



Policy Study 404
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Practical Strategies for Reducing Congestion and Increasing Mobility for Chicago

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**Union League Club of
Chicago**

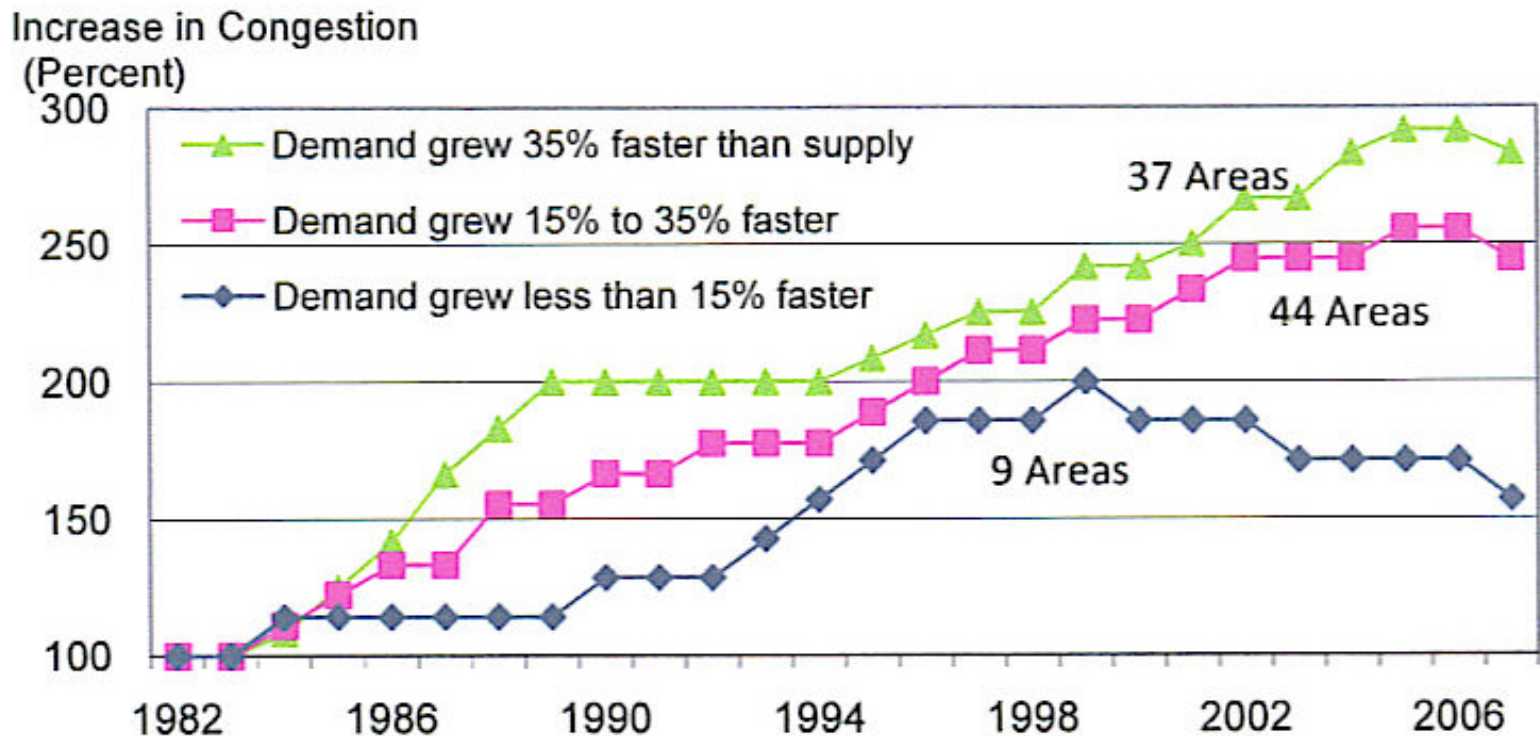
Chicago, Illinois

19 July 2012

Chicago's Congestion Conundrum

- Congestion costs about \$8 billion per year
 - Rise to \$11.3 billion by 2030
 - Exceed levels in current-day Los Angeles
- Regional expressways account for
 - 19% of lane miles
 - 29% of hours of travel delay
 - 36% of travel delay

New capacity is a necessary but not sufficient condition for addressing congestion in growing regions



Source: Texas Transportation Institute analysis, see [Table 7](#) and <http://mobility.tamu.edu/ums/report/methodology.stm>

