I hate to be rude but I have been using the tollway for more than 25 years and you lied to us, steal from us, cheat us and the road conditions suck. IT IS AN EMBARRASMENT, then you have the nerve to not pay your bills, screw with our taxes. If I wasn't upside down in my mortgage I would leave this state and soon may anyway as all the good jobs are gone. The tollway is a symptom of all the corrupt Illinois government entities, nuke Chicago then the rest of the state would be a nice place to live, instead of sucking us dry to pay for Chicago.
- Thanks for asking.



- Need more {any} questions about cycling. Some ride their bikes to work also.
- Since we live outside the Chicago area, some of the questions were difficult to answer, as our only public transportation in the Rockford area to Chicago is Van Galder Bus Company. Also, we use the I90 transponder more often going north toward Wisconsin.
- Poor design of east bound toll interchange on I90 at Cumberland toll booths. East bound I90 cash drivers have to cross all traffic to get to pay booths. Very dangerous. Should have a cash booth on the left side since all drivers exiting E I90 all are trying to reach a cash booth. Should not have to cross with I Pass drivers trying to reach I Pass lanes on left.
- I think it has the most expensive toll system in the country. I would like to know how other states provide highways with no or little cost.
- approx. 20/30% of traffic by just by looking at what's causing problem with some small improvements like an extra lane of traffic between Wolf Rd and # 294.
- The Blue Line is NOT safe. People sleep on the train and refuse to move. It is a PAID service- not your bedroom. GET OFF THE TRAIN. I do not feel safe riding the train in the early morning (5am-8am) due to this. If safety was improved, I would be encouraged to take it. However, due to the gross comments and rude people it is unsafe.
- Since you raised your rates, I travel less frequently on your Toll system
- I don't think this will solve the congestion issues but will only increase the cost of using the tollways. I believe the tollway was only supposed to be a temporary money source but it ended up costing more to run the toll system that tolls kept having to be collected. This is a poor system from the start.
- No more tolls!
- If you want people to consider public transportation then you must be able to get them to their places of work at a reasonable time without leaving at 5am and last ride of the day at 6pm. Think about a white collar worker 10 hrs per day starting at 8:30 back it up 2 hours then add 2 hours so your service must run 6:30am to 9:30pm at a minimum or it is useless. I have tried shuttles with Pace and they are STUPID in their scheduling and Metra was not coordinated with Pace leaving us sit for 40 minutes on each side and if I missed the train wait 2hrs to go west. really DUMB.
- I am not a regular on the Jane Adams. I use it to avoid congestion on I-294 while construction is going on.
- Thank you for asking me!
- Most Wisconsin people travel through the area to get to another part of the country. If there was a more viable way to go around Chicago in a "no exits" express mode we would be all for it. Mostly we go on the loop because it's shorter but I am only passing through...
- Any changes by the river road toll Plaza? That is what usually starts the back.
- only charge tolls for new route when paid they should be free raise taxes to improve rail and bus service
- I need my car and reliable times mainly because I have young children that need to travel with me always. Although I support extra toll cost for highway and CTA/Metra/ Pace funding. round trip travel needs to be a consideration. I go through multiple tolls daily on various highways...I spend thousands in tolls each year. A one-way toll over \$3 for me seems excessive. I would find other routes.



- My end destination point was not listed so I just put the closest one I thought
- I wish drivers would observe the speed limits!
- Please add an I-pass lane to the far right at the Devon Plaza on I-90. It is very dangerous as designed.
- toll fee is to high.
- This was a better than average survey. The questions were relavent and not redundant or stupid like most surveys. Thanks, Jan
- Express Lanes get just as congested as regular lanes during peak periods. Therefore I consider it a waste of time and money. Public trans would be nice if affordable and better accessable then currently, in the suburbs.
- The entrance to the I-90 West from I-290/I-355 North is absolutely terrible. Because people are exiting from the I-90 West onto the I-290/I355 North while people are trying to exit the I-290/I-355 North to get onto the I-90 West at the exact same time, it makes it very stressful and dangerous as well as very congested.
- I have been taking side roads home to save on paying tolls as I can't affort the extra costs.
- I never pay attention to the cost of the Toll because I use my IPass and no longer need to find change in the car.
- I was really mad at the increase that just about doubled the toll rates and therefore, try to avoid the tollway when I can and get on at places so that I can avoid paying the tolls. I wouldn't have minded an increase, but to just about double the cost was ridiculous in my opinion.
- I am personally a strong proponent of public transportation. When in NY City we use their subways extensively. I live very close to my business - I could ride my bike. For work, we are typically delivering product, so public transportation is not appropriate. But, when I need to go downtown for jury duty or other such business, I will usually take public transportation. Going west on I-90, I would not have much use for public transportation since the destination is usually not right along I-90.
- so frustrated with our traffic and the people who block the left lane because they won't get over to the cash pay toll lines causing I-pass lanes to come to halt. Can you keep these selfish people out of the 'new proposed' lanes? and the merge from Jane Adams to the Kennedy is always a nightmare- will that change?
- I would love to see the blue line come all the way to Schaumburg/Woodfield. I would regularly use it to get downtown if it were available - as long as there was parking available at the western terminal.
- Public transportation is not an option due to where I live. 90% of the trip cannot be made by public transportation.
- Thank you for changing Rt 47 to a 4 way exchange on and off of 90.
- please do not increase the toll amount any more!!! people in il are already paying too much money for highway. we do not see any raise in toll improve the road conditions, both traffic and physical conditions. why do other states have better free highways than our high-cost broken highways?
- express lanes give only a small time savings. the construction delay and cost are NOT worth it. Invest in alternate public transportation to get some people off the roads we already have!
- Would like the toll for express lane - similar to LA. very much support STAR line or connection of blue line into NW burbs thru I90



- Thank you and have a great day.
- Because I am retired I usually travel during non rush hour periods of the day. I rarely encounter heavy traffic delays on the tollway unless there is road work. I generally encounter traffic delays on the Kennedy. Is there away to fix those tie ups?
- The signs telling you how long to which road are never correct during heavy times. adding buses etc to express lanes will screw things up. express lanes don't seem to help much on the kennedy.
- roads should be nicer with what we are paying in tolls!
- On my last return from a trip, I was faced with a large amount of traffic congestion due to weather and a car fire alongside the tollway. I trusted an electronic sign informing that an alternate route was available and faster. I was shocked to find out that not only did it not save me the hour that the sign had indicated, but it's travel time was longer than the one I had avoided!
- Express lanes is a phenominal idea, increase toll for only the express lane users so its a choice everyone can make daily and add more real time traffice updates on the highways.
- Two more years and i can leave Illinois for good they can keep their tollways!
- For personal travel i most often use a bicycle or cta. For work i mostly use a commercial truck or minivan
- More engineering needs to be done to reduce the congestion at ramps going from one major expressway to another such as the exit from north bound I-294 to west bound I-290. The last improvement at that location only provided an additional area to stack the vehicles waiting to get through the ramp.
- I would prefer that we longer improve or widen the tollway highway 20 needs to be widen first that is more important!!
- please find a way to improve access to 294 south when entering from 290 east. it is horrible and dangerous
- I-90 has actually been more reliable than I anticipated. I plan my trip to be no more than an hour and usually I make it in that amount of time. I switched from using Rt 53/Palatine Rd because I-90 is quicker, but if tolls start to rise, I will switch back.
- An express lane would be great, but the additional cost cannot be too high, the tolls just increased as it is.
- I would take a train if it were available, no transfers etc,
- I don't drive to downtown Chicago often, but members of my family work there, so the proposed I-90 expansion would be a be a fantastic idea to them.
- The on/off ramp at 90 & 290 needs a serious overhaul. People getting off 90 keep people from getting on 90, and from 4:00 pm on it is always backed up - so poorly planned for the volume of traffic, so frustrating!
- A westbound entrance to I-90 at either Roselle or Barrington Rd would be very nice to have.
- Please improve the quality of the roads. For the tolls we pay, the quality of the roads is not upto the standard



- I support increased taxes to pay for both transit and improved road construction. I DO NOT support those "tax increases" by way of toll increases. I'm opposed to this regressive form of taxation and the disproportionate burden it places on low-lower middle income people.
- Tolls are already too high, esp. for a government tht cannot keep its costs inline with budget constraints.
- I would love to see express lanes added to the tollway, but I don't think its fair that I already pay 3 different tolls to get to work and would have to pay more to use an expressway. I pay over \$80 per month already in tolls. There is no other public transit on my route.
- some of your survey options did not provide for a correct answer, e.g. where did you pay tolls
- Biggest delay I encounter is the entering and leaving I-90 at I-53.
- thanks for entering my name in he drawing enjoy doing survey
- I think the tolls should be banned, Originally they were suppose to be temporary all of a sudden they are permanent and are also raising the price on them.
- If you want to improve any expressway areas, improve the expressway between O'Hare and Route 94. In-bound congestion at Cumberland is atrocious with long delays and congestion in general and not just Cumberland, in and out-bound, is serious during peak hours.
- In 1-90 and Harlem allways is very slow therre
- An express tollway west from Ohare to Randall may help but east bound there is nothing that can be done with the backup going into the Des Plaines toll booth. It is almost always a mess no matter what time of day you are headed into Chocago.
- Sorry but did not realize route was from Elgin to Chicago my route Monday thru Friday is Rockford to Elgin and we have no other option except to drive either I-90 or regular highway (72 or 20)
- How about adding more lanes to relieve congestion? Over the last two decades the population has grown and spread out, there's more cars traveling at all times and the roads have not increased proportionately.
- I am very willing to take toll roads but it should significantly reduce time spent on the road or it is not cost effective.
- It is very unprofessional to have to pay for interstate travel that cannot keep up with the speed limit.
- More public transportation in the suburbs would be great. Currently, all you can do is go towards the city. North/south public transportation is important!
- Cool Survey. :)
- Commercial vehicles driving like sports cars. Need to inforce speed limits on these big rigs. Almost never see them pulled over?
- Where the air port roads And 90/94 intersect you should install meter lights
- I believe that public road should be free or charge and responsibility of the local government to maintain, that's reason we pay taxes
- Please put a full interchange at Barrington Road
- I think high speed rail may be the future.
- I don't see the need for such an extensive/costly project. I also feel that I shouldn't have to pay extra for something that should be provided by the fees I already pay. Most of all I don't support tolls in





that they never go away as they were supposed to and that there is sufficient funding if all the corruption within the system were eliminated. This just feels like another feel good pocket lining project.

- get tougher on cheaters and vandals
- Recommend to develop another Highway/Toll Way from east to west, parallel to Dundee Rd or Lake Cook Rd. It will resolve the traffic issue for I90
- Need more traffic officers on tollways to enforce safe driving.
- Make sure the feasibility study you engage, analyzes all scenarios before the improvement plan is finalized. Don't rely on this solely, verify the results independently as well.
- I would use public transportation if there were economical means to park the car at the station without paying for a monthly parking pass since I don't travel enough to warrant it. I use Metra if I want to go into the city, but if I want to go to the Airport, I have no viable means via public transportation.
- PLEASE FIX CHICAGO CONGESTION!!!
- Is Illinois Tollway system considering giving specific time to enter and leave Chicago area to Heavy Duty Trucks?
- Fix the lights on Rt 47 & Rt 90 to have more than 1.5 cars go through light. Especially in a.m. Large backup on rt 47.
- we spend too much in illinois on road projects and state services in general because unions drive up costs beyond what is reasonable for the services provided. I will not support new state spending on anything until the state of illinois reduces its deficits and debts and reduces pensions and other benefits to state of illinois employees.
- I am a 150+ mile per day commuter Rockford to Chicago. I have a lot of insight and observations. You should pick my brain. 815-985-8836 Jeff Swift jeff\_swift@yahoo.com
- This took a great deal more than 10-15 minutes
- Tolls keep on increasing so there should be plenty of money to make them state of art. Adding more taxes or increasing tolls again is absurd. Control wasting the money first.
- GET ON THE BALL MASS TRANSIT IS MORE IMPORTANT
- tollways are poorly engineered
- Please consider widening to two lanes the exit ramp after the toll booth from I90 at 290 east. It is a horrible bottleneck and would be very inexpensive. also, consider double laning the exit ramp from 290 west at I90. It backs up badly and it is sometimes dangerous the way people try to cut into the exit line while cars are also entering 53 north from I90 east. Check it out, its crazy! Otherwise the tollways are worth the tolls I put in. The snow removal is fast and the road conditions are pretty good on nearly the whole system.
- If you add an eastbound exit on I90 at Barrington Rd. you would most certainly relieve the congestion at Rte 53. If you provide a westbound entrance from Either Barrington Rd or Roselle Rd it too would ease transportation as people can change their routes to accommodate traffic patterns. I surprised that this was not presented in the Survey. Why is this?
- Additional routes that go from Elgin to the North Shore directly would be nice.





- Fix the merges for I53 & 90, & Algonquin Rds. They are horrible and not conducive to good traffic control.
- I always found it funny one of your security questions is, "What is the biggest scam in U.S. history?" I answered the Illinois Tollway! Like your rubbing it in and you know it's a scam that was meant to end by 1970 the latest.
- I would like to see the CTA Blue and Green lines come out to the Suburbs. I want to be able to get to the Ohare without having to drive there and pay for parking, want to be able to take the Green line to a Bulls/Blackhawks or Bears game.
- This survey is much longer than you stated in the beginning. I would like for the highway work to be done at late night and early morning. The barrels should be removed during day traffic. You are charging us tolls and create traffic delay nuisances. I will catch the trains if you continue to create bottlenecks, traffic hazards and delays. WISE & VISIONARY PLANNING is 90% of execution.
- Transfers are never a good idea in suburbs. People will simply drive. Must be cost effective, or suburbanites will drive cars. Promising reliable times is a tollway joke. I get it.
- Tolls are high enough, they almost doubled this year.
- I would like more option to get to downtown, like the beach or shopping district
- Hurry up and finish the work on the I-90 from Elgin to Rockford!!!
- increasing rates on tolls for convenience in this day and age with enrage people especially since the toll road was never supposed to be long term
- Toll fund should never be utilized to pay for anything other than improvements and maintenance to the tollways. Tax DO NOT pay for the tollway.
- I hope it's obvious we are sick and tired of ANY additional tolls and will do all that is necessary including voting new delegates into offices in order to have better response to the public needs.
- stop charging tolls like the plan was when you started building them!
- We already have express lanes since you can't get off until until rte 53
- I use 90 very infrequently because of the traffic congestion (primary), especially east of Randall, and cost of tolls (why pay to be delayed). I usually take 94 to get to our vacation home in central wis. While it is a bit longer the trip is usually faster
- It would be nice if there was a public transit option that got me to work in 45 minutes
- Public transportation is not available for me to commute to work. IF IT WERE AVAILABLE, I would take it! But I commute from Elgin to Buffalo Grove.
- Please extend Metra service to Marengo or some other rapid transit form! :)
- our so called public transportation system s\*cks. the bus system we have is worthless. i see more empty buses than i can count. the buses do more to hinder traffic than anything else they are good for. they should eliminate half the buses and make them stop only at a quarter of the stops they currently stop at. what happened to the tollway doing away with the tolls and becoming a freeway like we were originally told way back when it was built?
- The thought of taking a train from Rockford to Chicago sure sounds wonderful. However - I don't have only one destination. I drive to an area, then drive to many appointments around that area.
- I am specifically against using the express lanes for buses



- I couldn't answer all questions accurately. I get on I-90 in Madison, but that wasn't an option. I get off I-90 at Addison St. That was not an option. I also don't necessarily know the names of parts of the road - the Kennedy Expressway - ?? It's all I-90 to me. Also, I didn't know if I could exit I-90 at Addison so don't know if I could use the toll express. Not enough info for me and maybe it is just because I am from Madison rather than Chicago. Sorry. I can say - I love having my I-Pass!!
- Thank you for the opportunity for people to express themselves.
- The tollway just went up in price.
- Glad you are asking.
- I didn't appreciate the most recent increase in tolls. I don't agree with your future plans at a time when people are struggling to pay bills. I DON'T take I90 sometimes to save money because I can't afford the huge expense for just 15 minutes of travel time savings. So I have lost 15-30 minutes of my personal time every day because of YOUR self-serving plans (or what you call improvements). POORLY TIMED!!!!
- I90 too bumpy to pay tolls for.
- This took longer than 15 minutes.
- Extend the train to Rockford It's ridiculous we don't have it
- Make new highways or double decker the existing ones!!!!!!
- Need metra service from Rockford to ohare!!!!!!!
- I-90 congestion inbound cannot be solved until something is done to relieve congestion on the Kennedy Expressway. Is all express lanes on the Jane Adams will do is get backed up because the cars have nowhere to go once they reach the stopped traffic at Cumberland Ave and beyond. There needs to be capacity added on the Kennedy from O'Hare to downtown. If that means making the Kennedy a part of the toll road to pay for it, then that should be done.
- paying tolls in Illinois is a joke, the government robbed this state blind and continues to do so at the taxpayers and drivers' expense.
- My trip takes longer than the allotted time on your survey: 5 hours and it is 300 miles. That is from home to Tigre.
- Please put an eastbound exit and westbound entrance at Roselle road and I-90. Thanks
- The only thing I'd like to mention is seeing construction work being done on off hours to limit the impact and lane closures during peak commuting times. I've witnessed this recently and appreciate when this actually happens.
- please improve the entrance ramp from I290 on to I-90 thanks
- The tollways are too expensive!!!
- Thank you for asking important questions. Good luck with the survey.
- You should ask questions about my return trip. That is double the amount of time.
- Commercial through traffic in the express lanes, or relegated to the left lane only, no split speed limits.
- Get rid of the far left extra lane exiting the toll booth going west from O'Hare interchange on I90. It is a merging mess everyday.
- The traffic congestion around the airport and merging onto the Kennedy is ridiculous!



