

1. Introduction

On July 31, 2009, the Congestion Pricing Study Project Team presented the results of the first phase of modeling to the CMAP Transportation Committee. A series of 27 segments along Illinois Tollway and IDOT expressways were ranked based on weekday congestion, constructability, revenue potential and peak period traffic management potential. Preliminary rankings and detailed ratings were provided to every member of the committee.

As discussed, Committee members are being asked to complete the attached survey to determine the final 3 corridors that will be further studied. Results from this in-depth analysis will be presented at a future CMAP Transportation Committee and Policy Committee Meeting for review.

* 1. Please provide the following information:

Name:

Company/Organization

City/Town:

Email Address:

Phone Number:

* 2. Please describe your affiliation to the CMAP Transportation Committee.

CMAP Transportation Committee Member

CMAP Transportation Committee Alternate Member

Other

2. Congestion Pricing Study

* 1. Congestion pricing should be considered on...

Tollways only

Tollways and IDOT expressways west of I-294

Tollways and all IDOT expressways

* 2. In your opinion, what should be the top three goals of congestion pricing? Please rank in order of importance (1 = highest)

	1	2	3
Environmental benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Revenue generation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Congestion reduction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increase travel options	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved quality of life	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify)			

3. Evaluating Scenarios

These questions will ask you to help the researchers identify which three routes should be further evaluated and further studied. Based on your professional opinion, please provide your answer to ONE of these three questions.

1. Based on Phase 1 Modeling Results: Using 2007 Weekday Congestion, Constructability, Revenue Potential, and Traffic Management Potential, the following routes ranked the highest. Please select the top three routes that should be further evaluated.

	1st Choice	2nd Choice	3rd Choice
I-90 Kennedy reversible lanes btwn Edens and Ohio St.	jn	jn	jn
I-90 Kennedy btwn I-190 and I-94 Edens	jn	jn	jn
I-90/94 Dan Ryan btwn I-57 and I-90 Chicago Skyway	jn	jn	jn
I-90/94 Dan Ryan express lanes btwn I-90 Chicago Skyway and I-55	jn	jn	jn
I-55 Stevenson btwn I-294 and I-90/94	jn	jn	jn
I-55 Stevenson btwn I-355 and I-294	jn	jn	jn
I-90 Jane Addams Tollway btwn I-290 and I-294	jn	jn	jn
Elgin-O'Hare btwn US-20 and I-290	jn	jn	jn
I-290 Eisenhower btwn US-12/US-20 and I-90/94	jn	jn	jn

Other (please specify and explain)

2. Based on Other Criteria: At the meeting, some expressed a desire to evaluate the routes based on other criteria (i.e. one route on IDOT and another on Tollway network, geography - a route in each north, south, and west). If you agree with this statement, what other criteria should be considered and which three routes should be further evaluated?

3. Based on Single Corridor: It was discussed that a single, continuous corridor should be explored in the second phase of modeling. If you agree, please select the one corridor that should be further evaluated and explain why you feel this is the best choice.