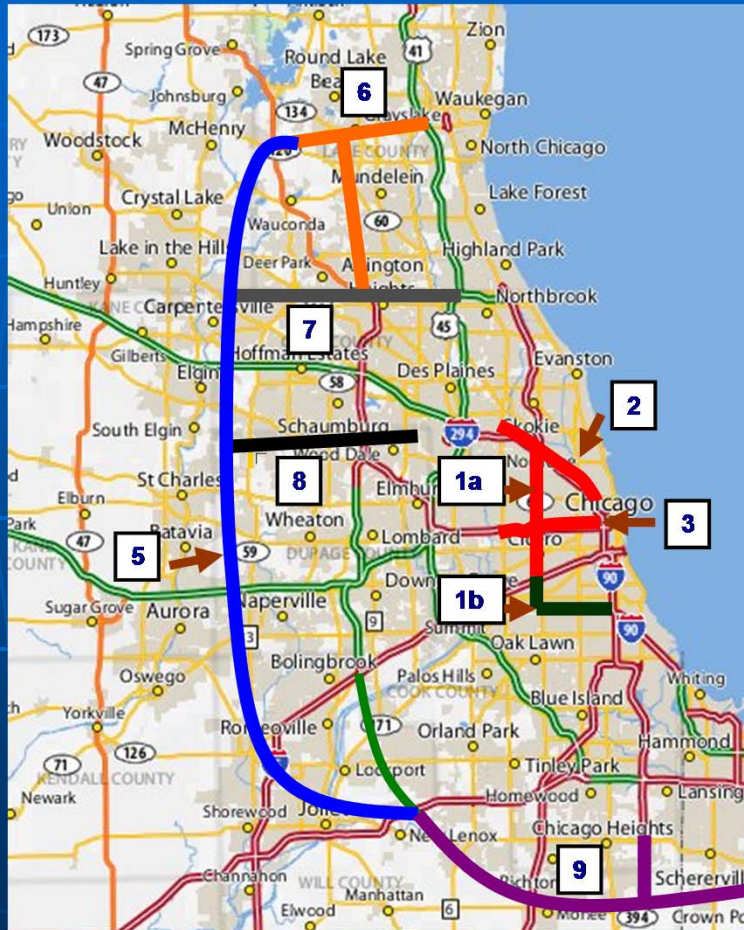
Reason Foundation's Focus

- **Absolute reduction in travel time**
- **Regional capacity improvements**
 - Specific projects
 - Significant impacts on traffic flow and circulation
- **Financing new capacity through user fees**
- **Improving transportation system operations management**
- **Regional transit investments**

Regional Transportation Planning Analysis

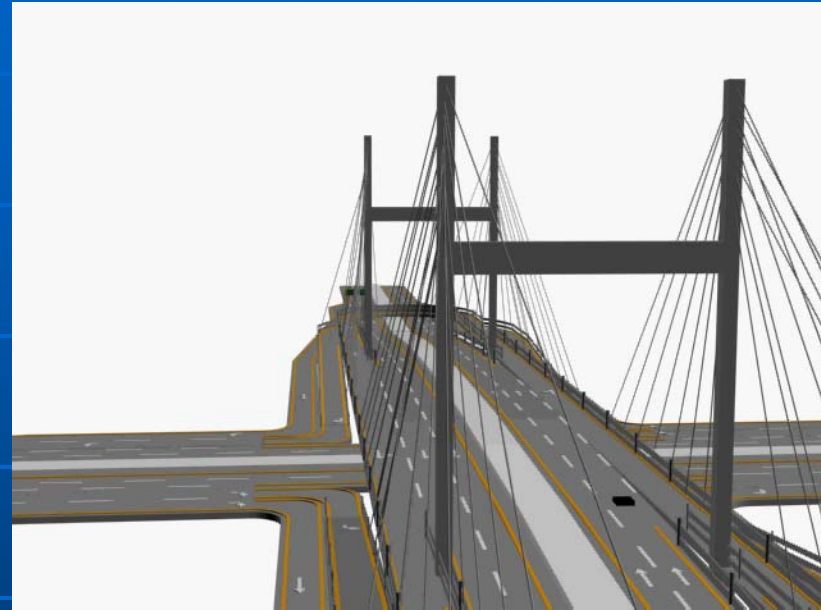
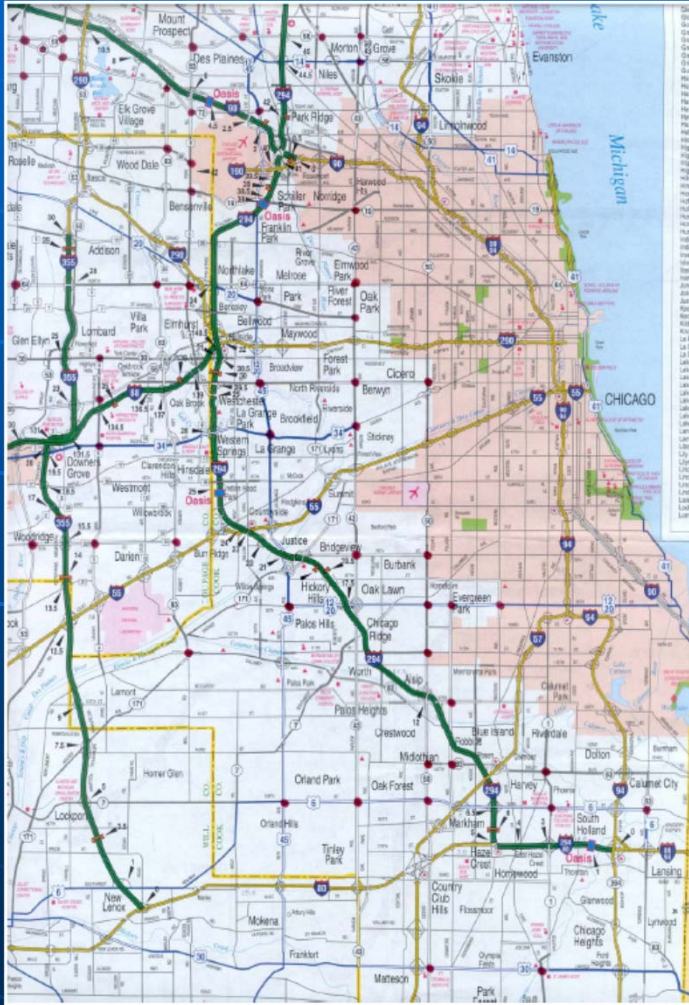
- Smart Mobility/Metropolis 2020
 - Considers land use impacts on mode choice (e.g., auto ownership, walk)
 - Considers transit ridership impacts
 - Considers time of day pricing
- Reason Foundation Enhancements
 - Expanded to 7 road pricing periods
 - Dynamic pricing to achieve free flow
 - Added income effects
 - *All new capacity is priced*

