

Item #4:
Village President Rodriguez
A. IL Route 53 Extension - Update

David Lothspeich

From: Illinois Tollway [info@mail.openroadsahead.com]
Sent: Friday, November 02, 2012 11:12 AM
To: David Lothspeich
Subject: Illinois Route 53/120 Project Update

[View this message in a browser.](#)



This message is to provide an update on activities related to the Illinois Route 53/120 project. As you know, the Blue Ribbon Advisory Council submitted their Resolution and Summary Report to the Illinois Tollway Board of Directors in June. Since then, a number of activities have taken place to advance the project.

Board Action

The Tollway Board of Directors referred the Council's report to their Strategic Planning Committee. After thorough review, the Committee determined the Tollway should participate in future steps toward project development, including a corridor land use plan and developing engineering details.

Corridor Land Use Plan

Developing a comprehensive, corridor land use plan was one of the key recommendations of the Council. Lake County and the Chicago Metropolitan Agency for Planning (CMAP) have taken a first step forward toward developing the plan - securing planning assistance through CMAP's Local Technical Assistance (LTA) program. It will take some time to communicate with all the parties expected to participate in the plan, coordinate funding, and for CMAP to secure a consultant to lead the plan's development. The corridor plan could be underway by mid-2013.

Detailed Engineering Concept

The Council's report established the project's design features, performance requirements and environmental commitments. The next step is to develop engineering details to fully understand the transportation impacts of project, consider capital and operating costs, and develop funding and financing options. The Tollway is in the process of procuring a consultant to lead these tasks, and work is expected to begin next year. More detail about this contract can be found under item #3 in the [Tollway's current Professional Services Bulletin](#).

Thank you for your continued interest in the Tollway's efforts. If you have any questions about these activities, please contact Michelle Graham at mgraham@getipass.com. Information about the Council and archived materials are available on the [Tollway's website](#).



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David Lothspeich

From: CMAP, the Chicago Metropolitan Agency for Planning [info@cmmap-illinois.ccsend.com] on behalf of CMAP, the Chicago Metropolitan Agency for Planning [cmmap-mailsender-0536@cmmap.illinois.gov]
Sent: Friday, October 26, 2012 11:35 AM
To: David Lothspeich
Subject: CMAP Weekly Update, 10-26-12

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October 26, 2012

First Off...

LTA updates. Comprehensive plans developed through our Local Technical Assistance (LTA) program for the **City of Berwyn** and **Village of Norridge** were approved unanimously by their City Council and Village Board, respectively. CMAP commits to working with LTA-supported communities for two years following their plans' adoption to assist with implementation, and we will be helping both communities revise their zoning ordinances to better-reflect the new plans. Read more about the adoption of Berwyn's plan, as well as our plans to help Cicero update its comprehensive plan for the first time since the mid-1970s, in **Cicero Life**. Two other **new LTA projects** were also featured in the news. The **Northwest Herald** described CMAP's upcoming work to assist with implementation of the **Silver Creek and Sleepy Hollow Creek watershed plan**, and the **Daily Herald** covered our future collaboration with the Village of Hoffman Estates to create an education and workforce development plan for the I-90 Golden Corridor.

Policy Updates. We described the proposed \$5 million **Unincorporated Cook Infrastructure Improvement Fund** to encourage the annexation of neighboring unincorporated parcels by Cook County municipalities. We also covered **two recently released reports** that address federal transportation funding. The entry was reposted on the **Sustainable Cities Collective blog**.

Other News and Announcements

LTA meetings. The City of Chicago with LISC/Chicago, Teamwork Englewood, and Washington Park Consortium will host a public meeting for development of the **Green Healthy Neighborhoods Land Use Plan** at

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Events

Soles and Spokes workshop: Designing Pedestrian Facilities for Accessibility
November 1-2, 2012
CMAP: 233 S Wacker Drive, Suite 800,
Chicago
Hosted by CMAP
[More information](#)

UIC Urban Forum
December 6, 2012
UIC Forum: 725 W. Roosevelt Road, Chicago
Hosted by the University of Illinois at Chicago
[More information](#)

Coppin Memorial A.M.E. Church (5627 S. Michigan Avenue, Chicago) on November 10 from 9:00 to 11:45 a.m. CMAP is also working with the Village of Lakemoor to update its [comprehensive plan](#). An open house will be held for residents to review draft plan recommendations on November 13 from 7:00 to 8:30 p.m. at Lakemoor's Police Station Community Room (27901 Concrete Drive). Both projects are part of CMAP's LTA program.