- There are som many waysd that you could end congestion all over I don't know why you can't. You need to ask the drivers how they would stop congestion in thier travels. You should envite drivers to the office and let them show you on a map how to stop congestion and make higways safer Like I90 and RT 53 going east on I90 and then Going north on Rt 53 to West I90 and the big one 290 to South 294
- If tolls are raised as much as described in the scenarios (\$1-\$7 each way) I won't be able to afford to take the tollway. You are talking about an increase of up to \$280 per month. If I don't know what the tolls would be before entering the expressway, I simply won't take the expressway. Who would want to take that gamble?
- If idiots would get off their cell phones, there wouldn't be traffic congestion.
- I have no problem paying reasonable tolls, though would likely take a toll-less alternate route if toll rates increase.
- Typically an increase in tolls would not bother me however each trip to work costs over ten dollars in tolls so when I travel for social reasons I tend to avoid the highway if possible to save money. There are months if I do not carpool to work that I end up paying close to \$200 a month in tolls.
- River road to city, Traffic the worse ever. I guess maybe you know about it.
- The toll at 53 needs to be removed...too many toll lanes that merge into one. Traffic can back up to 59 or further.
- I think the tollroads are in great condition as is. Enough with the "improvements" it does nothing but cause congestion!
- I believe congestion is mostly due to individual incompetant drivers. Takes one or two individuals to begin the snowball effect of congestion. The construction time,(I figure would be at least two yrs.) cost, additional tolls to implement new lanes would not be worth the savings nor really improve travel times that much. Normally if I get on the tollway by 5AM I can get to chicago in an hour or less. Simple enough.
- My biggest concern with increased tolls for an express lane is the lack of transparency in how funds are used. Corruption is killing the public's faith in how taxes and fees are spent. Please, please, please, use these additional fees to support other important transportation initiatives (high speed light rail?) in the I-90 corridor.
- Generally pleased with job your doing. hate the increase in tolls.
- There should be additional exits going east between IL-59 and 53/290 E intersection or Arlington Heights Rd. If there was an emergency or horrible traffic congestion, vehicles are stuck and have no options but to stay on 90/Jane Addams. It doesn't make any sense to not have additional exits for that extensive stretch of highway.
- i am concerned about the lack of presence of patrol cars. Enforcement of truck lane restrictions,speed, improper lane usage, cell phone use, construction speed limits, etc.. are not even close to being enforced. I drive 140 miles round trip every day for work and would like to see some of the toll money to enlist and empower the state police on our expressways.
- This is NOT a 10 minute survey. This survey took 25 minutes which by the way reflects the same issues you're trying to address.



- Toll roads need to be affordable for everyone. I use the tollway every day to get to work. It is only 12 miles, but I get there quickly because of the tollway.
- There should be a way for people without credit cards to take advantage of the IPass.
- Would LOVE to see the IL-53 and I-90 interchanges fixed - slow and dangerous because of the merge patterns
- Please make more on and off ramps off 90 both east & west. Happy about the interchange at 47 but still not enough options to enter or exit 90. Like Barrington rd east and Roselle road west bound. Add another exit after Arlington Heights heading east like at 83. If u get stuck in conjection your stuck having to go 10-15 miles out of your way. Thanks for the recent work too, the newly paved highway is awesome. Next think about widening west bound after Randall four lines is not enough anymore. Also appreciate the 65 mph speed limit after Randall as well only makes sense really. Thank you.
- I do not travel to my job via I-90, only for family or recreation. I would like to see transit pay for their own expenses if a rail line is installed. Tolls should only be used for toll highway expenses and maintenance.
- The tollway system should be managed better. I am sick and tired of raising tolls, adding toll exchanges. For example, the full exchange on Rt. 47 was not necessary. The only purpose that I see is to add a toll or other political reasons that are not the drivers or residents in the area. There are 4 way exchanges at Rt. 20 (5 miles west) and at Randall Road (5 miles east) as well as exchanges at Rts. 30, 25 and 59. Yet there are no 4-way exchanges from 59 to Rt 53 (more than 15 miles, I believe) where the traffic is heavier. What's up with that???????
- Amazed at how often state highway trucks u-turn in front of vehicles traveling in the same direction or pull off of the shoulder into your path of travel or drive in the same direction on the shoulder to your right. Worse yet, semis that think they have to change lanes for any and all vehicles parked on the shoulder even when by changing lanes the semis endanger other motorists by cutting them off and forcing them to brake immediately. There, I feel better...thanks.
- Then trip mentioned from Ohare is not normal occurance usually I get on 90 at 53. It takes about a half hour to get to work as long as there aren't any accidents or construction.
- If they built a metra train stop at Ohare or connected the Blue line to the Metra from the NW it would be best.
- Please try to keep the cost as low as possible. We have family members who are looking for jobs.
- I find the most problems on the Kennedy Exp. no matter what time of the day I take it! Since I am retired I can pick the times to travel for the most part....
- Can you tell me about making I 90 wider from Randal Rd to Rockford
- What happened to "we will only be paying tolls for 10 years to pay for the toll roads" this comment was made back in the 60's when the proposed tollways were in discussion?
- A Signal at the Barrington Road exit NB would be a good solution, as the exit ramp always backs up. This is true when commercial traffic exits.
- If I could find public transportation reasonably easy at near the same cost I would jump on it!
- Good survey. I'm glad people are seriously thinking about this.



- I would love to see stronger speed enforcement by using undercover cars like cameros and mustangs like the state police used before. In several parts of I90 the average speed is 80+ mph. Also, more texting enforcement. I see 5 or 6 texters everyday on the I90. Thank You.
- Congestion where the tollway merges into the Kennedy continues to be the biggest problem.
- Add another lane at the Addams into the Kennedy expressway. There is enough room to do so. The reconfiguration made it a mess.
- There is NO public transportation that services east-west travel in the Northwest suburbs. It would be nice to take a train from Algonquin to Northbrook, but nothing goes from where I live to where I work. That is a fact of life in Chicago!
- The tolls are already too high and damaging business and the economy. This express lane thing is just a way to gobble more money. Improve the roads we already have and are already paying higher tolls for. Make the road better for everyone, that is what we are paying for. More money to the Toll Authority only means more corruption and waste, and additional projects to justify needing more money. No more tolls you are sticking it to us enough.
- Would like to see rail travel available more toward the Rockford area.
- I depend on my I-Pass and the Illinois Tollway to get to my relatives on the far west side of Chicago, and Hebron, Indiana. Thanks for adding I355, and widening the I39/US51 corridor to the Wisconsin border. Definitely an improvement!
- Tolls are already too high and you wasted years of tolls, instead of maintaining and expanding the tollways. The tollways are poorly thought out and poorly maintained. Where did all the money go over the last 40 years? I see no clear accounting of how the tolls are spent on the highways and tollways. The current amount for the toll seems random and a way to get people to pay an extra \$.10, because they don't have \$1.90 in change.
- I pretty much hate the tollway because it is so congested. I feel like congestion has gotten MUCH worse over the years- now there is no "good time" to leave.
- Higher taxes, fewer tolls, please.
- I believe you should concentrate more on fixing I90 east of O'Hare.....
- It should not take longer for open driving when using the express route, don't understand why it is faster on non-express routes
- The cost of the tollways and highways is not worth it the tolls were only supposed to be for 25 years. For improvement. Instead now there is more congestion and poorer cheap roadway conditions because of inferior materials and poor pavement and improper design. As a design engineer specialist I am amazed that anyone is willing to blindly accept a rise in cost for tolls and taxes as a slush fund for or political party favors. The 25 year tollway promise was a lie just the same as this response will be ignored.
- I don't usually analyze traffic patterns before I start my trip. When traffic stops or is very heavy, I usually exit as soon as I can and take another, longer route.
- Build narrow express roads for small European style cars (like the Smart Car). The roads would be cheap to build and get a large number of cars off the road. Benefitting those that buy them, the environment, and those that drive normally. I would spend \$25,000 today on a new car if it saved me 20 minutes a day on my commute.



- If you are expanding the road or if you are adding additional public transportation, I support you and agree to pay a higher toll.
- I like to take 90 but it has not been dependable. It is congested in the evenings and always on weekends. Unless you travel before 10 a.m on weekends or after 10 p.m., it is a hassle. I travel to the east side of Chicago a 50 mile trip to visit elderly parents and most times have to take 294 or be stuck for 2 hours. It would welcome any improvement for 90 since it is a more direct way to travel to Chicago from Elgin, Thanks
- The last toll gate before getting off the Jane Adams to the Kennedy is ALWAYS a BIG MESS!! The funneling needs to be looked at and changed - there has to be a better way to do it!
- The tolway is valuable keep up the roads!
- I appreciate that the tollway authority is seeking drivers/users opinions on planning decisions
- The traffic congestion you should try to address in not in the portion of the Highway you are taking this survey for, but rather the stretch of I90 from the 294/190 junction (by the airport) to Edison and beyond. What good will it do to have cars coming from the suburbs fast just to hit the bottleneck on the Kennedy around 1st Avenue, passed the tollbooths. IT DOES NOT MAKE ANY SENSE!! Bill
- Do your Work at Nighy leave the day to travle.
- The tollway was supposed to become a freeway 20 years after it was originally built. Whatever happened to that??? Perhaps, if you used the money and resources, that you have, more wisely, tolls and taxes would not have to perpetually increase.
- I already struggle financially with my driving expenses. Gas and toll costs are out-of-control. Increases in tolls is unacceptable. Improvements in traffic flow and travel time should always be strived for, but increasing tolls to achieve it should not be the cost. We already pay high tolls...why isn't that money being used wisely to acheive these improvements. Perhaps we need someone who can better manage toll revenues.
- Bring train service to Marengo Illinois and a tollway interchange to Rt 23.
- I normally only use the I-90 toll road to get to recreational locations.
- WE were told Ipass would reduce cost = less man power neede..they have doubled and now it appears you are planning to possibly increase again...why is the cost increasing
- One thing I have noticed is that due to the price of gas, there has been a lot less traffic on the tollways. For instance I left at 8:00 a.m. this morning (a monday) for the airport and it used to take around an hour, today I made it in 35 minutes.
- The route 47 interchange will be a nice addition and benefit Huntley in a great way. An Exit at Higgins / Eastbound would relieve some tension on the morning commute.
- It seems the more we pay in tolls the worse our roads are. I understand the concept of them but I just do not see the results.
- Put a west on ramp at either Barrington rd. or roselle Rd.
- Have not used tolls outside of absolute necessity since toll increase earlier this year. Toll road usage down 90+%. Am willing to pay normal year over year increases, not close to double.
- The junction at I-90 / I-190 eastbound must be redesigned to clear congestion! 6 lanes merging into 3 will ALWAYS result in congestion.



- Your toll rates are high enough. I resent having to get an IPass or be charged double/Chicago Mafia Style choices. I avoid the toll way when I can because you already get enough of my money. Add all the express lanes you want, but idiots cause most of the problems
- I am satisfied in general.
- I think a lot of the congestion has to do with there only being an on ramp or off ramp at specific locations. there should be more wings for people to get on and off the highway when need be. also on 90 should have an exit between Arlington Heights Road and ohare
- I am opposed to more tolls and toll increases. This economy and the corrupt way things are done in this state are reasons that steer me in this direction. Time and again I've been inconvenienced by "improvements" that were just completed only to have them fall apart just a year later,because the work was done by an incompetent clout connected company. Enough is enough already!!!!
- The tollway system needs more oases. At least they aren't gouging you anymore on gas prices.
- I don't think you should spend millions of dollars building express lanes in the Jane Addams Memorial Tollway. This road is adequate as is.
- It is time to stop charging so much for tolls when the economy is hurting and people are out of work but have to use the expressway if they do work and have to pay so much every day!!!
- The change that is needed on the Jane Addams tollway isn't more express lanes - it's full interchanges. It's ridiculous that after all this time, the only full interchanges past 290 are 59 and the Elgin interchanges.
- Public transportation that connects Illinois' corporate corridors along I90 with shuttle service to specific destination for riders would make a huge contribution to ease congestion along that route.
- Thank you for conducting this survey - Public Transportation is very important to me.
- We are in desparate need of extending transit / CTA train service to at least Woodfield Mall. It's non-existent in this part of Cook County, despite our large burden of taxes by Cook County. I've lived in this area for over 30 years, and it was supposed to have been extended years ago. Let's reduce the congestion, and give the environment a break at the same time!
- I tried to change my time of travel. One question let me do that, the following question did not. The actual time of my travel should be 9:15 a.m.
- it's hard to judge how much i would be willing to spend on tolls for my commute. I would actually want to be in the traffic condition to determine what i would pay or if it was necessary for me to get from point a to point b.
- My concern is that there would only be one express lane and as I have seen in the past when there is only one lane and a driver is blocking the lane (whether an accident, flat tire, driving slower than posted speed limit), the rest of us are stuck in that lane and cannot get out and the traffic in the "regular" lanes are passing us by.
- Just fix the congestion
- the tolls have to change so all tolls do not merge into three lanes when going east on I-90
- I would love to see the train (CTA), be a subway and add lanes to the Kennedy! I always say, "if I were filthy, filthy rich! I'd fix that highway!" because it is ALWAYS congested, always!!!! Drives me nuts!
- I feel that Chicago is in great need of additional lanes, etc. to deal with the enormous amount of traffic!!





- Will route 53 be extended north past lake cRook road in my lifetime. The world wonders !
- Remember when the tolls where suppose to pay for the roads and then taken away? I do.
- build proper interchanges at I90/I294 and get rid of the cloverleaf. we need high speed ramps where trucks can go at least 50 mph
- You folks do a great job...just keep the cost under control! I do know some people who now avoid the tollway because of the cost.
- If you make express lanes to and from Elgin, they should be open going eastbound in the morning and open going westbound in the evening.
- I think it sucks that when road construction happens it for the whole 30 miles.... Slows everything down
- I would like to see a study done about where this toll money goes
- I find it very annoying when they put up construction cones along a 50 mile stretch lower the speed limit to 55mph and only work on a 10 or 20 mile stretch of road at a given time.
- We do not have public transportation out here. I wish we did.
- The biggest problem I have with paying any sort of roadway toll is having confidence that the funds are used efficiently. There's a level of public trust when paying into these funds no matter what the amount and I'd say that lever of trust that it's being used in ways that are in the very best interest of citizens is at an all time low.
- biggest issue I have with I-90 is getting onto it west bound from I-53 southbound.
- Most of the congestion is not at the tolls, it is constructions and people who do not know how to drive.you need to make 90 3 lanes all the way to the state line. there are just to many trucks and cars for 2 lanes Stop asking the people for more money,use what the tax payers have already paid.Find people to do the work without milking it.Taking years to do a job is insane. I watch the state of WI. and they don't mess around. they work day and night. They also use cement last longer.
- I really don't believe my answers will have any affect on the tollway's final decision. It's all a scam to get more money out of people who drive.
- Toll roads should be built using taxes, not tolls.
- Traffic is terrible on 90 both going easy and we      Traffic is terrible on 90 going both east and west .
- We already pay for the toll way, if there is room to add another lane, just add the lane and make it a two person or more lane. This way it promotes car pooling and allows the flow to increase.
- If express lanes are not approves, I90 west of Randall to Rockford should be widened to three lanes each way.
- Seems like a good survey. Good luck with your decisions.
- I love the IL Tollway - it is very nice and always much better to drive on than the WI Interstate
- I do not agree with making expressway improvements without series thought and consideration. The expansion of I 90 to and from the tollway actually made congestion and travel times worse and I feel it was a terrible decision!
- how about doing the jobs right the first time and not have to tear up what you just did 2 years ago to IMPROVE the conditions





- Having been associated with the Navy Seabees, I think the construction techniques used could be vastly improved. The poor workmanship and the time to complete the projects are unbelievable! Especially for the money they're paid.
- 9 times out of ten there will be a slow driver in the passing lane not passing and slowing down the traffic. They drive along side a truck and don't pass. Having slow drivers stay in the right lane would tremendously improve traffic flow.
- I support the use of express lanes, but not express toll lanes. The express lanes should be for High Occupancy Vehicles (HOV) lanes to encourage carpooling and taking public transportation. I really like when the express lanes are separated or raised above the highway so there is incentive for people to use it and discourage those who don't have more 2 or more people in their vehicle. Lastly, HOV should be two or more people, not three like I've seen in other states.
- Traffic wouldn't be so bad if the truck & slower cars would stay in the right lane. Sometime you have semi's going slower than the speed limit in the left lane when the traffic is light.
- Bus/train routes between Madison, WI and Bloomington, IL would ROCK! Have an awesome day.
- I believe that proposing additional express toll ways will not help in the long run for minimizing traffic flow. It will only increase the amount of how much a toll costs and I don't believe that is worth paying for saving 15 minutes on my commute. Traffic is traffic and it will always be there no matter how much we spend on the toll ways. In addition, it will cause more highway construction just to build/add new toll ways and that will cause even more traffic before it is all said and done.
- Ok, I'll say it. The tollway is expensive. All the major roadways are tollways and it is very hard to find alternate routes because I drive 50+ miles each way. And please, find a better way of fixing the cracks in the asphalt. The tar you pour into the cracks is hazardous to motorcycles. At least spread some sand over the hot tar for traction. When the temperature is over 90 degrees the tar becomes soft and pliable and the motorcycles front tires tend to waver and track in an unsafe manner. I know it is the "easy" fix, just look into safer methods of fixing other than "tar snakes". Finally, what ever happened to concrete roads. Yes, they are louder, but last a hell of a lot longer. Chicago has two seasons--winter and construction season--filling pot holes in asphalt.
- Suggest designated lane for larger trucks to drive in
- Figure a way to relieve the congestion at the East Toll entering the Kennedy expressway. Too many lanes trying to converge into fewer lanes also ramp from 294 into toll always backed up
- I am an outside sales rep for a company who's headquarters are in MN. I drive A LOT on Chicago area roads. My company only covers .40 a mile and the expense of driving in and around Chicago is HUGE. \$40. I pass and the cost of gas - horrible! The I90 corridor that your survey is about is not that bad of a trouble area...other roads are much worse and I feel should be ahead of doing any updates or adding tolls to that area of I90.
- All questions regarding public transportation were based on the fact that it is unavailable at this time. If there is a plan for public transportation please send out an e-mail on times/places, etc. Thank you.
- open road tolling lanes have been the best improvement in tollway driving in recent years
- A major part of the congestion on I-90 is around the I-290 interchange. Improving this interchange (perhaps a bypass around Woodfield) would greatly reduce congestion on I-90.