Proposed Major Capacity Expansion Projects



Major Projects		Lane Miles
1a	1a. Cross Town Tunnel	44
1b	1b. Midway Extension	36
2	2. Kennedy Tunnel	39
3	3. Eisenhower Tunnel	29
4	4. Regional HOT Network (next slide)	1,100
5	5. Outer Beltway	458
6	6. Lake County Corridor	194
7	7. Northbrook-Palatine	152
8	8. Elgin-O'Hare Extension	104
9	9. Illiana Corridor	245
Total		2,401

Arterial Intersection Overpass System for Continuous Traffic Flow



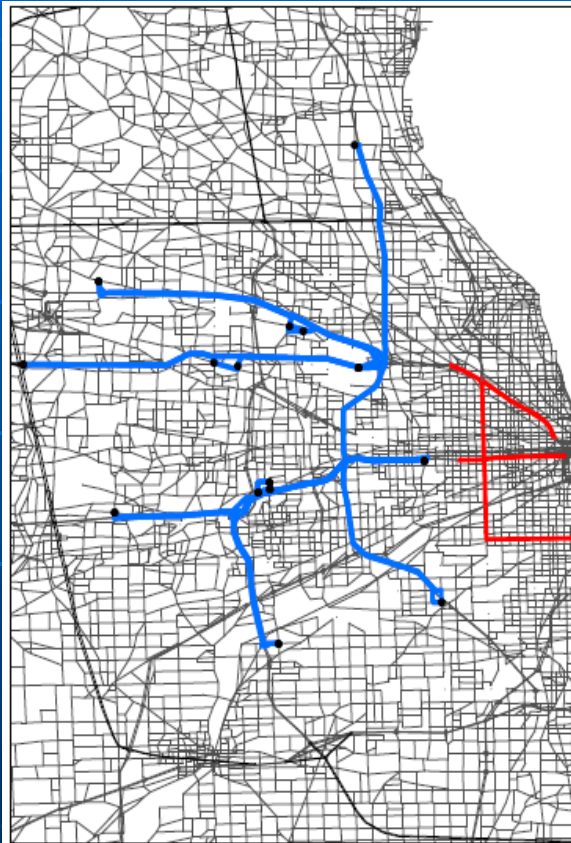
- Arterial intersection overpass system for continuous traffic flow (54 locations)
Mostly outside city with sufficient ROW
- Modeled with pricing and without pricing
- Did not include arterial widening to accommodate the continuous flow system