- Tolls are already too expensive. They were made to pay for the road, which has already been paid for. If tolls get any more expensive we will explore more work from home options or take an alternative route.
- The idea of toll roads is an insult to any of us who were promised that they would never exist and that the tolls would initially pay off the bonds, then convert roads to freeways.
- Extend the Blue Line to Barrington
- The toll rates are too high. Full access interchanges are needed more than higher toll express lanes.
- I think there should be speed sensing cameras in the iPass open road lanes and send speedin tickets to people who speed through at 80+MPH. I'm tired of almost getting killed for driving the speed limit and I also think this could increase revenues for the state of Illinois. Everybody speeds through those and I get honked at or tailgated to intimidate me to go faster.
- You did not mention carpooling, which I understand is a component of the proposed express lanes. It would NOT be something I could consider.
- the express lanes on I 90 are good idea as long as properly managed
- I am a limo driver who has paid countless toll-ways...I think I deserve at least one iPad ;) feel free to check my record ;)
- The on and off seletions are not accurate for my survey. I generally get on at Harlem Ave and exit Lake St. in Addison, Il. roughly 26 miles one way.
- The existing Jane Addams tollway could be significantly improved by adding additional exit ramps at Busse road and/or Elmhurst road. If an accident occurs, cars are stuck on the tollway with no way off, sometimes having to wait hours. That is unacceptable if you are charging people to use the tollway!
- The Rosemont/Devon toll plaza is an absolute disaster.....the construction to implement Open Road tolls made virtually no difference in reducing congestion. The fundamental problem is too many highways (I294, I94, I190) feeding into the Kennedy Expressway.....additional express lanes on the Jane Addams will not eliminate this major bottleneck. Therefore, I don't support investing any taxpayer or increased toll dollars in this development.....find a way to expand the lanes on the Kennedy instead!
- The bottleneck eastbound just after 294 often tends to back up 90. If that area was looked at and fixed I feel like much of the traffic I encounter between the oasis and 294 would ease up.
- i agree to use tolls for road improvements however, using tolls for public transportation i don't think is fair. The rates to USE public transportation should cover that.
- We need more on/off ramps between 53 and 59, in both directions. Either Roselle Road or Meacham Road should be full interchanges.
- The expense to improve the tollways should be paid by the company who collects the tolls and should not be the responsibility of the taxpayers.
- An exit between Route 59 and Route 53 would be very helpful and ease congestion. Barrington Road for hospital access or Roselle for Harper College, Roosevelt University and the Woodfield Shopping area.
- back in 1976 toll gates were installed to stop cheaters and the public was promised in 5 years tolls wouldn't be necessary, what happened our public officials became the cheaters and the public keeps paying thankyou



- You need to have better public transportation connecting Schaumburg to downtown Chicago and connecting Schaumburg and Rockford.
- Wisconsin (I know...) They have traffic cameras all over the state that are easily accessed. Once I am out of Illinois I travel better and faster in Wisconsin because of them. You should put this in place.
- There should be a balance between improving the travel time and options of travel. We do not want to build just to for the sake of building. We need to have an eye for what are we trying to achieve the improvement in travel time. reduce congestion, improving air quality, providing arterial connection against the burden on consumer of these services. I like the affordability of our toll system though they have gone up recently. But they should stay with in affordability of the consumers of these services.
- If you travel some distance, I think the tolls are already too high. Surrounding states don't have tolls and they manage. I'd like to see less toll money, not more!
- travel on I90 is mostly congested, no matter if it's rush hour or not, compared to other expressways....
- The tollway completely sucks. The city and the suburbs might as well be different states or even countries. Making travel between them easy, and killing the bottlenecks at the tolls, would substantially improve our overall economy
- Thanks guys !!! You know, you could avoid putting in express lanes from 294 to Randall, if you were able to put in 'adjustable' speed limit signs in the congested areas. I have spent alot of time on 90W from 294 to Randall, and if there were SL signs the adjusted from 40 up to 55, you could use them to notify drivers approaching the backups to slow down. Giving the traffic jam time to expand and flow again.. my 2cents. TN
- The economy is horrible and to make people pay additional, higher tolls is ridiculous. They are too high now.
- Why is the toll road always tore up. It seems every summer you are tearing a section up for some reason. WI does not replace its roads as often and they are in better shape.
- Moving to Electronic Tolling only on the IL 47 interchange means I will not likely use the Toll Highway in the future to make rare trips to the O'Hare. I've tried alternate routes and they "cost" me only 15 minutes of time. I hope Jefferson Park CTA stop can remain clean enough to use for transfers.
- I do not support charging more money for an express toll lane or for public transportation because it favors people who earn higher incomes and disadvantages those who learn less money. I wish that more time and energy would be put into creating an efficient and affordable public train system or bus system between the city and the suburbs.
- Fix the ridiculous congestion at Cumberland!!
- if the express toll lane is only separated from regular lanes by painted lines and signs it will not work. People on I90 already use the shoulder and medeum strip to get by. Any express lane would have to have a physical barrier to make it work. Then if there was an accedent everyone gets stuck. I have been stuck on the Kennedy express lanes a couple of times and it is no fun waiting 2 hours for accedent clean up before you can resume travel.
- Your proposed tolls will do nothing for the traffic congestion all along the toll...you'll get through the toll and sit in traffic - no "fast" fix for that. When the tollway is super congested I have the option to exit at three different locations and take the streets.



- my income is not relevant to this survey and is none of your business!
- One of the problems with express lanes as I see it is that a trip never ends at the end of the express lane. For example, if you were to go downtown from the northwest suburbs during rush hour, the express lanes would end at the Kennedy and you'd be stuck in traffic. If you could get to your final destination using the express lanes, I might think differently.
- The toll increases in the past couple year was very unnecessary. I hate the fact that I pay for toll increases and still traffic is horrible. Chicago metro (50-60 ml radius) is one of the worst in the U.S. Thanks for taking more money with nothing in return.
- A very FAST train might be an option if it has free parking at the WI/IL border and is cheap enough and connects to Chicago EL; for car travel, increase lanes and allow 75 - 80 mph; FIX the 90/294 backups that I almost always experience (right after tollway on 94E, Cumberland)
- I just wish the new transponders would "beep" when the toll was paid. I \*miss\* my old transponder :(
- Salary question is not necessary or have the choice "not to answer"
- Regardless the number lanes between points a and b, there are always bottleneck such that in times of real congestion, little time is saved. I would prefer extending the train line down the middle of I90 all the way to Elgin and maybe beyond. Also might minimize upset during construction. Also, we just paid for new lanes and resurfacing.
- I think adding express lanes at the cost of cutting other lanes is not a good idea. Charging more to use them is not fair either. Causing slower traffic to build them is not a good idea. I have changed my use of toll roads due to increase in tolls last Jan. use maybe 3 x opposed to 10 + a week.
- There should ALWAYS be a "pay cash" option on the toll road. It's not fair to make people purchase an IPASS or other form of electronic payment just to travel on the toll road. For people who don't travel on there much, it just wouldn't be worth it. Leave the IPASS, etc. thing to those who travel on there every day.
- Survey is too long and repeated the same question too many times.
- My comments reflect my trip to work (from Chicago). The travel time home (to Chicago) is much longer. I would appreciate the inbound express lanes being opened 1-2 times per week. It often takes more than 2+ hours to return home! The main traffic congestion is from the O'Hare toll into the city (same in the a.m.).
- Chicago is a waste of time visiting or driving to or thru. I am a country boy and see no reason for people to live in the big city. They can have it. Where I live there are no traffic signals, no congestion. Just trees, birds and my fast hot rod car.
- I would find it extremely bad if there were tiered levels of toll. Are you going to take an existing lane from the toll users now to make an express lane. This would not be acceptable. How about taking care of the traffic flow problems instead of charging more money for the same service. The management needs to take it up a notch before asking for more money. I have had poor response from questions and comments in the past. If you would actually answer questions or comments with a real person that would help.
- I know road work needs done, but I feel the work zones are too long and are in areas where no work is being done RIGHT NOW. Work on maybe 5 miles, get it all done, then move to another area.



- The worst is right at Cumberland...it always backs up there and the River Rd toll it backs up. I drive on 90 every morning and don't have to be at work until 8, but leave at 5:15-5:30 depending on the day to make sure that I am there. I am only hesitant about this since I don't make a ton of money, like the rest of the middle class world, and tolls take their, well, toll. Thanks for trying to make things better- Cassy
- When I worked downtown as a full-time employee, I always took the train. Working in the suburbs, I've always had to drive. On Saturdays, I have to go into Chicago to assist my mother with her errands and shopping.
- Its time to do some real planning to provide full service trans. pkg. to the suburbs that is easily utilized, and is affordable. Expand Pace across the suburbs to operate like the chgo. bus system. A train down 90 as far west as possible? With the economy increasing gas prices etc. people in the burbs will use public trans. The RTA, the State, Counties and townships need to focus on a long term BIG picture. Tweaks here and there are not doing the job. There is some great trans. in Europe -- maybe we could learn from them.
- There is ALWAYS congestion in I90 in the morning by Barrington by the 2 water towers on the right side of the road. I've traveled that route since early 2000's and it's always had congestion there with no exit or off ramps within a couple miles.
- This survey is not 10 minutes. More like 20 minutes.
- I do use the Kennedy a lot, make weekly trips to the airport as well. As a salesperson, I need my car to see customers and attend meetings in our offices in Des Plaines and Buffalo Grove. I am very dependent on our roads. While I would not mind paying more for higher tolls to expedite my trip, it is unlikely my company would cover the additional expense. I have concerns that it would be too expensive on a regular basis.
- A progression bar of some sort to indicate what remains/accomplished in the survey so I know my progress for time management.
- I'm not totally in favor of adding express lanes as they have not proven very effective on the Kennedy from the Junction to downtown. At most you save 5 minutes and sometime the lane is more jammed up than the regular lanes. No matter what the toll, you can't guarantee time savings so I am not likely to spend more than 1:50 more to travel in the express lane. Having traveled the Jane Addams regularly for over 30 years, the current problems are the inevitable bottleneck between Route 53 and Barrington Rd. when heading east. Sometimes it slows as early as the Elgin toll to Barrington Road. Over the years I, in order to assure arrival at my destination in Old Town by 8:00 a.m, I have had to move up my start time from 6:15 to 5:30 a.m. Coming home in the evening, if I leave anywhere between 2:30 and 6:00 p.m. it usually takes 2 hours and more on Fridays. I did take the Metra Union Pacific Northwest line for over 5 years but since I don't go all the way downtown, I still need to take a bus to get to the destination. This adds 25-30 minutes to an already 1 1/2 hour trip plus I'm lugging all my paperwork.
- Improvements to I-90 that ease congestion and allow more throughput would be great. Considering the road was just resurfaced I would hope interference with lane availability would be minimized (night work, side of road, etc...)
- When answering questions with the slider option I could not adjust answer after first choice. Taking survey on Android phone using Dolphin browser.



- Please consider those of us who have to travel from out of the city in. There are too many on ramps and too few off ramps on this corridor. These would give many more options for routes especially between 59 and 53
- You just doubled tolls in January 2012. It's outrageous that your survey is all about testing the public's tolerance for additional increases in tolls. You can't guarantee travel time, accidents and weather make it impossible. There are no public transportation options for me because of where I live and because of where I work. The car is my only realistic option and that won't change unless I move to a suburb.
- Tolls are too high already! Why do people in other major cities don't have tollroads like we do in Illinois, especially the Chicago area?
- why did i hear the tolls would pay for the highway and then be eliminated
- I think one of the biggest problems is the 290 to I90west merge in the PM. Cars don't stay in their lanes, and jam that intersection every day( 3:30 to 6:00 Monday to Friday) should fix first!
- In almost all of the sample traffic situations, it was too little time savings for too much money. IF, however, you guys could make a big time savings for a smaller toll increase, we would all love that. Naturally. Also, I DO consider the effects on the environment of traffic and I DO want OTHER people to take public transit. Ha! But public transit is too inconvenient for me partly because I have a large amount of equipment to lug to work all the time and partly because I do like the privacy of my car. Thank you for working on this project. I have heard that they are implementing this system in the D.C. area. I wonder how well received it is...
- train from rockford to chicago would be awesome.
- There should be more exits going east between Arlington Heights Rd and O'Hare.
- Let's quit this multi-toll garbage, just charge once when getting on the highway and be done with it. eliminate all the damn traffic backups at the toll booths, it's really annoying and pushing back to surface streets. This causes you to lose revenue and increase my fuel consumption which is bad for the environment.
- The tolls are too high now, adding additional toll roads is simply not fair.
- Don't make the new interchange at route 47 a paid toll when entering going East or leaving going West. That would be no change to the current setup. I know that there should be a toll for the new direction that is being added.
- Trying to access the ipass lane upon entering the jane adams expressway at devon is an accident waiting to happen. Cars entering are trying to cross over to the left to access ipass as non ipass cars are trying to cross over to the right. This situation should be reevaluated.
- Great survey. Thanks for taking my input into consideration. With respect to the Jane Addams Memorial Tollway, I think it would be great to see an extension of the CTA L line in the center of the tollway. If we could have it go all the way to Randall Road that would be ideal.
- I am supportive of any changes made to increase traffic safety. I am not supportive of any efforts to make it easier to drive. As driving becomes easier, individuals commute from longer distances with fuel consumption and pollution increasing. If driving is a pain, then individuals will live closer to public transportation or nearer their work place. Public transportation projects always run over





budget. Once it is built, maintenance is underfunded because it is not politically popular - please see the CTA for numerous examples. Pay for use should be a guiding principle.

- This section of I-90 needs more east bound exits. When I go to Woodfield mall I would prefer to exit before the mall instead of driving by it, merging onto 53 and then exiting. Due to lack of exits I normally do not get on I-90; I opt for taking Rt 72 or Rt 58 instead.
- need on/off ramp on i90 and us23 marengo.
- Express lane's from western suburbs. Improvements on DesPlaines toll time. Carpool lanes, being flexible on using left shoulder during peak hours.
- The increase in tolls along with the increase in gasoline prices and lack of increase in salary along with the current economy made a massive negative impact on my income. Toll officials should take this into consideration when raising tolls. Because of location residents of northwest suburbs are almost forced to use the tollways--public transportation may work for some but if you are not traveling to downtown metro Chicago public transportation is not convenient
- If possible, there is a joke there are 2 seasons in Chicago - Winter and Construction. If there were a way to reduce the construction lag, we have a win-win for everyone.
- Good luck with the survey and compiling the results. Fascinating!
- We need a north-south transit option...getting to 90 is half of my trip!...why didn't Illinois pursue the STAR option...I work near the intersection of 90 & Cumberland...how 'bout a north- south rapid transit option west of the city? western suburbanites could take Metra to the Oak Park area, then head north instead of having to go all the way into the city to access the El.
- Express corridor is supposed to be time saving by at least half the time. for example if journey is taking 1 hour now, it should take 30 min on the express corridor. then every body is willing to pay more. but as per the survey saving 10 min and paying double is meaning less
- Real problem on I-90 is not the I-90, it's the ridiculous and never fixed bottleneck of I-90 and I-294 feeding Kennedy going East. Going West, the inadequate design of the lane reduction past the River Road Plaza is the culprit. Recently spent hundreds of millions of dollars moved the problem East few blocks. Insane waste of taxpayers and toll users money. But the construction contractors love you you guys!! No express lanes or other wild ideas will cure that. Only massive redesign, widening Kennedy to 4 or even 5 lanes is the real solution. Adding couple of off ramps estward and one Westward between Arlington Heights and River Road would help more than 3 new express lanes, giving people exit opportunity, and reducing congestion at the miserable and unbelievable River Road toll/junction.
- I would LOVE to have on/off ramps at route 23 in Marengo. Any poasability of that happening??
- I don't use public transportaion on any regular basis but do ride my bicycle to work on a regular bases from mid-March to mid-October .This is a journey of 10 miles each way. My wife and I car pool to work occassionally.
- Please consider adding a lane(from 2 to 3 in each direction) from Rockford to Elgin.
- Traffic is unavoidable and is a crap shoot everyday. I can depart the same time every day and never arrive at my destination at the same time. Even taking weather factors into account - different every day no matter wet, dry, snowy, etc. I did not like the toll increase because I don't see what that got for me. A promise to reduce travel time and pay alittle more for it does not even seem plausible.