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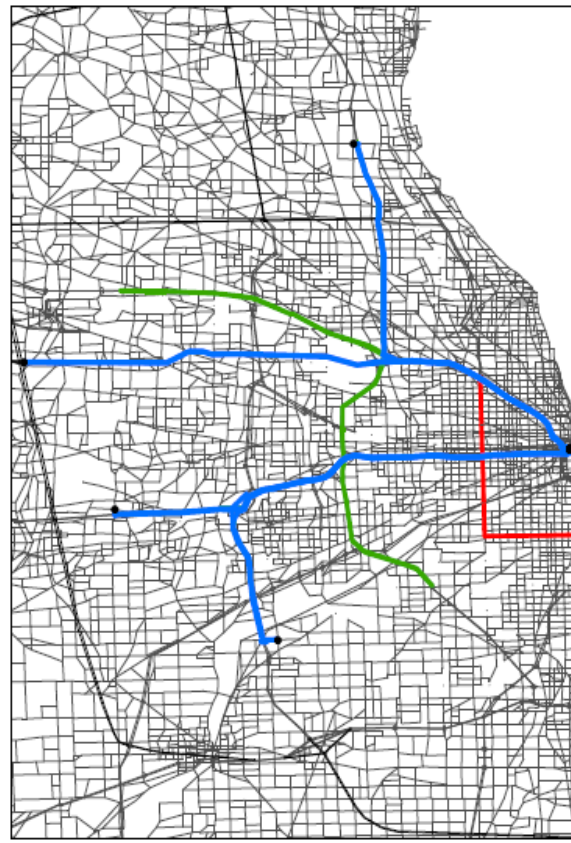
Reason Foundation

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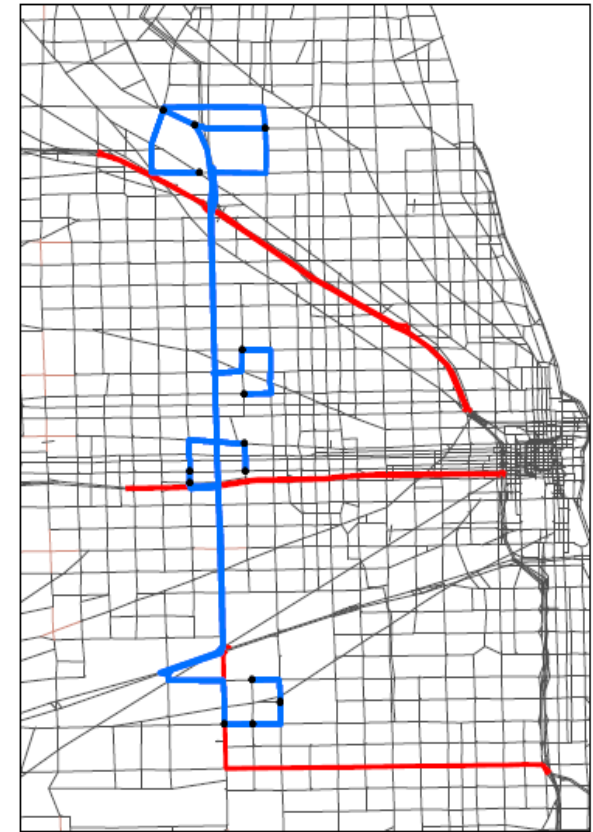
Bus Rapid Transit