- Hope that there can be a speedy lane so people (like myself) can speed faster to and from work. BTW, nice quiz system!
- Tolls are already too high; paying an even higher toll for an express lane to save 15 or 20 minutes is not cost-effective. IL gas prices are the highest in the nation, largely due to taxes, which should be used for the roads. But we have high gas prices and high tolls. My employer has not given raises in 3 years, but taxes and tolls rise--what is wrong with this picture? I would consider paying extra if such express lanes were offered on 290 to/from downtown/Itasca.
- I was not clear until the end of the survey you were talking about building a new public transit along I-90 tollway. I thought you meant existing transit options. But it wouldn't have changed my answers based on the location of my work.
- A bus transportation along my route would be VERY useful for my trips to Chicago for work. I like to see how this would develop...as I was just stuck in traffic for about hour and 45 minutes today on a TUESDAY and was late to work...I think leaving my house any earlier than 8PM would be ridiculous for travel time especially if I'm using the "expressway"
- I would love an Express Toll Road but right now it really isn't necessary since traffic is under control between Rte 294 and Barrington Rd exits. The last thing I want is construction to slow everything down which is typical of IL. If you were to add Express Toll Lanes, I would also only do it if they are in addition to the existing lanes that exist. Again otherwise its a wast of taxpayer and toll road payers money.
- weather has a larger affect on travel plans than congestion
- Strongly suggest each bus or train stations/stops have adequate parking for cars. Shelters are good during waits and to/from cars.
- Upkeeping of the toll roads are necessary but better planning to minimize congestion is much more needed. We have two seasons, winter and construction. I 90 by OHare, and 290 junction is terrible as well as 294 and OHare is nightmare. Thanks for the survey
- reduce the charge of the tollway system...doubling the fares was unwarranted..open the books to show how much money the tollway actually has in the bank
- I love doing these surveys.
- Maybe we should fix the states budget instead of double taxing us on both gas and tolls to use our highway system.
- I-90 toll should have been changed to a free highway years ago. We pay enough taxes for our roads. There is no need for toll ways.
- I would love to see an on ramp at barrington rd for west bound traffic and an off ramp at barrington rd for eastbound traffic. This would cut 10-15 minutes off my commute daily.
- How about getting the financial house in order first in the state of Illinois. After that then we can start spending money on a reasonable level. It amazes me that on the news Illinois says they are haveing money troubles and the next story the state has found a new way to spend more money!! Prime example, Elgin-O'Hare expressway, goes to neither Elgin or O'Hare!!
- fix log jam after the toll
- There needs to be an easier way to connect the various metra lines without having to go through Ogilvie.





- Who was the knucklehead that decided to widen I90 west of Route 20. We just went through a full year of construction for resurfacing, and now this.
- A train stop in Huntley would be nice. One that can easily get you downtown for ball games, theater & the pier would be optimal.
- Just what happens to the tolls collected? Just what percentage of that money actually goes to paying the debt on the roadways? That should be the ONLY thing the tolls go for. We don't need Taj Mahal offices for the Tollway Authority, and we don't need million dollar oases funded by the toll money. The vehicles out on the tollway should be from private contractors, not my toll money, and they can charge the respective users accordingly. Like everyone else in IL I am sick of the lip service that you pay to motorists. The roads are getting worse and the tolls just keep going up. If that's the case, get rid of the toll system. It is nothing more than a big fat teat for politicians and unions to suck on and I am disgusted by all of this waste. Say hello to Rod for me.
- I think we need to think of having lanes one above the other
- I am consistently frustrated at the travel times on I90. I would prefer to go out of my way for a different route if that means that I have less stalled delays
- Please consider adding westbound I-90 ramp at Barrington rd. Also consider adding sidewalks on the Barrington rd. overpass on I-90. Thanks!
- If the new express lanes will cost a person more than \$6-7 round trip, then they are not necessary to do, especially if you are travelling on 355 like my husband has to do. Tolls are expensive as it is in addition to car maintenance and gas.
- We DESPERATELY need an exit off Barrington Road to head west, and an entrance eastbound from I-90 onto Barrington Road. It's ridiculous that we need to go to/from Rt 59 to get to Barrington Road...it's a complete waste of time.
- I would have to drive to the train station and park and pay to park in the train station lot and then have to deal with finding a bus/taxi to get to my family on the other end of the train ride and this is not practical from Algonquin to Riverdale
- I hope something can be done to clean up the state government because we have idiots in charge right now. I am not in favor of giving Quinn and his knuckleheads anymore money. I fear more money coming towards the toll system would be mis-managed like the rest of the state's funds. I heard in the past the toll system was to be a temporary thing but it makes sense to me to have the users who use the road pay for it more than it does to increase taxes and put the funds in the hands of criminals who reside in Springfield. I hope you guys manage this project well and keep it reasonable for people to drive on the roads. Gas is not cheap here in Illinois either. I don't have to make the drive to the office everyday now, I am primarily a telecommuter thank goodness... but many other people don't have that option. Do a good job with this plan. Be responsible and remember every dollar that comes out of a citizen's pocket and goes to a governmental body is a dollar coming out of a family budget that is used for transportation vs feeding and educating their kids. Thanks and sorry for a little rant!
- How about using our double toll fees that we started paying a year or 2 ago instead of talking about more increases! This state has no sense of effective spending with efficiency.
- Instead of wasting money on useless Express Lanes that are usually slower than the regular lanes, how about adding entrances and exits to I90 at Barrington and Roselle so that it's easier to actually use I90. These interchanges do not contain entrances and exits in both directions. It results in driving



farther east or west to get ON I90, which results in a longer drive. I get on at Randall and go east. I would like to exit at Barrington Road. There is no exit going east. Instead, I have to exit at Route 59, about 5 miles west of Barrington. I take Route 59 to Higgins (72) to Barrington Road. A much longer drive. Use the funds to improve the tollway instead of wasting it on Express lanes. One slow motorist in the express lanes defeats the purpose. How about eliminating the tolls altogether. Other states don't have tollways and their highways don't seem any worse than ours.

- I think paying a toll to knock off 15 minutes of time or less is a waste of money.
- There needs to be more options to exit eastbound 90 between 59 and 53/290 and enter westbound 90 in that same area
- My understanding of the new / proposed Express Toll was that it was available from O'Hare through to Randall Road only getting you to Randall Road without any other "exits"... if this is not the case, then I would be more open to the "Express Toll"...
- I love the Tollway. The roads are always good and when it snows, they are the most reliable of any Highways.
- This survey took way too long. By adding the toll lane, you are still going to make the commute horrible because guess what you have to do first... CONSTRUCTION! Leave well enough alone. Put money in to the school systems instead of trying to make more money! Not sure why I have to pay to use the roads when I already have to pay for gas!
- This area of the highway isn't that bad. The area that needs improved is after after the tollway before Cumberland and all the way downtown. That part of the highway is always full but never stop and go except if there is an accident. Right before Cumberland at around 4:30 till 7 is stop and go.
- Appreciate the best performance of reducing snow/ice, post storm clean-up and HELP. Also appreciate keeping the tollway smooth. However construction traffic needs to be better managed - doing more work when congestion is at a minimum and removing road barriers when possible between shifts.
- It would be nice to have a west bound interchange at Barrington Road
- How do other states do this? Illinois taxes are one of the highest, there are tolls for the road, etc. Many states have better highways, no state taxes, and no tolls.
- A train would be wonderful...from Elgin even Schaumburg to O'hare airport
- Jane Addams isn't the issue, it's 90 at the O'Hare toll booth.
- Put bike lanes along highway as in Michigan for all new construction and major renovations in metro areas.
- The traffic at the Cumberland toll bottleneck sucks.
- The tolls should pay for improvements and expansion, not for over inflated salaries and wasteful spending. Do things right the first time. why would it ever make sense to open a road with 2 lanes, then have to widen it and cost more money than the initial outlay of additional concrete? The additional work in the beginning of I 355 would have been easy to manage rather than update it afterwards. The same with the Elgin O'hare street. Since it does not go to Elgin or O'hare it is a street that should have been wider to begin with and go further. The same is true for route 53, it needs to run all the way into Wisconsin border.



- Desperately need an exit ramp from the west at Barrington Road and an entrance ramp heading west from Barrington Road!!
- Need more north-south options, like 355 but farther west. I use 59 a lot. Even if I was near a station, the suburbs are too big to walk from a station to my destinations.
- Improve the L, make it secure, extend it farther and link suburbs. It is a travesty that I cannot use public transport to go to one northern suburb from another. I once had to tell friend who wanted to use public transport to go to Chicago before she can go to Glencoe to see botanical gardens. This should not be the case for a world class metropolitan area.
- As mentioned, currently there is no way to get to O'Hare via public transportation if you live in the western suburbs. If I took Metra from Elgin I can't easily get to Airport to work from Bensenville, plus Metra runs hourly which is a problem if you miss the train
- I do know since the last toll increase, that several people that I know of have decided to take roads to eliminate the costly tolls. I know this will happen in greater numbers if you plan to raise tolls.
- I like the concept of express lanes going further out from Chicago but not if the amount of tolls are going to be significantly higher
- Remove the tolls! We are taxed enough already!
- Add an eastbound exit around Elmhurst or Mt. Prospect Road. This would alleviate traffic congestion going eastbound in the evenings.
- Have an on ramp to I90 West from Barrington Road and an off ramp from I90 East at Barrington Road.
- With the current Illinois State deficit, this proposed expense is unnecessary.
- The primary reason why I don't want to pay tolls electronically with a transponder is that I don't travel on the tollways all that frequently. I don't like the idea of having to pay for the transponder nor do I like the idea of putting money on an account to be automatically deducted. If the transponder was free and I received a monthly or quarterly bill (it could be sent electronically via email), then I would definitely reconsider paying tolls with a transponder. Also, it is not fair for people who do not have a transponder to pay higher tolls than those who do. We all drive on the same roads.
- This survey was TOO long.
- I would be more likely to take the train downtown to night time events such as the opera but there is no train between 10 and 12 midnight and I don't like waiting that long since the opera is usually out around 10:15.
- I try to take public transportation (metra) when traveling from my home to downtown Chicago. Would probably not use public transportation from my home to work (currently using I-90) because I don't have the traffic issues like I would if I were traveling downtown.
- I use I90 often it would be nice if something could be done on I90 west exit from 355/290/53 exit to Rockford. It is a very dangerous transition area to many cars and motorists waiting to the last minute to get in line or just plain cutting people off. Maybe a fly over ramp or bridge might help congestion at that point. Thank you
- just make more lanes and you won't need express lanes
- A stop light at the NB Barrington RD exit. Too much commercial traffic.
- Additional travel lanes would help relieve traffic. I support additional travel lanes to make 4 or 5 lanes of traffic instead of 3. I would support additional tolls only if it meant additional lanes.



- Express way is not needed on Jane Addams. Three lanes after Randall is.
- Ample parking will be required to allow me to use public transportation, and it must include long term parking for work purposes.
- I would use public transportation to attend sporting events in Chicago. It just seems complicated coming from the suburbs, going downtown, changing trains. I would rather use public transportation if there was clear info how to do it. I enjoy taking the Metra when going downtown.
- Next time, make this a secure site. There is personal information being transmitted.
- I often use light rail when I travel and would use light rail to get to and from O'Hare if it was fast, cheap and reliable like the DC metro, MARTA, Minneapolis light rail, etc. It would be great to have the Blue Line extended out to Randall Road or Ill. 47. I would stop driving to the airport and take the train instead. Without a Huntley Metra station it takes almost 30 minutes at rush hour to get to the nearest stations in Elgin or Crystal Lake. As for express toll lanes, I only support them if they are a new, 4th lane on 90, not taking over one of the existing 3 lanes.
- I use my truck for work so public transportation is not an option
- Tolls were not meant to be permanent when they were introduced in the 1950's, they should not continue. Taxpayers pay enough taxes. The State should budget and manage costs more efficiently, as a responsible entity, not an entitled governance.
- Metra service for bussing can be a great option, yet we lack pickup routes up and down RT59 (Army Trail road to I90) to destinations. We really need key stops along RT59 to shopping both east and west. I would take the bus if it were available!!
- Would like to see improvements on I90 exit into 53. Shoving 4 toll exits into one lane and going up the ramp is not so safe. There are many semi trucks that just ramp themselves into the shoulder and ride up the ramp the entire way. Please consider making an improvement to widen that ramp.
- the toll plaza from I90 to the Kennedy is the worst. This is the worst and the reason I have to adjust the time I leave to go into the city.
- paying tolls AND being stuck in traffic is major irritation. since stuck in traffic is likely, I usually pick non-toll roads for less frustration. Survey path could be improved. The original trip I had in mind met all the conditions and covered the whole target section of road. But then it said my start and end points were outside the survey. so I made up a different and shorter trip and used that. Didn't like the survey's inconsistency. and won't do another one.
- I live in the Rockford area and work in Hoffman Estates - We NO LONGER take I-90 because the Tollway has gotten out of control with the Toll prices. We can no longer afford to travel on the highway to and from work everyday of the week. I feel there should be less tolls and not so expensive.
- I would appreciate more exits going EAST on the JAT. Once I get on at Beverly, I can't get off until Rt. 53. After that, I think I can only get off again at Arlington Hgts. and O'Hare.
- Would like to see an Eastbound exit and a Westbound entrance to I-90 at Barrington Road.
- Stop wasting money, we have the worst roads in the midwest.
- This survey gave me a strong impression that the tollway authority expects the people of the Chicago land area to pay for some long over due improvements. So more than ever I have a view of yet another corporation wanting someone else to support a job that they should already be doing for the greater good and that would create revenue once completed.



- reverseable lanes on the kenendy work VERY well. I often depend on them when traveling downtown. Similar solution on the Jane Addams i think would work well and having them as a higher paid optoin for would control traffic.
- Need additional east bound exits between rt 59 and rt 53/290.
- If you are looking to make any improvements on I90 I would like to see a complete interchange at Barrington Rd.
- DO NOT build a lane for "some" people only. Any extra lanes built should be available for ALL cars.
- Extending the blue line out to Woodfield would allow me to travel to downtown easier.
- The trip described in this scenario ended downtown Chicago and there was no option to select an exit past I-294.
- With the Toll increase, I tend to use the tollway less. The whole idea of mass transit in the suburbs does not work unless the commute is to the loop. Sorry but that is the fact. Even if you had a hub in the suburbs, there would be a minimum of one transfer involved. Unless you had some very high speed rail. A car would still be quicker than public transportation.
- Would high speed toll lanes reduce the number of regular lanes of traffic?
- An increase in toll cost is very prohibitive when you consider two way / 5 days a week travel. The main deterrent to public transportation is rider safety and comfort (physical/verbal assault, pick pockets, loud obnoxious passengers, over-crowding)
- Having an on-ramp at Route 23 & I-90 would be a nice option.
- The survey is too long and takes too much time.
- Tolls were recently doubled and are too high. I used to take the toll road daily, both to and from work. Now, due to the increase of tolls, I try to NOT take the toll road. The road is never congested when I travel and I have no issues with the road. I would prefer to see public transportation provided over more roads which is bad for the environment. We do not need more roads and more tolls. I try to never take the tollways anymore, due to the increase in tolls.
- If i had to spend the money to create a bypass or express tollway system it would rather be from I90 and I294 cross section to downtown. By opening up traffic in the busy I90/I94 junction, it will open up rest of the traffic. Another suggestion is to create a bypass all the way from jane adams to downtown and even south loop area. Please dont raise Taxes and toll, we pay enough in IL already.
- After the last toll increase, I cut back on toll road travel by 90%
- One comment I might make is that my understanding was that when the tollways were paid for the tolls would cease.
- Good Survey! Feels nice to think I hve some input in traffic studies. Also.. we always discuss in the car on the way to Chicago city.. why don;t yuo just build a double decker road from Ohare to the City?
- PLEASE, PLEASE, PLEASE put in a West Bound ramp from Barrington Rd onto I90 !!
- Biggest issue I have with my trip is that I have to go through the Cumberland toll to get to park ridge. having an exit on devon going east would reduce the congestion at cumberland toll.
- I do not want to pay more money in tolls to add an express lane. If you add an express lane, the tolls should only apply to that lane.



- The problem of paying toll is government thinks it is their personal bank. Not spending money on new plans but keep spending on useless programs, we already pay federal and state tax and still have to pay hefty amount of toll to travel to work, on congested and pot hole filled roads and still the new planning expect to increase the toll, this is kind of old kingdom where governments hunger never fulfill and poor peasants has to pay for it. So no more toll please.
- I regularly travel the Jane Addams from Algonquin to either O'Hare, downtown Chicago, or to Rockford at least 6 times per month. The Jane Addams is one of the best tollways in Metro Chicago. I have accepted the iPass and unfortunately have to continue paying into a tollway system that was suppose to be abolished years ago. I strongly oppose the I-90 rebuild after just having resurfaced most of the Jane Addams. I would like to see more investment around traffic technology and logistics. Move to a variable speed limit based on traffic flow to reduce congestion. Some of the best interstate highways in Illinois are free to use as they are funded by state tax dollars. Please use the tollway revenue for repairs and stop wasting valuable dollars. Tighten your belt! Thanks for including me in the survey.
- The biggest problem my household has with Public transportation is access. We have to drive a minimum of 30 minutes to be able to use it.
- One of the questions having to do with what I'd be willing to pay to save 15 minutes of time was unclear as to whether I was offering to pay an ADDITIONAL amount to the current toll or if I was responding to pay a toll at all. That question should be clarified.
- Unless you use the Jane Addams tollway at rush hour AM or PM, the congestion, heading East, is East of Arlington Hts road as you get closer to the airport/294. I don't often experience much congestion prior to that point.
- it's great that you are aware of the problems on our il. highways. there are times when traveling to chicago it takes more then 1 hour to get to the university. thanks for this opportunity.
- To commute via train to Chicago when having to go to multiple locations is not acceptable because of additional public transportation costs involved like taxi, etc.
- I do not travel I90 daily however I do drive over I90 on Barrington Rd and I would say about 1/2 the time, the traffic is backed up going East in the morning.
- I think Express Lanes would be helpful, but the incremental amount of toll I would pay to save even up to 30 minutes would not be more than double what the current toll is. Public Transportation only helps if there is a bus that can drop you at your work location after the train (if going from the city to the suburbs to commute). Usually the cost and time of this option exceeds the cost and time of driving, so it never wins given the convenience of hopping in your own car and having the flexibility.
- The problem with public transportation is that it can't take you door to door. You will still need some other transportation at either end of the trip.
- If I understood this correctly - how do the express lanes help us where the real congestion happens on I90 more or less beginning at O'Hare and heading East.
- The reason people hate using express lanes is because if a car breaks down or an accident there is no way out of the express lane you are just stuck.
- Please study the traffic flow over a period of time between the Rte 31 toll plaza and Rte 59 heading east around 8 - 8:30 in the morning during the week. There is never any construction or even an accident and yet the traffic comes to a complete stop multiple times over this short span of road.





- I am not opposed to tolls however in Illinois the amount to extra taxes and since we are taxed beyond belief increasing tolls is just one more burden we have to endure. It is my belief that the whole of Illinois needs to reconsider what is important and what is not including the \$87B in pension liability. All this in total is pushing me to seriously consider leaving this state and establish residency elsewhere
- doubling of tolls has impacted my budget. I have no choice but to pay in order to get to work. I am tired of the State gov. nickle and diming us to death.
- Good Survey but you should 1.) Inform the taker how long it will take to complete (approx) and 2.) Have an on-screen progress bar. Thanks.
- I would only be interested in an express lane for saving time if the toll is not much higher than the toll I already pay.
- The survey did not include an entrance to I90 from my geographical location in rockford so I had to choose a different entrance instead
- I would much rather use public transportation than driving, but there is no easy public transportation to get from Union Station to the Museum of Science and Industry/ University of Chicago Medical Center area.
- Until you can solve the traffic congestion on the Kennedy you will never be ever to change the congestion on the Jane Addams.
- Some tolls are far to expensive, my route changes almost on a daily basis, but always in the chicago land area, some routes are fair and i end up paying 4-5\$ round trip, other routes I will end up paying tolls one after another and the amounts get higher and higher, and round trip i might spend as much as 16-20\$. And i feel completely taken advantage of. If the tolls were more reasonable and consistent it might make it easier to swallow the burden of paying tolls. And your payment and tracking of ipass needs a update, it is outdated and far to slow.
- I like the road way message signs that announce travel time to destination roads, or announce traffic back ups/accidents. Announcing this allows exit to alternate route if available.
- It would be significant time savings for me to have a west bound entrance and/or exit on 90 at Barrington Road or Roselle Road.
- Airport access via public train system would be greatly appreciated and used....for employees of the airport and residents who use the airport. Must run frequently, and accomodate airport schedules and so that employees won't "opt out" if they think transportation wouldn't be running when they needed it.
- There is more than enough tax money to pay for anything we need done on the roads. The government is too wasteful with our money. Tolls were supposed to be temporary and have turned into a cash cow for each state that just keeps bilking the tax payers who are already burdened with unavoidably far travel times (because of the design of the towns and cities) and high gas prices in the midwest.
- I would like to know exactly how the toll money is used.
- Thank you for asking.
- Roads on I 90 around the chicago area need to be redone there are many bumps every where, which i am sure have cause many drivers to fix there suspension do to damage over time.





- If this project is modeled after the CTA Blue Line and includes a rapid-transit train from O'Hare to Randall Rd., I would use it ALL the time.
- Please add a car pool lane on the 90 for NO additional charge. Do not penalize the people who are trying to save money and reduce the number of cars on the road!
- Please fix the traffic problems on I-90. The commute times are stressful and affect quality of life. Extending the CTA EL line past O'Hare would be much appreciated and well utilized.
- the tollways are simply a patronage system and should have been paid off and made free years ago. we are being held hostage- most other cities do not have tolls and they have better roads
- I have been driving 1-90 for 26 years. I have always appreciated how safe the Tollway is, and the overall good shape it is in. For the last ten years, I have predominantly worked from home, so haven't had to face the commute as much as I use to. Appreciate you asking my opinion.
- If public transportation was more flexible to travel from suburbs to Chicago or other suburbs, more people would be willing to use them.
- My biggest problem with traffic coming from belvidere is the ramp from 90 to 290 going east. On return trip going from 290 west to i90 west the ramp is awful. If these trouble spots were eliminated it would drastically cut down on travel time without express lanes.
- I don't see public transportation as an option for me however providing it along the I90 corridor might help reduce my travel time. As to the express lanes if they increase my tolls I would not use them as I am barely affording the new toll rates. But once again if my rates stayed the same and those that could afford a higher express lane rate that again would improve my travel time without increasing my already significant expenses for my 128 mile round trip to work and back home.
- They should have waited to shift the lanes between Randell Road and Route 47 until after the Labor Day weekend. That created an unnecessary mess.
- If the toll increases for express toll, is there an option of continuing to use the same lanes at the old rate. I do not think it is right to change all tolls to \$10.00 just for a couple hours of easier traveling. There will be very few people that can pay \$10 twice a day to go to work. \$100 a week in toll to get to work is ridiculous. That is only a \$100 for people that only pay one toll. Some of my family members pay two tolls each way. I know that they can not afford \$200 a week in toll.
- Not being from the region we find it difficult to determine how to effectively use public transportation to get to our destination easily.
- More trains at increased frequencies, please
- I am strongly opposed to adding these express lanes and then increasing the toll fee. I carefully followed the toll increase issue that took place earlier this year. As I recall, tolls were approved to increase by 67%. I was absolutely against this type of increase. To suggest another toll increase that would cost me \$8 - \$12 to drive the tollway in just one direction just one time is absolutely eregious! What are you people thinking! Where is it all going to end! At this rate, it's going to cost travelers twenty bucks JUST TO GET ON on the tollway! I travel the U.S. for a living. Other than the turnpike systems in this country, I can think of no other metropolitan market where the Inter-State road systems are inundated with tolls like the Chicagoland area. How is it that LA, New York, Detroit, Cincinnati, Columbus, Minneapolis/St. Paul, Kansas City, Denver, Indianapolis, etc., etc. can provide an Inter-State road system through their cities and not charge a toll? With all due respect, I find the



Illinois Tollway system one of the biggest 'shake-downs' going in the US today. Please, do not do anything that is going to further increase the present cost of tolls in Illinois.

- I think a better solution for congestion is to add an exit ramp at Elmhurst Road. This would help tremendously with easing congestion, especially during rush hour (which is all the time now!!)
- I would take mass transit but I need my car for my work as I travel throughout the day in my area, going to 11 schools for my teaching position.
- Please ease the traffic at the Cumberland/90/294 area. It is awful to have to sit 15 min to go 0.5 miles.
- I know a lot of people, including myself, who would use the Milwaukee District West Metra Line, 5 days a week, to and from work, if there was a train stop/station north of IL-72 on Randall Road (closer to the Algonquin/Crystal Lake area.)
- Please understand the state of Illinois is going broke. Whatever is proposed must have a way of being funded, and the purpose of the money needs to be nailed down and not changed. I am leery of having Illinois government claim they will be able to pay for all of these ideas, only to go into further debt!
- I must have missed something in the beginning because I didn't understand why the new express lanes took more time when I thought they would take less.
- Needed improvements; Transition from 355/Rt53 to Jane Addams is one of the worst in the country. This would be a much better area to concentrate effort to relieve congestion
- I speak for many when I say there needs to be an on/off ramp to/from the West at Barrington Rd. PLEASE! This would pay for itself very quickly.
- Surveys are a waste of time. You NEVER use the information that is received but instead do what you planned all along anyway. You truly don't care how crowded our roadways are, if you do there would be alternative access to other services, which are not available, unless you live in Chicago and are the "favored" people
- I think the construction/repairs are generally done efficiently and only wish the REALLY BRIGHT flood lights at night were somehow directed less toward oncoming traffic - specific cones of downward light that didn't "blind" us old folks. Thanks
- Other cities have HOC lanes I have been waiting for Chicago to catch up. I would take a bus transportation if they had their own lanes but, if they are mixing in with the rest of the traffic I won't bother. CTA is not very good slow and unreliable again they should have express trains people would pay a premium.
- I like the option of being able to pay more for time saved, but I would want to know what the cost is and how much faster the express toll is than regular traffic. Otherwise it is like the Express lanes that go downtown, it's a crap shoot sometimes it saves you time but other times it does not. If I see that traffic is moving faster in the "free" lanes and I just paid \$3.00 to take the express toll you bet I won't take the express toll ever again!
- Reason my trip took long was (construction) that delayed my trip longer in any season (construction) nosey people when there is accident or shoulder action
- I would love to see public trans as an option for me. But at this point I am not willing to pay more to drive as it is already very costly. You guys keep increasing tolls but don't do the improvements needed. 85% of my drive is congestion free. You are working on West of Randall but you should be concentrating on East of Randall Road. The exit off of 90 to 53 is a bottle neck fix that.



- Buses take too long from Chicago to Schaumburg. The merge into the Kennedy at times of congestion would negate any benefit of new express lanes. Not sure the benefit outweighs the cost. Thanks for asking.
- I usually have an I-pass but I recently got a new transponder and it's not working. And there are problems on my account. I have left messages for return call but waiting.
- build 53 north to the state line as a tollway
- survey was too long
- I travel to the city most often on US 90. If I am going to visit family in Michigan I take any interstate that is fastest per the Radio. I can participate in surveys for 90/94, 94 going out of Chicago, the Sky Way, 294, 290, 355, 80, etc as I have taken them all to try to find the fastest way to Michigan.
- I could not find the I-90 "onto" ramp that I use, so I provided the closest: I-190 ramp. I actually get on I-90 at the Addison exit, East of O'Hare.
- WE need more roads and trains.
- From where I live, it only takes 35 minutes to drive to work. While it does not make much sense to drive to a public transit stop, I would do so if it were convenient and save on the cost of gas and the wear-&-tear on my car.
- If the Illinois Toll Way Authority will be adding express lanes, the lanes must move and not add significant cost to my tolls before I will consider using them. Tolls were supposed to be removed once the bonds were paid off. That never happened, so increasing tolls or adding more is not acceptable to me.
- Add 1-2 lanes going each way. No need to charge people even more to add those lanes. Tolls were increased this year. I am interested to see the profit margin on this since this winter season there was barely any snow which means that there was a significant savings. When you do the work, do it right the first time. There was major work done on this tollway last year yet there were no lanes added. In the scenarios you presented you were adding a minimum of \$1 on a round trip. Think about that, you want us to pay an additional \$240 a year?? That was the best case scenario, in other scenarios you added upwards of over \$1,000 a year!!!! RIDICULOUS! Adding a train route out that way might be a good alternative on that tollway.
- i would like more express lanes on 90 to barrington
- Tollways were created to pay for road improvements. That has not happened. The money is mismanaged, and if the tolls increase, that's just more money to be mismanaged.
- If I could walk to a station to pick up a train/L that would take me within walking to the office I would gladly take advantage. I don't want to incur an additional cost of parking in a lot and the cost of the ticket.
- Single axle trailer toll rates are exceptionally high on the tollway. They should be no more than double the regular toll.
- Need DIRECT Western access to Ohare. Need 53 extension ALL THE WAY into Wisconsin - stopping in Lake County does NOT help. Need western bypass to connect I90 to I88 & I80. Need southern bypass to connect I55/North-South tollway to I65 in Indiana.
- an additional east bound off ramp at Barrington & Roselle would ease congestion as well
- we need to stop the wasteful spending



- If the Federal Funds improve our roads instead of the tollway system. This is more important than spending the Federal Funds than disbursing them to the CIA scandal in Columbia, or war in the Middle East - Iraq or Afghanistan.
- Higher toll or taxes would be acceptable as long as there is exceptional oversight related to all contracts and collections of tolls and taxes and that increased tolls would be used specifically to fund road improvements and not be diverted for other political uses.
- I use I-90 to travel to the airport to pick up friends/family or to shop in Schaumburg. I rarely go to Chicago from Woodstock for activities because of the traffic congestion. If I do go to Chicago, I take the train and generally only on weekends.
- should have given option of not disclosing household salary- believe you will end up with skewed info - where folks do not answer honestly.
- Improve the merge lanes from rt53 south to i90 west also at rt59 south and i90 west someone is going to get killed the way it is now. The trucks and drivers do not give an inch at rush hour.
- More public transport is needed. I would prefer to drive to a transit station and park then take public transit.
- If you choose to note the speed I will no longer travel any expressway. It is too reminiscent of George Orwell's 1984!
- Please bring the METRA line out to Loves Park or Rockford or Machesney Park! You can extend the Harvard Train?
- If the money was truly used for the roads and not just put in someone's retirement account I might feel differently.
- Since school has begun, it seems that most of the time I pay a toll on Randall Road and then on 59 because traffic is so unbearable. Then I have to take the streets the rest of the way.
- The tolls are way too high bring them down to .15
- The tollway commission has to find a better way to use the money collected on tolls. I resent being asked to pay more and more money and our roads are in terrible condition. Just driving over the state lines, the conditions of the roads improve remarkably and there are no tolls.
- More lighting added along roadways
- Widen the road to three lanes each way from Elgin to Rockford and put Rockford bound on/off ramps at Barrington Rd. Then 90 would be almost perfect.



# APPENDIX B

## *Calibration Report*



# **I-90 MANAGED LANE STUDY**

## **CALIBRATION REPORT**



JULY 2013  
CB2314

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## 1.0 INTRODUCTION

This appendix details the modeling assumptions and processes used during the existing base model development and presents detailed calibration results.

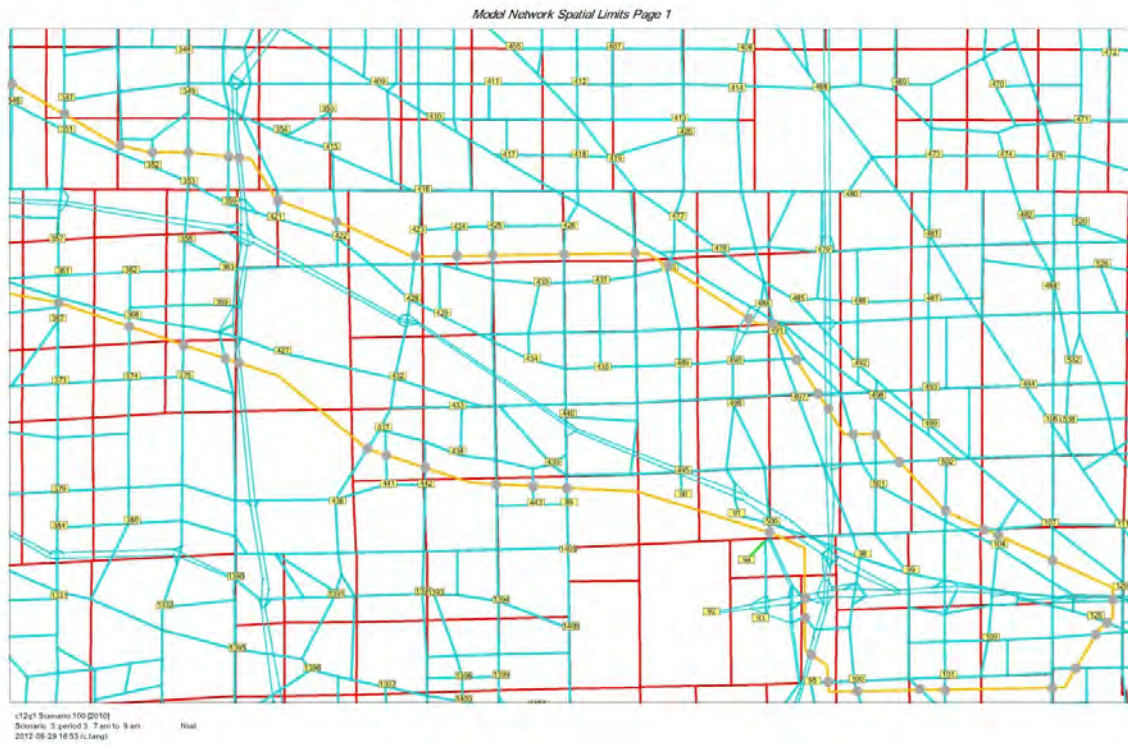
## 2.0 MODELING ASSUMPTIONS

The following sections describe the modeling assumptions made in the CMAP ABM, VISUM, and VISSIM models.