— Bus Routes • Bus Stops — Tunnel Projects
— Other Projects

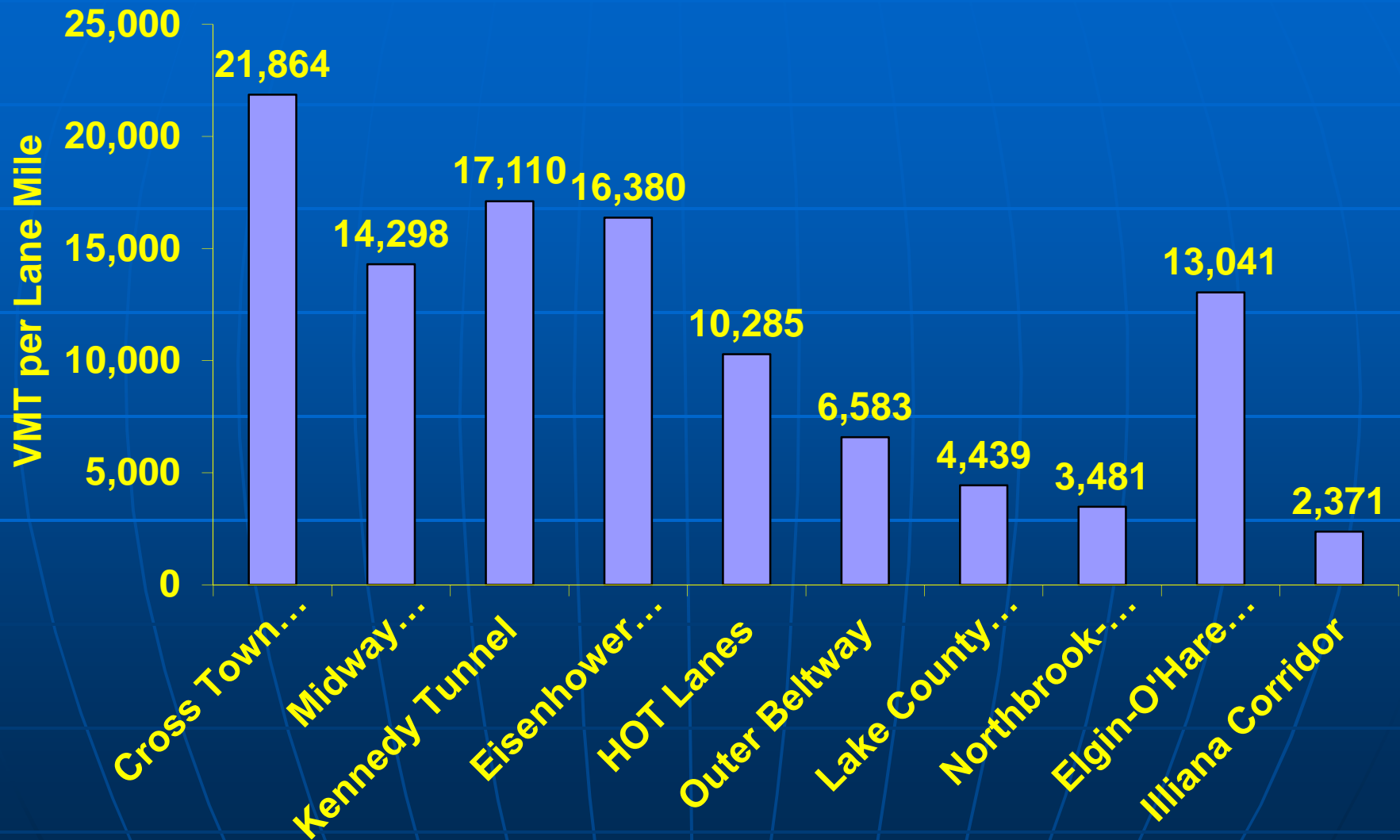


— Bus Routes • Bus Stops — Tunnel Projects
— Other Projects — HOT Lanes