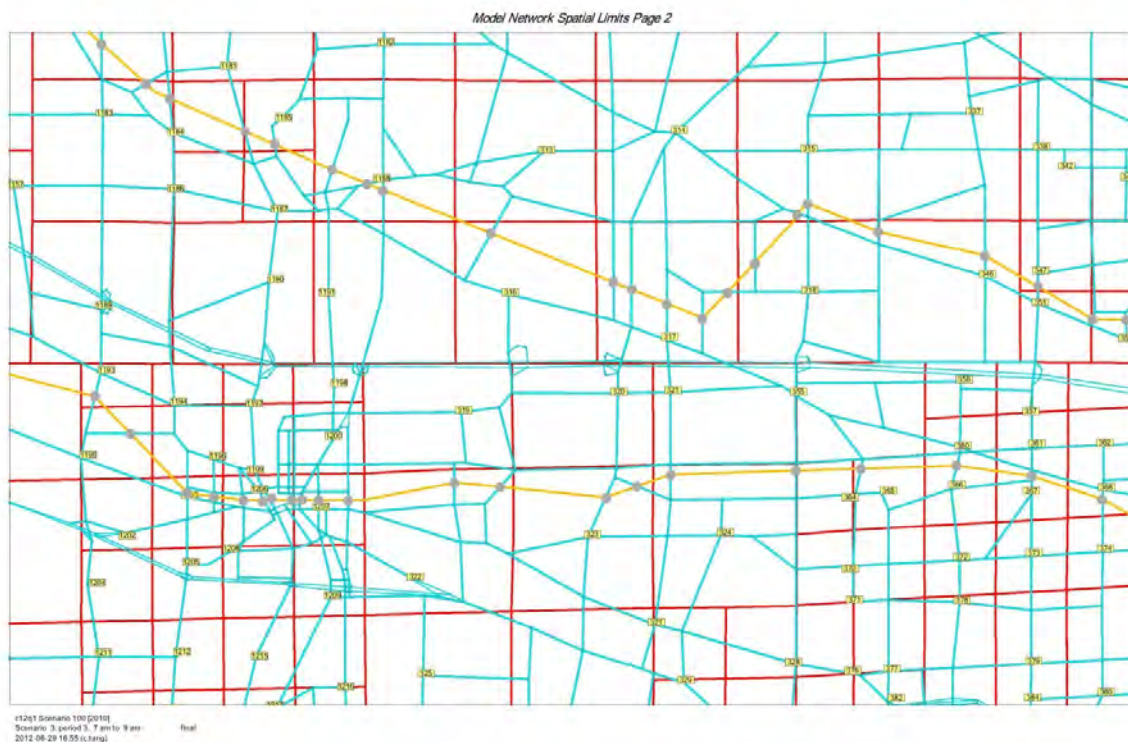
### 2.1 CMAP ABM

#### 2.1.1 CORRIDOR SCOPE

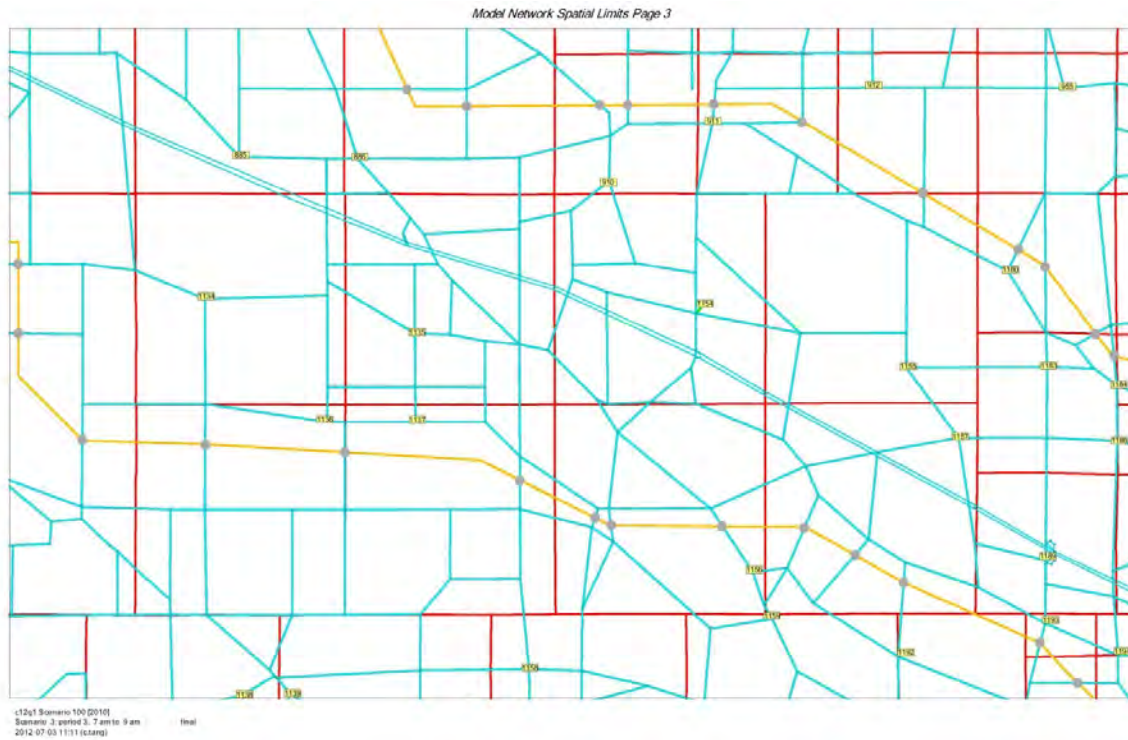
A review of the entire I-90 corridor from Rockford to the eastern limits of the tollway including all cross streets and real or potential parallel routes was performed to gain an understanding of the interaction of traffic between the tollway and the adjacent street network. From this review, a spatial boundary was created for the traffic operations macroscopic model which is graphically illustrated in **Figures 2.1 to 2.5**. The diagrams illustrate the spatial boundaries using orange lines, with internal zones enclosed within, and travel demand gates are represented by grey circles.



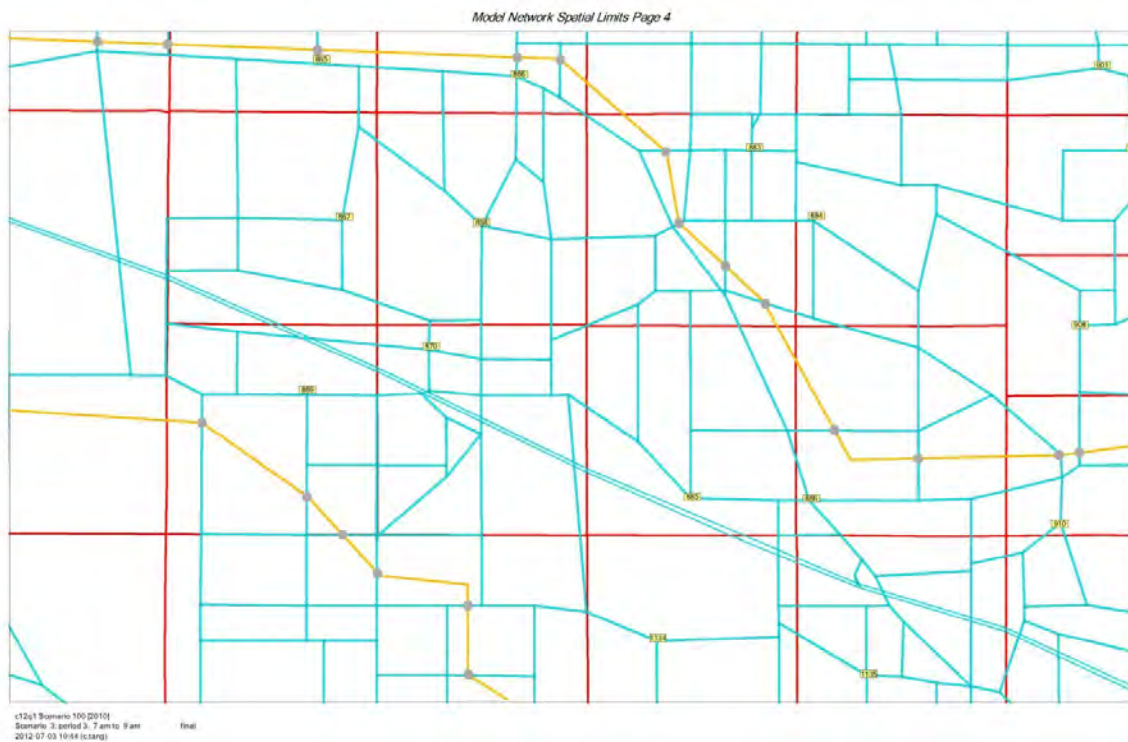
**Figure 2.1**



**Figure 2.2**

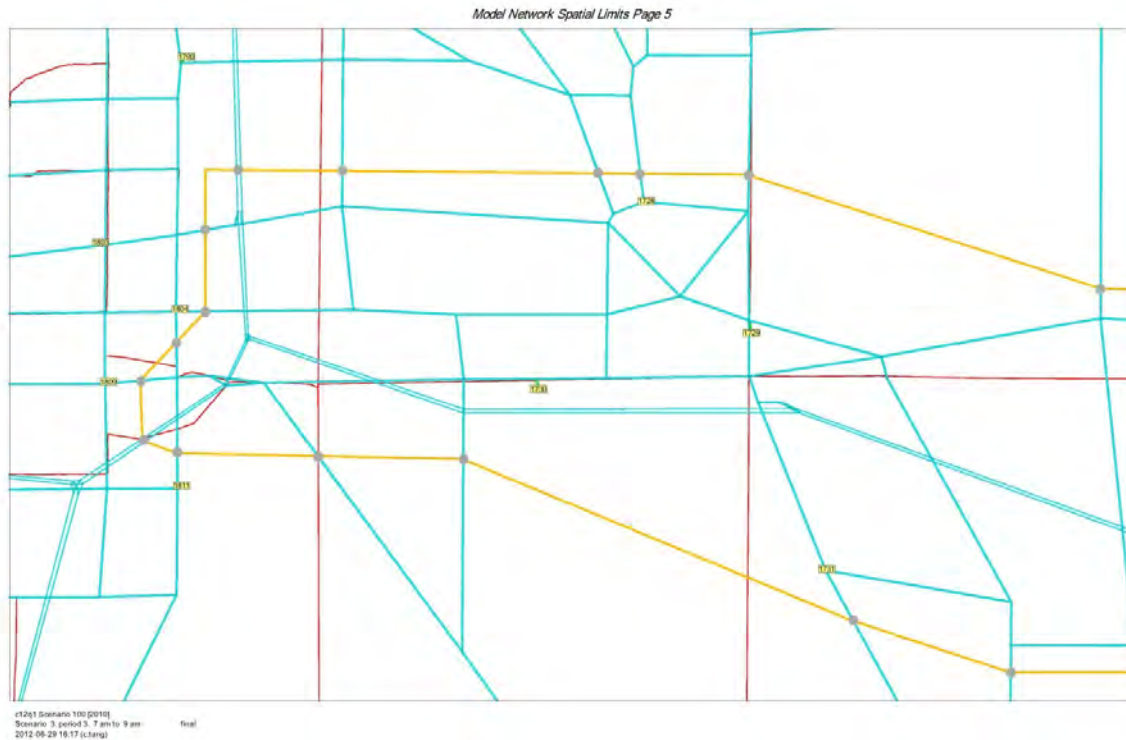


**Figure 2.3**



**Figure 2.4**





**Figure 2.5**

Since the ABM consists of the entire region, the network was trimmed to include the I-90 study corridor, a minimum of one parallel route both north and south of the corridor, major interchanges, and one major interchange upstream of the study extents. These points were chosen to allow vehicles alternatives to the tolled corridor and to provide a realistic traffic flow into the network. The sub area model represented in the above figures include approximately 110 gates and 74 internal traffic zones as defined in the regional model.

### 2.1.2 VEHICLE TYPES

The CMAP model is comprised of 12 vehicle types, as summarized in **Table 2.1**.

**Table 2.1: CMAP Vehicle Type Breakdown**

CMAP Vehicle Type	Description
SOV – Toll	Single occupancy vehicles willing to use tolled routes
SOV – No Toll	Single occupancy vehicles unwilling to use tolled routes
HOV2 - Toll	High occupancy vehicles with two occupants willing to use tolled routes
HOV2 – No Toll	High occupancy vehicles with two occupants unwilling to use tolled routes
HOV3+ – Toll	High occupancy vehicles with three or more occupants willing to use tolled routes
HOV3+ - No Toll	High occupancy vehicles with three or more occupants unwilling to use tolled routes
Light Trucks – Toll	Light trucks willing to use tolled routes
Light Trucks – No Toll	Light trucks unwilling to use tolled routes
Medium Trucks - Toll	Medium trucks willing to use tolled routes
Medium Trucks – No Toll	Medium trucks unwilling to use tolled routes
Heavy Trucks – Toll	Heavy trucks willing to use tolled routes
Heavy Trucks – No Toll	Heavy trucks unwilling to use tolled routes

Each vehicle class is prescribed its own travel demand matrix in the model. Toll vehicles are permitted to use any tolled facility in the network whereas no toll vehicles will not use a tolled facility and will find a free alternative to reach their respective destination.

### 2.1.3 TIME PERIODS

There are eight prescribed time of day periods in the CMAP ABM, as shown in the **Table 2.2**.

**Table 2.2: CMAP ABM Time of Day Breakdown**

Time of Day Period	Time of Day
1	8pm-6am
2	6am-7am
3	7am-9am
4	9am-10am
5	10am-2pm
6	2pm-4pm
7	4pm-6pm
8	6pm-8pm

Although not every time of day period was modeled in the micro-simulation model, travel demands for all periods were extracted.

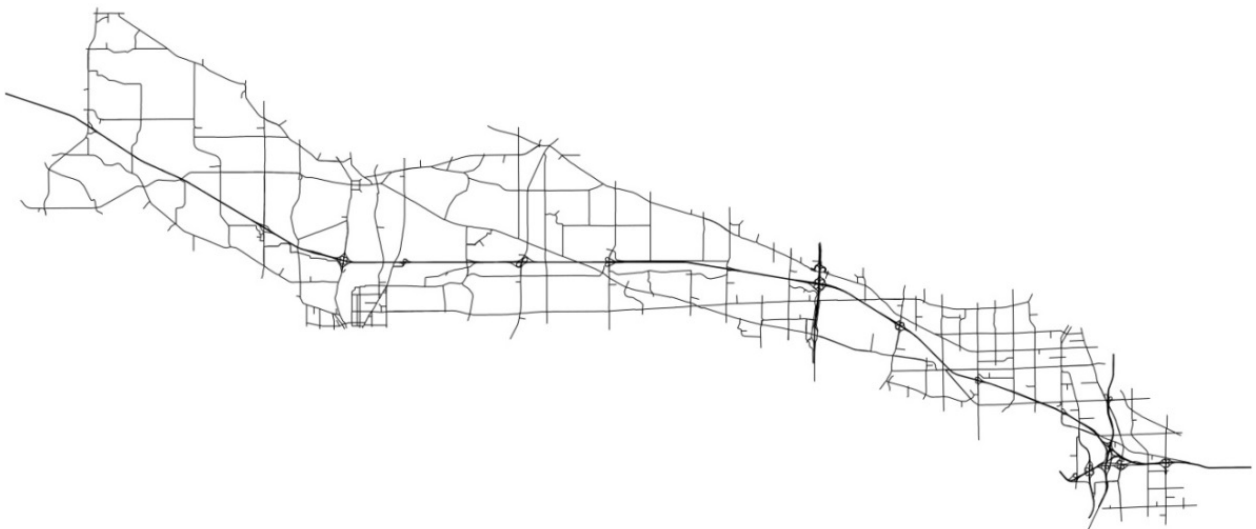
For each vehicle class listed, base travel demands were extracted for each time period previously specified in the defined sub area model. These demands formed the basis for the VISUM macroscopic model.

## 2.2 VISUM

VISUM is comprehensive, flexible macroscopic modeling software used for transportation planning, travel demand modeling and network data management. Designed for multimodal analysis, VISUM integrates all relevant modes of transportation into one consistent network model. In this project, VISUM was used to refine the travel demand forecast from the CMAP ABM.

### 2.2.1 CORRIDOR SCOPE

The sub area model trimmed from the CMAP ABM defines the extents of the VISUM network. These extents are shown in **Figure 2.6**.



**Figure 2.6: VISUM Corridor Scope**

The VISUM network is comprised of 74 internal zones and 110 external zones, matching the output from CMAP's sub area model. This corridor scope was further reduced for the VISSIM micro-simulation.

### 2.2.2 TIME PERIODS

Time periods modeled in VISUM were 6:00 – 9:00 am for the AM peak period and 2:00 – 8:00 pm for the PM peak period. **Table 2.3** illustrates the relationship between the VISUM peak model and the CMAP time of day periods.

**Table 2.3: VISUM Peak Period Breakdown**

VISUM Peak Model	CMAP Time of Day Period	Time of Day
-	1	8pm-6am
AM	2	6am-7am
AM	3	7am-9am
-	4	9am-10am
-	5	10am-2pm
PM	6	2pm-4pm
PM	7	4pm-6pm
PM	8	6pm-8pm

For each CMAP time of day period, it was necessary to create an individual corresponding VISUM model. Thus, two VISUM models were created for the AM peak period (6:00 – 7:00 am and 7:00 – 9:00 am) and three VISUM models were created for the PM peak period (2:00 – 4:00 pm, 4:00 – 6:00 pm, and 6:00 – 8:00 pm).

### 2.2.3 VEHICLE TYPES

The same 12 vehicle types from the CMAP model were imported into the VISUM model, with each vehicle type having its corresponding travel demand matrix for each time period in the model.

### 2.2.4 LINK CAPACITY

A link capacity of 1800 vphpl was assumed for the study corridor.

### 2.2.5 TOLLS

Existing toll rates and toll booth locations were coded into the VISUM model. Tolls were coded such that demand onto the Tollway is constrained. Cash toll users were assigned representative dwell time distributions at toll booths, and non-cash users were coded to proceed through toll booths without stopping.

## 2.2.6 SPEED LIMITS

Posted speed limits were extracted for each link. However, it was considered overly conservative to code the posted speed limit as the actual travel speed. Thus, speeds coded in VISUM were slightly higher, as shown in **Table 2.4**.

**Table 2.4: Posted Speed Limit versus Model Speed**

Posted Speed Limit (mph)	VISUM Coded Speed (mph)
60	64
55	58
50	53
40	42
35	37
25	27

## 2.2.7 INTERSECTION CONTROL TYPE

Intersections were coded as per their existing control type. These control types included free, signalized, yield, two-way stop, or all-way stop controlled.

## 2.2.8 TURN RESTRICTIONS

Turn restrictions were coded where applicable. The use of Google StreetView was employed to locate existing turn restrictions. Furthermore, U-turns were banned at all intersections.

## 2.2.9 TURN DELAYS

Left turns were coded with a delay of 30 seconds, right turns were coded with a delay of 15 seconds, and through movements were not coded with any delays.

## 2.2.10 ASSIGNMENT

For the assignment procedure, the Equilibrium Lohse function was used because that function considers tolls while performing the assignment. Default values for the Equilibrium Lohse function were retained.



## **2.3 VISSIM**

VISSIM is a microscopic, time step and behavior-based simulation model developed to model urban traffic and public transport operations and flows of pedestrians. In this project, it was used to micro-simulate the managed lane and extract performance results.

### **2.3.1 CORRIDOR SCOPE**

The corridor scope for the VISSIM model was designed such that there are no parallel routes.

### **2.3.2 TIME PERIODS**

Time periods modeled in VISSIM were 5:00 – 9:00 am for the AM peak period and 2:00 – 8:00 pm for the PM peak period. For the AM peak, the 5:00 – 7:00 am period was used as a loading period such that congestion could adequately build on the network before the evaluation period. The PM peak period used the 2:00 – 4:00 pm period as its loading period, followed by an evaluation period between 4:00 – 6:00 pm. The 6:00 – 8:00 pm period was also modeled to ensure that congestion dissipates following the peak period.

### **2.3.3 TRAVEL DEMAND PROFILE**

Travel demand was input into VISSIM in the form of .fma files. A time period of 30 minutes was used for each demand matrix. Since no VISUM model was created for the 5:00 – 6:00 am period, a factored 6:00 – 7:00 am period was used to simulate that time period.

### **2.3.4 VEHICLE TYPES**

Vehicle types were further refined in VISSIM to include four income levels for SOV and HOV's. This breakdown along with the relationship with the VISUM and CMAP vehicles types is shown in **Figure 2.7**.

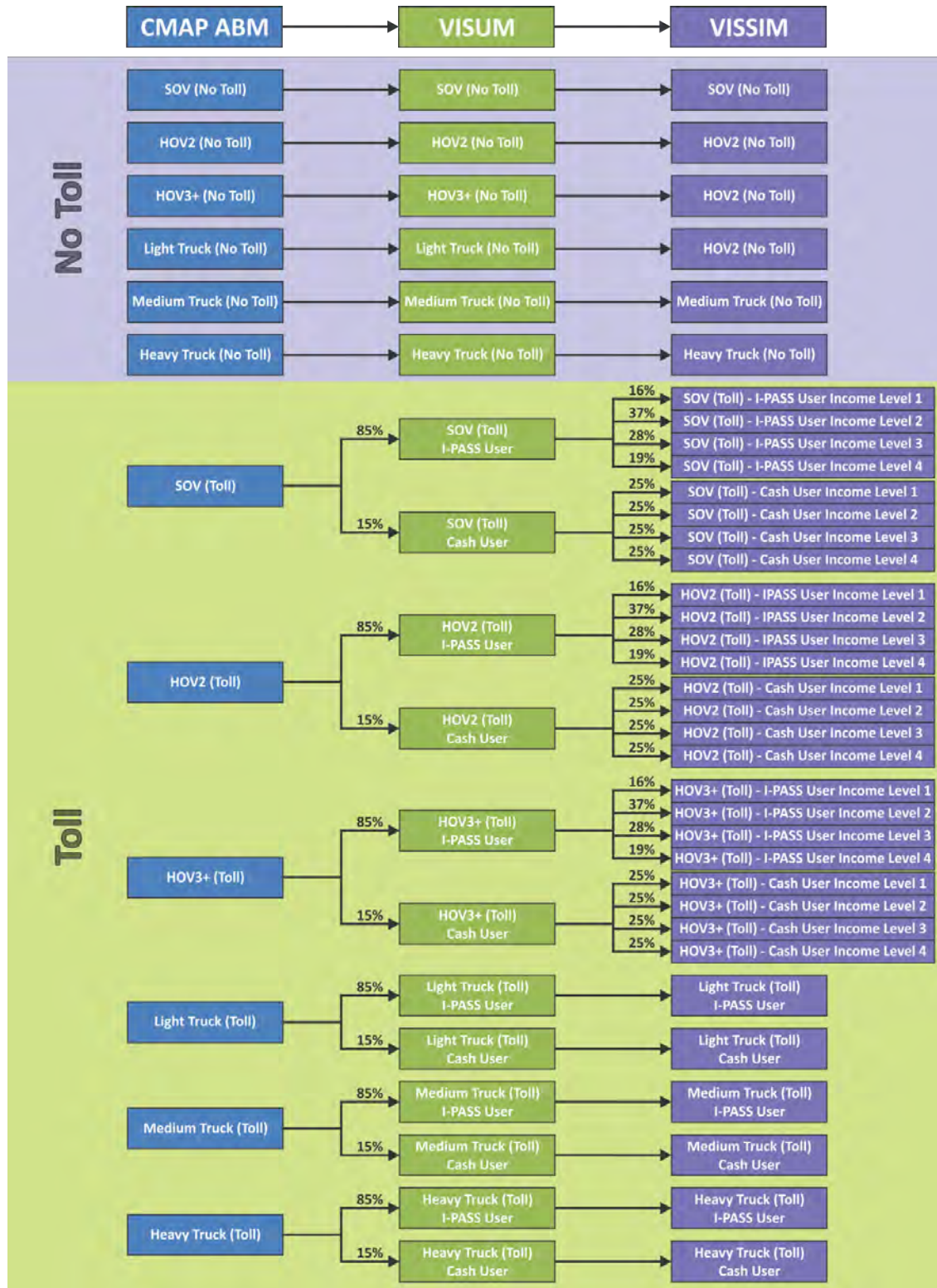


Figure 2.7: Relationship of Vehicle Types

### 2.3.5 TOLLS

Since the VISSIM model did not include parallel routes, and each origin-destination pair only has one possible route, tolls coded in VISSIM did not have an effect on usage of the tollway. As such, tolls were not coded in VISSIM as driver preference on route usage was modeled in VISUM.

Tolls coded for the managed lane are discussed in Section 2.3.11.

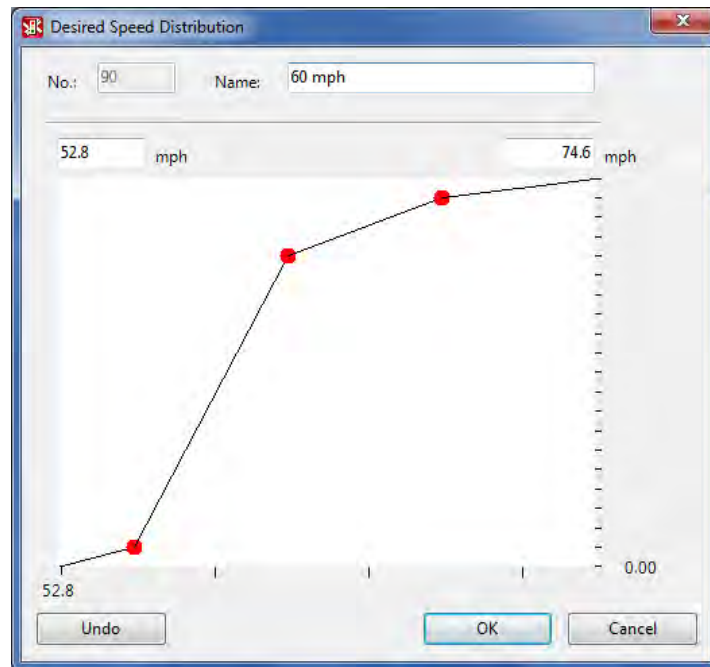
### 2.3.6 SPEEDS

A desired speed decision is to be placed at a location where a permanent speed change should become effective (i.e. change of desired speed). Each vehicle gets a new speed from the relevant speed distribution as it crosses over the desired speed decision. Only then it reacts to the new speed – either by acceleration or deceleration according to the particular acceleration / deceleration function.

The typical application is the location of a speed sign in reality. Other applications include entries or exits of urban areas or narrow lane widths (average speed drops).

The desired speed decisions are based on desired speed distributions. For any vehicle type the speed distribution is an important parameter that has a significant influence on roadway capacity and achievable travel speeds. If not hindered by other vehicles, a driver will travel at his desired speed (with a small stochastic variation called oscillation). The more vehicles differ in their desired speed, the more platoons are created. If overtaking is possible, any vehicle with a higher desired speed than its current travel speed is checking for the opportunity to pass - without endangering other vehicles, of course.

Stochastic distributions of desired speeds are defined for each vehicle type within each vehicle composition. Posted speeds were used as a reference for the speed distributions. An example of the speed distribution for a 60 mph segment is shown in **Figure 2.8**.



**Figure 2.8: Sample Speed Distribution**

**Figure 2.8** shows that the 60 mph speed distribution means vehicles will travel anywhere between 52.8 and 74.6 mph. Once a vehicle is assigned a desired speed, it will aim to travel to travel at that specified speed within the driving behaviors defined.

### 2.3.7 REDUCED SPEED AREAS

Reduced speed areas are typically used for curves (e.g., turning movements) and are thus normally placed on connectors rather than links. Desired speed decisions are used for these areas. Vehicles approaching the reduced speed areas slow down to the defined desired speed distribution and resume their normal desired speed following the reduced speed area. For this project, the following reduced speed areas will be employed.

#### **Cars (SOV/HOV):**

Right-turn (normal): 25 (25.0, 30.0) km/h

Right-turn (channelized): 30 (30.0, 35.0) km/h

Left-turn: 30 (30.0, 35.0) km/h

On-ramp / Off-ramp: posted speed limit plus one speed distribution higher

***Trucks/Buses (HGV/Buses):***

Right-turn (normal): 20 (20.0, 25.0) km/h

Right-turn (channelized): 25 (25.0, 30.0) km/h

Left-turn: 25 (25.0, 30.0) km/h

On-ramp / Off-ramp: as per the posted speed limit

**2.3.8 INTERSECTION CODING**

Intersections were coded as per their existing control type. Existing traffic signal timings received from the various agencies were coded assuming a Ring Barrier Controller type, which provides the best balance between user friendliness and controller capabilities in VISSIM. The Ring Barrier Controller can simulate fully actuated signal control as well as coordinated and semi-actuated coordinated signal control. Features of this controller are multiple detectors per signal group, multiple signal groups per detector, eight coordination patterns, transit signal priority, and pre-emption capabilities. Detectors were assumed to be 30 feet in length and 1.5 feet upstream of the stop bar. Default values for activation and smoothing factors for detectors were retained. Time of day plans, coordination patterns, left-turn phasing, and all relevant signal timing information was incorporated into the model.

VISSIM has two distinct ways to model vehicle interaction: priority rules and conflict areas. Priority rules consist of a one stop line and one or more conflict markers that are associated with the stop line. Depending on the current conditions at the conflict marker(s) the stop line allows vehicles to cross or not. The two main conditions to check at the conflict marker(s) are minimum headway (distance) and minimum gap time. The process of coding priority rules is time consuming and cumbersome. To address those coding issues, conflict areas were introduced as an alternative way to define priority in intersections.

The majority of the model will be coded using conflict areas. Yield priorities will be used for special cases such as preventing vehicles from blocking intersections.

Lane widths do not have an effect on capacity in VISSIM. Therefore, the default lane width of 11.5 feet was used.

**2.3.9 PEDESTRIANS, CYCLING, AND PARKING**

Since the main focus of this study was on the I-90 facility, pedestrian, cycling, and parking pedestrians were not coded for this assignment.

### 2.3.10 ELEVATIONS

Elevations affect vehicle acceleration and braking characteristics of vehicles in VISSIM. From discussions with local staff, it was decided that no significant grades exist in the study area. As such, all roads were considered to have zero grades in both the VISUM and VISSIM models.

### 2.3.11 MANAGED LANE MODULE

This section provides a brief overview of how the VISSIM managed lane module operates.

It should be noted that the managed lane module only works for static demands. It does not work for models that are relying on dynamic assignment. In order to work around this problem, a dynamic assignment model run in VISSIM must be converted into a static assignment and the modeled network only includes the I-90 corridor – and not other parallel routes. In summary, the managed lane module, under the static routing, will only calculate the usage of the managed lane within the I 90 corridor and not consider dynamic routing changes from parallel routes to the corridor.

Within the corridor, the managed lane module calculates the probability that a vehicle would use a managed lane facility given conditions in the general purpose lanes. It does this by combining a toll pricing calculation model and a decision model.

The tolls used on the managed lane can be static / fixed and unchanging for the entire model run or, the tolls can be dynamically calculated based on parameters such as travel time savings or average speed. For the purposes of the current iteration of the model, a fixed toll has been assumed – based on expressed regional preferences determined in the prior 2009 study.

Vehicles choose whether or not to use the managed lane based on the “utility” of the managed lane. Utility can be interpreted as the quantification of the benefits generated by using the managed lane.

In VISSIM, the equation for utility is defined as follows:

$$\text{Utility}_{\text{ManagedLane}} = - C_{\text{Toll}} \times \text{Toll} + C_{\text{VoT}} \times \text{Time Savings} + I \quad (\text{Equation 1})$$



In **Equation 1**, “Toll” is the toll rate at the managed lane facility, “Time Savings” is the amount of travel time saved by using the managed lane, and  $C_{Toll}$ ,  $C_{VoT}$ , and  $I$  are constants.

This equation states that as the toll rates increase, users would experience less benefit from using the managed lane. Similarly, as travel time savings increase between the GP lanes and the managed lane, users would experience a greater benefit from using the managed lane.

This value of utility is then entered into a logit model (**Equation 2**), which determines the probability that a vehicle would use the managed lane:

$$P = 1 - \frac{1}{1 + e^{\alpha \text{Utility}}} \quad (\text{Equation 2})$$

Where  $\alpha$  is a constant.

It should be stressed that the end result of a logit model is a probability, not a volume. For example, given an extremely low utility (by setting an unreasonably high toll rate), some vehicles may still be observed using the managed lane since each vehicle can still choose to use the managed lane.

Based on **Equation 1**, it is observed that travel time savings is a parameter that influences the value of the managed lane utility. VISSIM evaluates the travel time in each managed lane and its respective parallel route (GP Lanes) at a specified time interval. The specified interval could be similar to the frequency at which variable message signs would update potential travel time indications to drivers.

A calculation interval of one minute has been assumed for the model – at this time. This value may appear to be quite small given the analogy to the variable message signs update frequency. Unlike real vehicle behavior, once a vehicle decides (at a defined decision point – see next paragraph) to use the managed lane, it cannot choose to use the GP lane alternate route in the time / distance prior to the entrance to the managed lane. For example, in using a larger calculation interval, a large number of vehicles may choose to use the managed lane even when the travel time savings are no longer realized (e.g., decision is based on historical performance which could change substantially as the next update is several minutes later).

As mentioned above, a “decision point” is also set as part of the managed lane module. This is defined as the location on the link at which vehicles must choose whether or not they will use the managed lane. This is similar to the distance at which a variable message sign is located. Placing the decision point too close to the

entrance would cause last minute lane changes and cause severe turbulence. Placing the decision point too far however, would cause too many vehicles to use the managed lane and force vehicles into the managed lane too early. In the VISSIM model, the distance between the entrance of the managed facilities and their respective decision points varies between 0.75 miles to 1.25 miles.