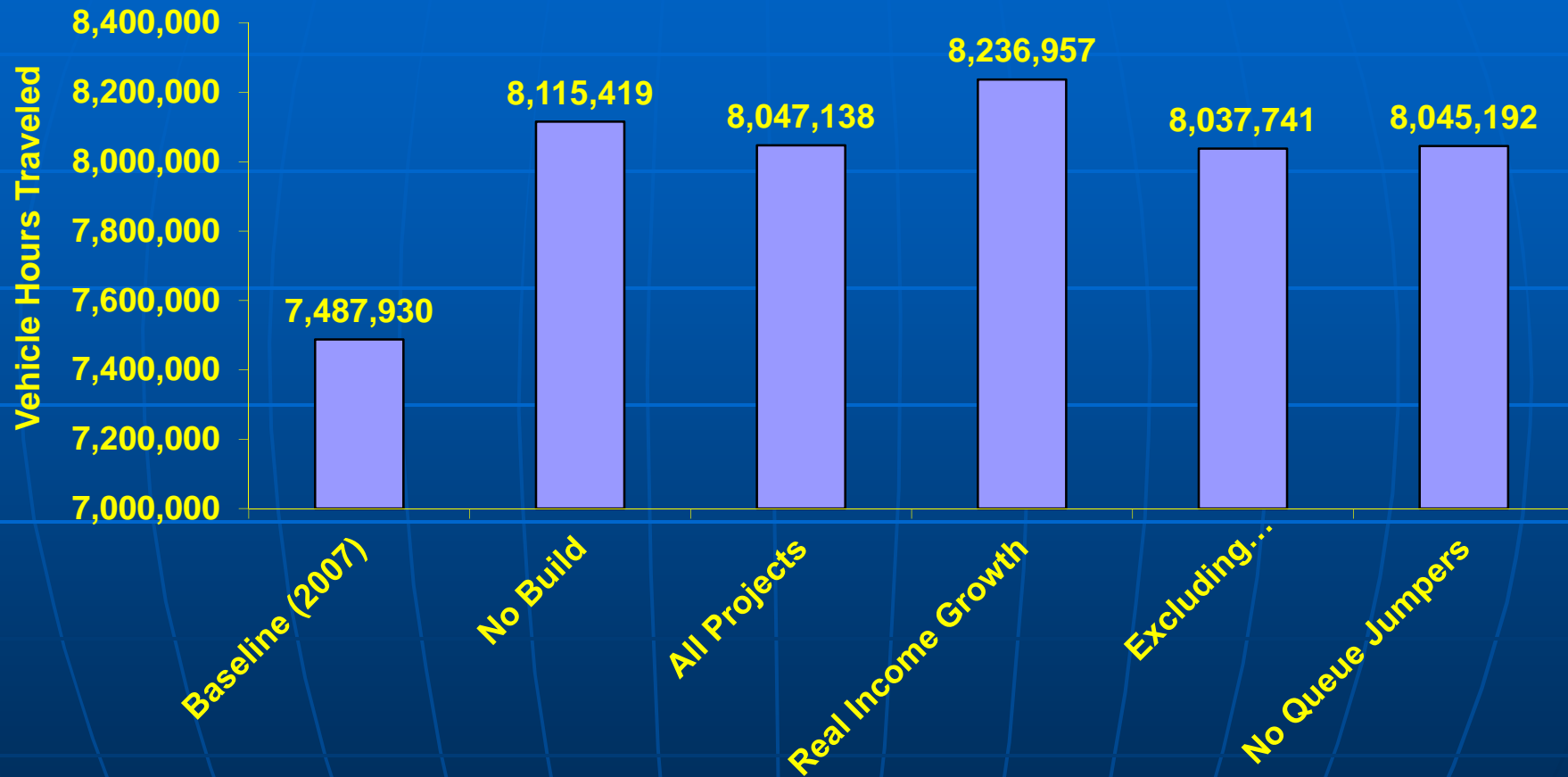


— Bus Routes • Bus Stops — Tunnel Projects

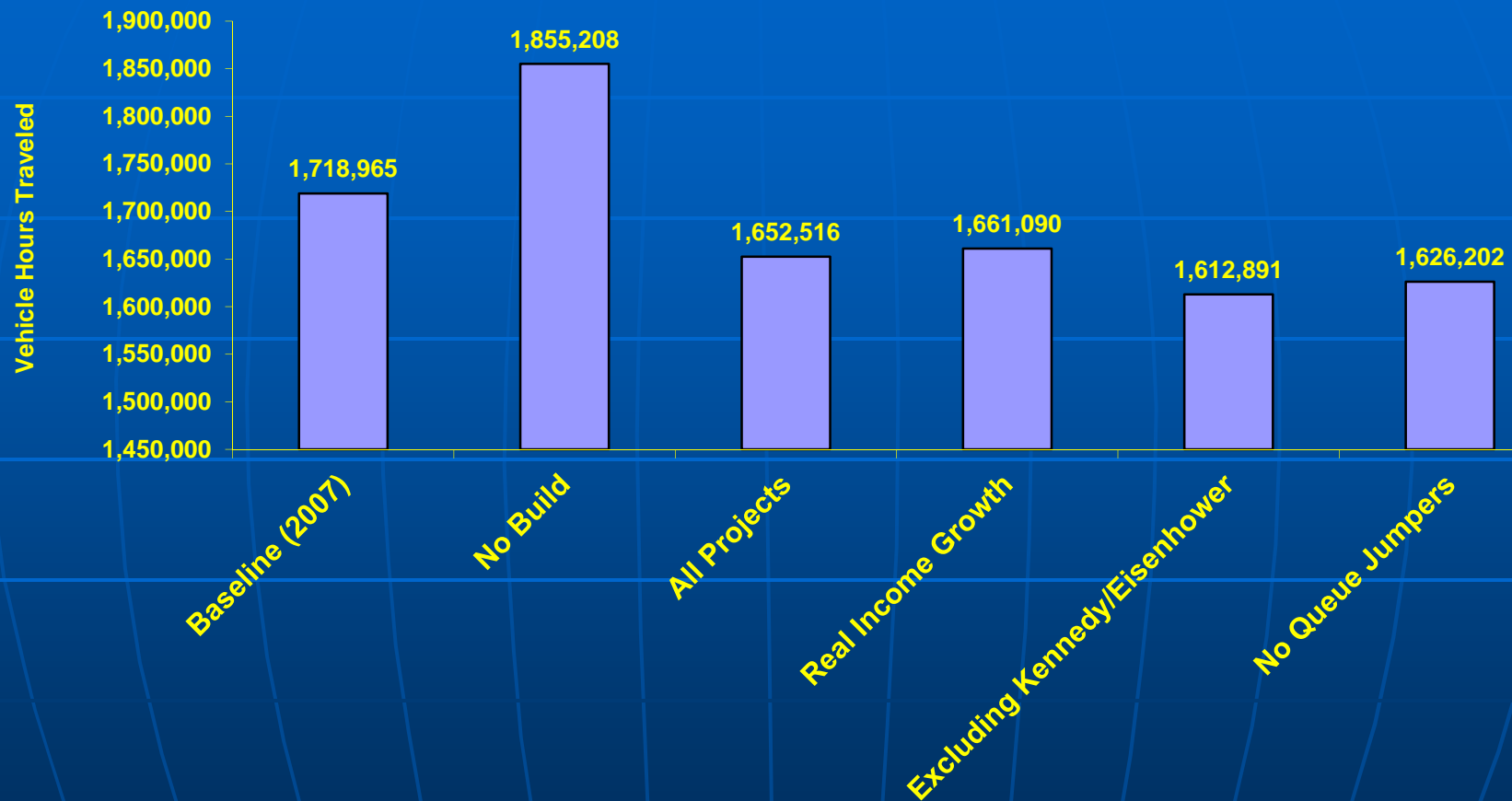
Traffic Volume Per Lane Mile by Project in 2040