In summary, the managed lane facility operates in the VISSIM model as follows:

- Every 60 seconds, the travel time on each managed lane and its respective alternative parallel route (GP lanes) is calculated;
- Travel time savings of using the managed lane are calculated;
- Managed lane toll cost and the travel time savings are entered into **Equation 1** to calculate the utility of using the managed lane;
- Utility of the managed lane is entered into **Equation 2** to calculate the probability of a vehicle using the managed lane;
- Vehicles passing by the managed lane decision point are distributed to the GP and managed lanes based on the probability calculated in **Equation 2**;
- Vehicles cannot change their route choice after passing the managed lane decision point;
- Vehicles change lanes between the decision point and managed lane entrance based on their decision of whether or not to use the managed lane;
- Vehicles travel on their respective routes; and
- Vehicles exit the managed lane, and repeat this process for the next managed lane on the facility.

As shown in **Equation 1**, there are three constants used in the utility calculation.  $C_{VoT}$  is the value of time – these values have already been determined by the RSG survey. Calibration was performed to determine reasonable values for the remaining constants  $C_{Toll}$  and  $I$ .

This calibration exercise was performed using only the SOV's of four different income levels as they represent the majority of the vehicles modeled in the network. These values are shown in **Table 2.5**. It is understood that each vehicle class can have different values for  $C_{Toll}$  and  $I$ . To simplify the process, the same coefficients were used for all vehicle classes.



**Table 2.5: SOV Value of Time**

Income Level	% of SOV	Value of Time (\$/hr)	Value of Time (\$/min)
1	16%	\$10.13	\$0.17
2	37%	\$10.90	\$0.18
3	28%	\$11.89	\$0.20
4	19%	\$12.60	\$0.21

An initial simulation run was performed in VISSIM using the default values for  $C_{Toll}$  and  $I$ . The purpose of this run was to determine the range of travel time savings that can be expected. The results from this run suggested that the maximum time savings per segment was in the order of 10 minutes (subsequent runs using calibrated constants confirmed this).

It was then **assumed** that given a travel time saving of 10 minutes and a toll equal to 10 minutes multiplied by their value of time, vehicles have approximately a 75% probability of choosing to use the managed lane. Several iterations and trials were performed, arriving at the following values:

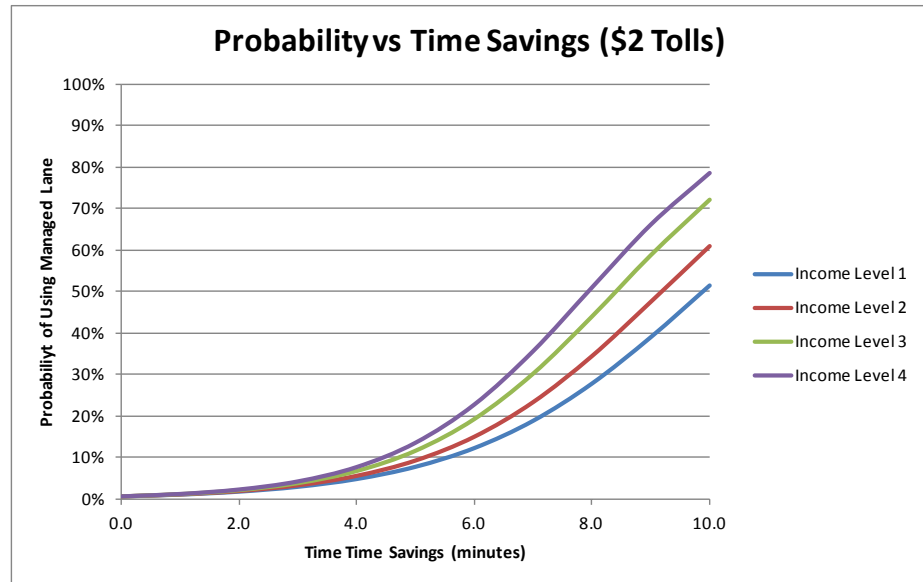
- $C_{Toll} = 40$
- $I = -20$

Using these values, the probabilities shown in **Table 2.6** were attained.

**Table 2.6: SOV Probability of Using Managed Lane,  $C_{Toll} = 40$ ,  $I = -20$ ,  
Travel Time Savings = 10 minutes**

Income Level	Toll Rate (\$)	Probability of Using Managed Lane
1	\$1.70	66%
2	\$1.80	70%
3	\$2.00	72%
4	\$2.10	75%

**Figure 2.9** summarizes the probability of using a managed lane for each income level. It is noted that the probability of using a managed lane drops significantly as travel time savings decrease. However, this appears to conform to the expected managed lane performance.



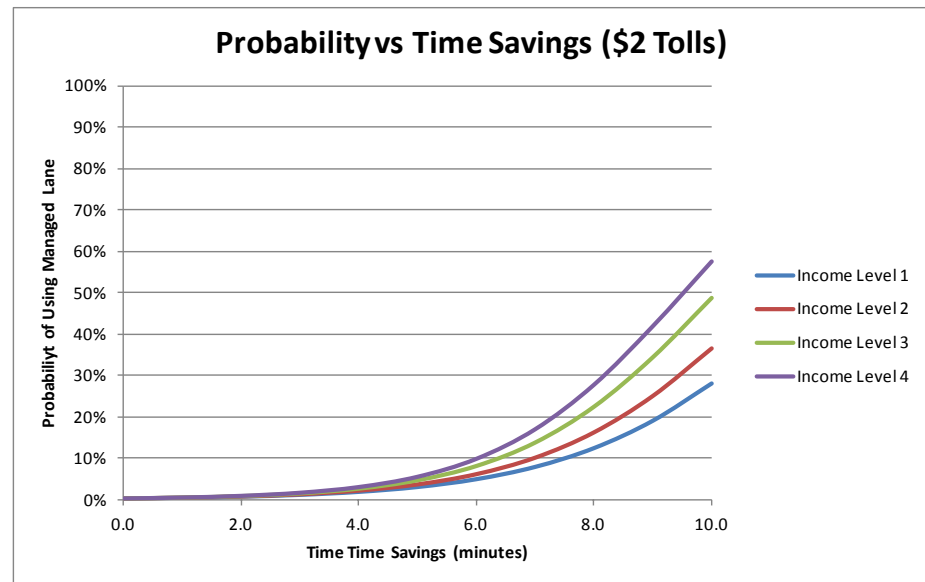
**Figure 2.9: Probability of Using Managed Lanes (SOV)**

Further research of existing managed lanes suggested that a 75% probability may be too high. As an example, few drivers on the SR-91 actually use managed lanes on a daily basis. A more conservative scenario was also considered.

Using a  $C_{Toll}$  value of 50, travel time savings of 10 minutes, and a toll equal to 10 minutes multiplied by the value of time, yields probabilities near 50% (See **Table 2.7**). As value of time is the opportunity cost of time, or the amount a traveler is willing to pay to accept as compensation for lost time. If something costs as much as their value of time, the traveler may be indifferent to either option and thus a 50% probability may be justified.

**Table 2.7: SOV Probability of Using Managed Lane,  $C_{Toll} = 50$ ,  $I = -20$ ,  
Travel Time Savings = 10 minutes**

Income Level	Toll Rate (\$)	Probability of Using Managed Lane
1	\$1.70	45%
2	\$1.80	49%
3	\$2.00	49%
4	\$2.10	51%



**Figure 2.10: Probability of Using Managed Lanes (SOV)**

## 3.0 CALIBRATION

This section describes the calibration and validation process used to ensure model validity.

### 3.1 Process

In order to calibrate the base traffic operations model, simulated network performance was compared to observed network performance. A series of performance metrics were used as a means to compare these network performances. The supply and demand aspects of the model was modified appropriately such that the difference between the simulated network performance and the observed network performance was within an acceptable tolerance for each performance metric applied.

To calibrate the base traffic operation model, VISUM model corridor link volumes and ramp volumes were validated by comparing them to the observed or historic traffic count data. The observed data came in two forms: the *2011 Traffic Data Report for the Illinois Tollway System* produced by CDM Smith and 2010 RTMS Station Data.

The traffic data in the *2011 Traffic Data Report* were primarily based on toll plaza transaction data which allows for accurate estimates of average annual daily traffic (AADT) and peak hour traffic at toll plazas and tolled ramps. At intermediate mainline segments and non-tolled ramps, transaction data was supplemented by counts,

factored by seasonal adjustment factors, and balanced by an algorithm to adjust non-toll ramp counts such that all mainline volumes are consistent with ramp entrance and exit volumes. However, in reviewing this data, some discrepancies were noted between the *2011 Traffic Data Report* and the RTMS data.

Adjustments were made to the *2011 Traffic Data Report* information to reconcile the discrepancies on the mainline and non-tolled locations. These adjustments established the “observed” traffic volumes for the corridor.

Tolls for the I-90 Tollway were applied to the base road network as per the existing toll plaza locations and rates. The existing toll plazas within the study area were coded to include I-PASS lanes and cash user lanes.

The hourly observed and modeled traffic volumes were compared at each location for the AM and PM peak hours. To compare the appropriateness of the modeled data, a GEH statistical assessment was applied where the GEH statistic is calculated as:

$$GEH = \sqrt{\frac{(E - V)^2}{\frac{1}{2}(E + V)}} \quad \text{Where } E = \text{modeled and } V = \text{observed}$$

In modeling terms, a GEH value of 5 or less is deemed to be desired and a GEH value of less than 10 is deemed acceptable. Using the adjusted traffic data, the VISUM model was calibrated to the observed traffic volumes.

The TFlowFuzzy module in VISUM is used to adjust demand matrix values to user input data, such as link volumes. The module operates by adjusting origin-destination demand by a user-defined maximum value. Also, the user decides if all or only non-zero origin-destination pairs can be modified.

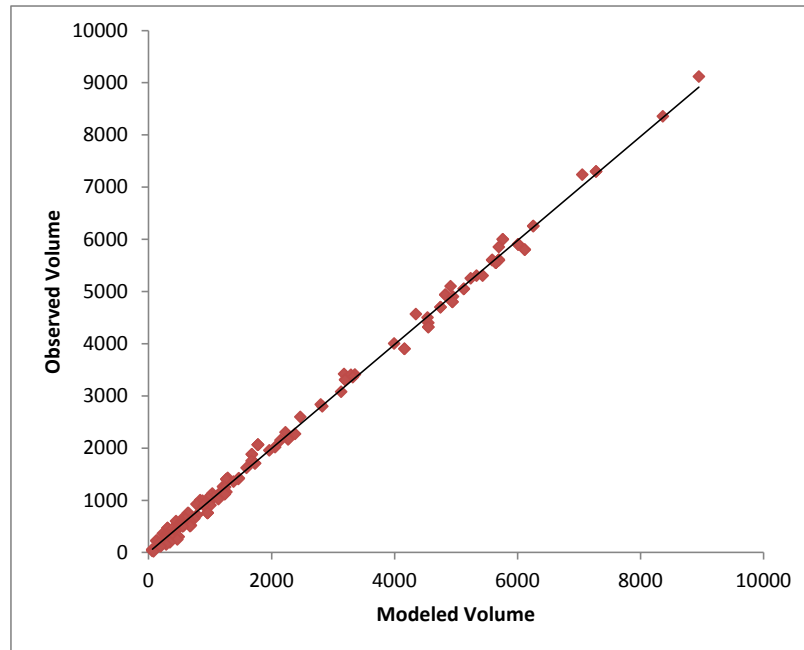
For this assignment, only non-zero origin-destination pairs were modified. Target link volumes on every link of the tollway were entered along with target ramp volumes. A total of five TFlowFuzzy applications were performed. The thresholds for each run were:

1. 65% of the link volume up to 100 vph;
2. 50% of the link volume up to 100 vph;
3. 35% of the link volume up to 100 vph;
4. 20% of the link volume up to 100 vph; and
5. 10% of the link volume up to 100 vph.

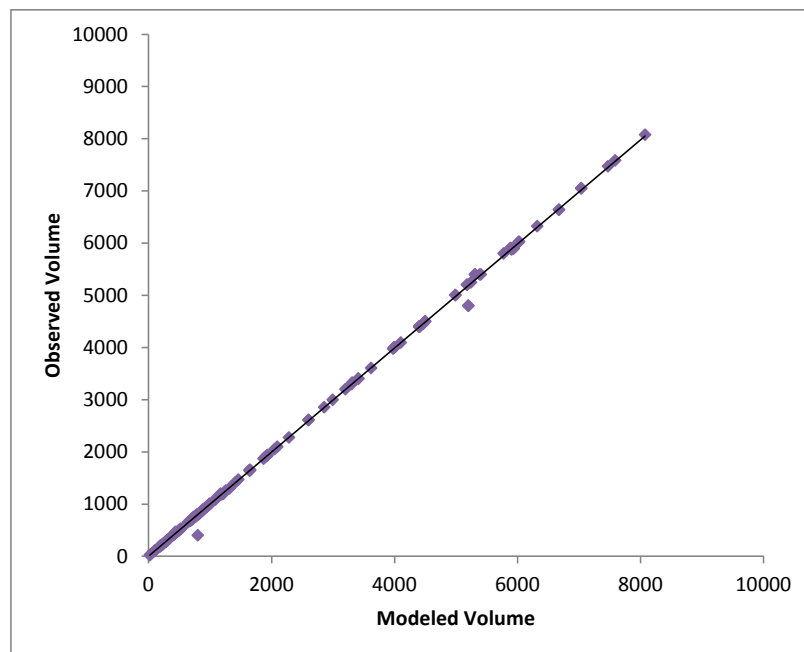
After five iterations, link volumes were less than or equal to a GEH of 5.

## 3.2 Calibration Results

A sample of the existing AM and PM calibration plots are provided in **Figures 2.11** and **2.12** and **Tables 2.8** and **2.9**.



**Figure 2.11: AM Calibration**



**Figure 2.12 – PM Calibration**

**Table 2.8: AM Peak Period Results**

Direction	Description	Modeled	Observed	GEH
EB	Marengo to IL-47	2052	2015	0.8
EB	IL-47 to Randall	3119	3075	0.8
EB	Randall to I-31	4517	4315	3.0
EB	IL-31 to IL-25	4820	5050	3.3
EB	IL-25 to Beverly	5050	5100	0.7
EB	Beverly to IL-59	5560	5600	0.5
EB	IL-59 to Barrington	5100	5300	2.8
EB	Barrington to Roselle	5850	5900	0.7
EB	Roselle to I-290	7135	7300	1.9
EB	I-290 to Arlington Heights	5100	5300	2.8
EB	Arlington Heights to Elmhurst	4850	4900	0.7
EB	Elmhurst to Lee	5100	5550	6.2
EB	Lee to I-294	5260	5800	7.3
WB	I-294 to Lee	6150	6250	1.3
WB	Lee to Elmhurst	5580	5600	0.3
WB	Elmhurst to Arlington Heights	4725	4700	0.4
WB	Arlington Heights to I-290	4253	4400	2.2
WB	I-290 to Roselle	4731	4800	1.0
WB	Roselle to Barrington	4008	3900	1.7
WB	Barrington to IL-59	3077	3305	4.0
WB	IL-59 to Beverly	3171	3355	3.2
WB	Beverly to IL-25	2696	2835	2.6
WB	IL-25 to IL-31	2700	2800	1.9
WB	IL-31 to Randall	2207	2170	0.8
WB	Randall to IL-47	1431	1420	0.3
WB	IL-47 to Marengo	1115	1115	0.0

**Table 2.9: PM Peak Period Results**

Direction	Description	Modeled	Observed	GEH
EB	Marengo to IL-47	1463	1465	0.1
EB	IL-47 to Randall	1905	1895	0.2
EB	Randall to I-31	2556	2610	1.1
EB	IL-31 to IL-25	3236	3300	1.1
EB	IL-25 to Beverly	3253	3325	1.3
EB	Beverly to IL-59	3337	3400	1.1
EB	IL-59 to Barrington	3144	3200	1.0
EB	Barrington to Roselle	3930	4000	1.1
EB	Roselle to I-290	4921	5000	1.1
EB	I-290 to Arlington Heights	3757	3975	3.5
EB	Arlington Heights to Elmhurst	3808	4095	4.6
EB	Elmhurst to Lee	4312	4400	1.3
EB	Lee to I-294	4750	4800	0.7
WB	I-294 to Lee	6500	6640	1.7
WB	Lee to Elmhurst	5700	5900	2.6
WB	Elmhurst to Arlington Heights	5381	5400	0.3
WB	Arlington Heights to I-290	5700	5800	1.3
WB	I-290 to Roselle	6975	7050	0.9
WB	Roselle to Barrington	5780	5900	1.6
WB	Barrington to IL-59	5199	5200	0.0
WB	IL-59 to Beverly	5831	5900	0.9
WB	Beverly to IL-25	5300	5400	1.4
WB	IL-25 to IL-31	5220	5400	2.5
WB	IL-31 to Randall	4517	4500	0.3
WB	Randall to IL-47	3119	2995	2.2
WB	IL-47 to Marengo	2052	2095	0.9

The calibration yielded closely fitted modeled volumes compared to the observed volumes and all GEH's were all kept under a value of 10.