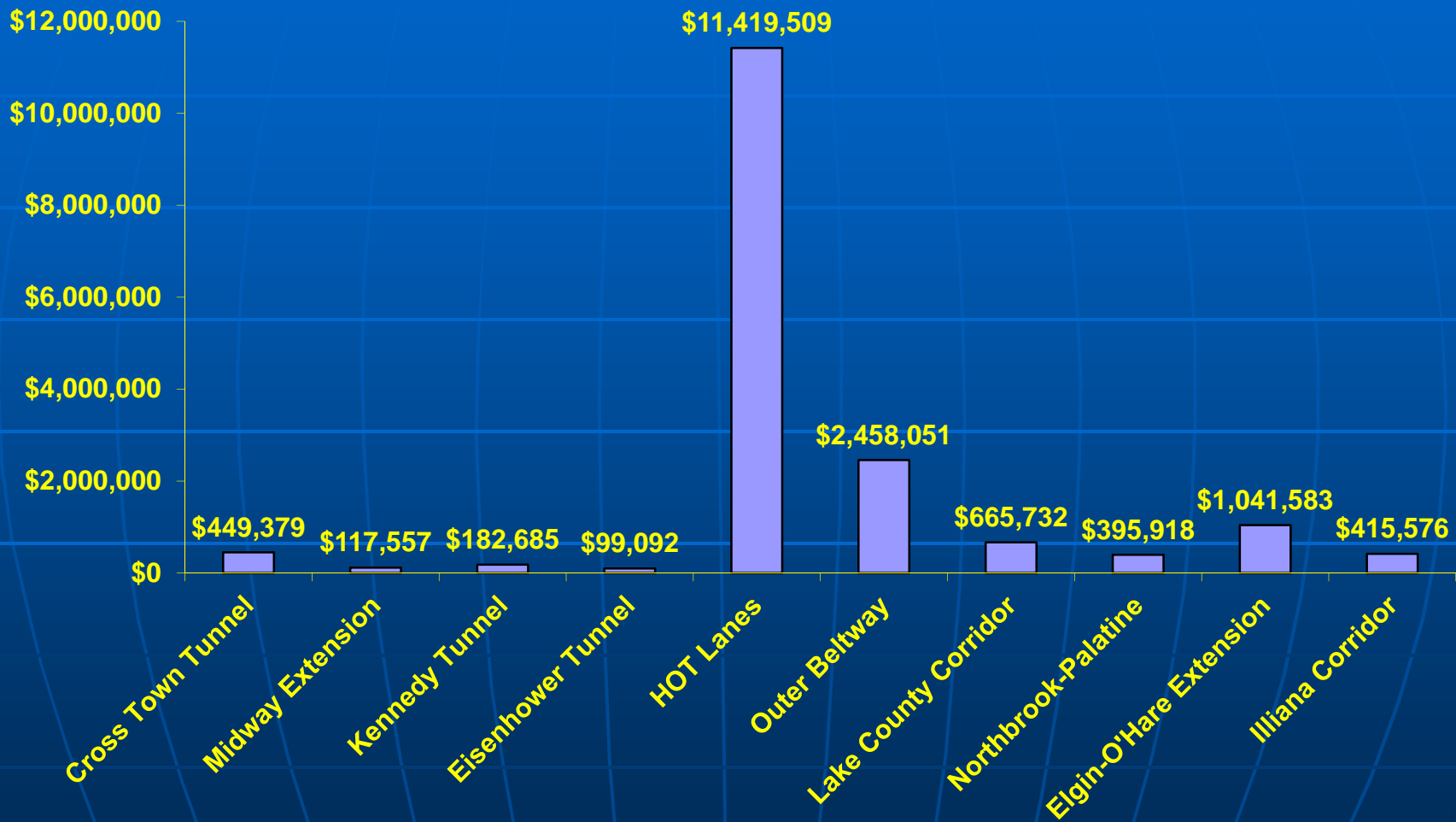
Effects of New Capacity on Average Weekday Travel in 2040: Chicago Region



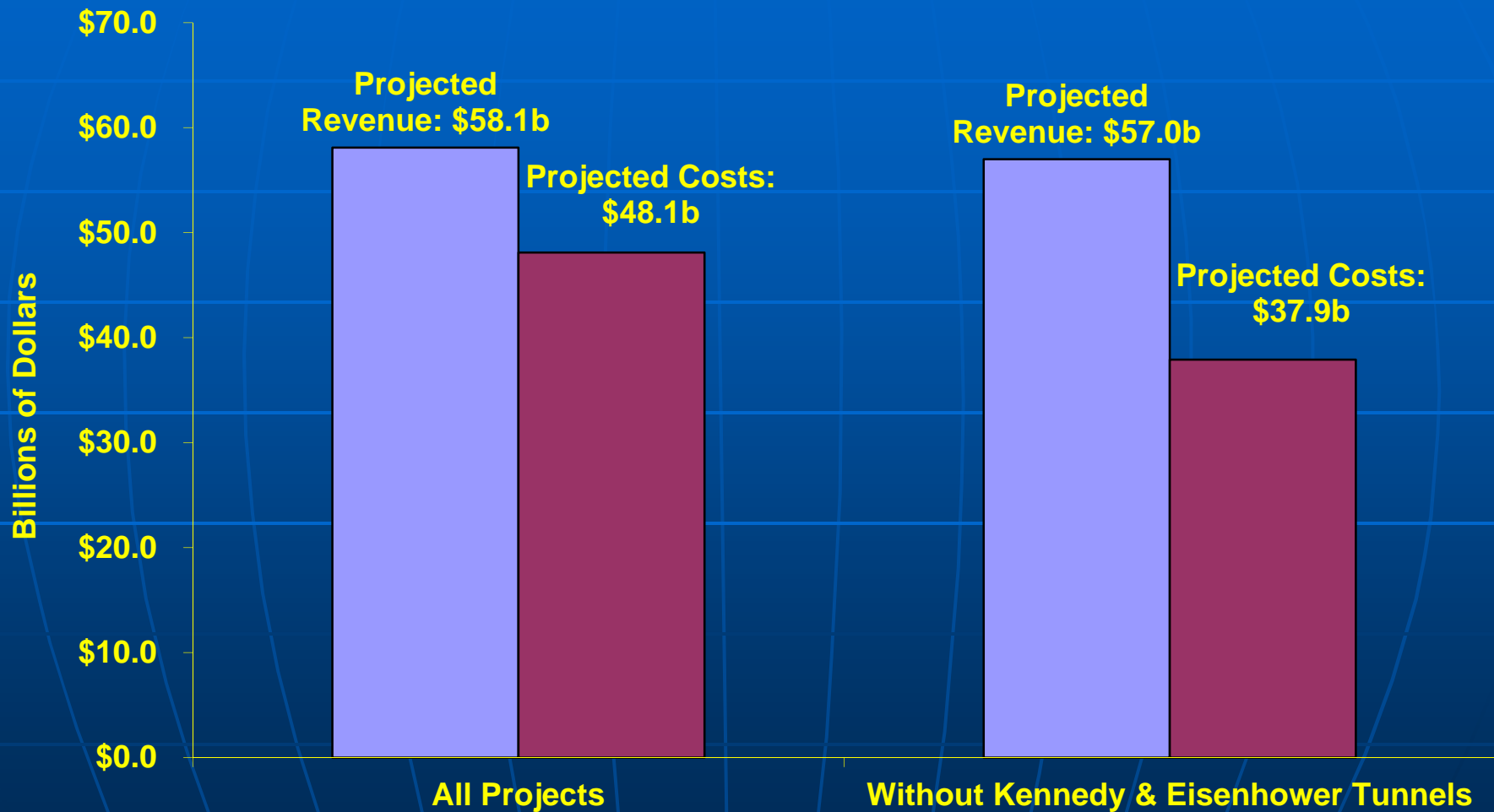
Effects of New Capacity on Weekday Traveling in 2040: City of Chicago



Estimated Weekday Revenue in 2040: All Projects



Comparison of Costs and Revenues for New Capacity (40 Years, 2010 dollars)



Conclusions and Recommendations

- **Regional free-flow speeds are achievable**
 - City of Chicago benefits substantially
- **Cross Town tunnel and HOT lanes are critical**
 - Improve circulation
 - Fund network improvements
- **Users will pay for the new facilities**
- **Improvements should be phased**
 - Phase I: HOT Network, Cross Town tunnel, Illiana Parkway, etc.
 - Phase II: Eisenhower, Kennedy tunnels & BRT
- **Transit should focus on core competencies**
 - Corridors
 - Serve urban core/downtown