I-55 managed lane meeting. The Illinois Department of Transportation will host an [open house](#) for its proposed [I-55 Managed Lane Project](#) on November 1, 2012, from 4:00 to 7:00 p.m. at the Holiday Inn Countryside Conference Center (6201 Joliet Road, Countryside). CMAP recommends implementing congestion pricing on new I-55 lanes and estimates that the addition of an express toll lane between I-355 and the Dan Ryan would yield travel time savings of 25 minutes. Learn more at www.cmap.illinois.gov/congestion-pricing. With help from our partners, CMAP is reaching out to Governor Quinn, the Illinois Department of Transportation (IDOT), and the Illinois Tollway to emphasize the need to implement congestion pricing for five GO TO 2040 expressway projects. To be part of that effort, please contact CMAP principal planner Erin Aleman (312-386-8816 or ealeman@cmap.illinois.gov).

Blackberry Creek meeting. CMAP and The Conservation Foundation will lead a [meeting](#) of the Blackberry Creek Watershed Coalition to discuss efforts underway to protect water quality in communities surrounding the Fox River on October 30 from 2:00 to 4:00 p.m. at the Blackberry Township office (43W390 Main Street Road, Elburn).

Great Cities seminars. The Great Cities Institute (GCI) of the University of Illinois at Chicago will host "[Walkable, Affordable, and Preferable: Nuancing the Sustainable Neighborhood](#)" as part of its Comparative Urbanisms Seminar Series on November 8 from 3:00 to 4:30 p.m. at 412 S. Peoria (4th floor) in Chicago.

Economic development summit. Moraine Valley Community College will host a [Southwest Suburban Summit on Economic Development: Partnering for Economic Strength](#) on November 15 from 3:00 to 7:00 p.m. for members of the Southwest Council of Mayors. Both CMAP Board Chairman Mayor Gerald Bennett of Palos Hills and I will speak at the event.

Chicago public hearings. The City of Chicago is holding a series of [public hearings](#) on its proposed [Electricity Aggregation Program](#).

Grant management class. Grant Writing USA and the Cook County Sheriff's Police Training Academy will host a [class](#) on how to best-manage grants on December 6-7 from 9:00 a.m. to 4:00 p.m. at the Cook County Sheriff's Police Headquarters (1401 S. Maybrook Drive, Room 151, Maywood).

CMAP Blogs

Soles and Spokes. CMAP's bike-ped planning blog highlighted a complete streets [project](#) underway in Tinley Park. We also announced the upcoming Chicago Department of Transportation [public meetings](#) on the City's new bike share program, which is partially funded through CMAP's [Congestion](#)

Mitigation and Air Quality Improvement (CMAQ) program.

Reminders

Upcoming Soles and Spokes workshop. There is one spot remaining for next week's Soles and Spokes workshop, "**Designing Pedestrian Facilities for Accessibility.**" The 1.5-day workshop takes place Thursday and Friday, November 1-2, 2012. Participants will learn how to apply guidelines and policies developed under the Americans with Disabilities Act and the Rehabilitation Act to pedestrian facilities in the public right-of-way.

EI2 rebates. **Energy Impact Illinois (EI2)** is offering rebates up to \$1750 (an estimated 70-percent cost savings) for upgrades you can make to improve the comfort of your home. For more information, contact Emily Plagman at eplagman@cmap.illinois.gov. To see if you qualify for the rebate, please call 1-855-9-IMPACT.

Metra strategic plan. For the development of its new **strategic plan**, Metra is hosting a new round of open house meetings to solicit public feedback from November 1-12.

ArcView workshops. CMAP periodically offers a Two-Day Basic ArcView 10 Workshop, and dates are set for November 28 to 29 and January 9 to 10. Attendance at each workshop is limited to five people, so register early. The cost is \$350. To register, please contact Jan Drennan (jdrennan@cmap.illinois.gov).

Public Participation Plan. CMAP staff, in collaboration with the agency's Citizens' Advisory Committee and the Regional Transportation Authority, drafted a **2012 Public Participation Plan**, which is now available for public comment through November 9, 2012. This is an update to CMAP's 2007 plan. Send comments to Erin Aleman (ealeman@cmap.illinois.gov).

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David Lothspeich

From: Metropolitan Planning Council [info=metroplanning.org@mail6.us4.mcsv.net] on behalf of Metropolitan Planning Council [info@metroplanning.org]
Sent: Friday, October 26, 2012 11:48 AM
To: David Lothspeich
Subject: CMAP promotes congestion pricing; Illinois investing in water infrastructure

The Chicago Metropolitan Agency for Planning (CMAP) launched a website this month to demonstrate how northeastern Illinois would benefit from adding express toll lanes – one form of congestion pricing – to five area expressways.

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RE-CONNECTION

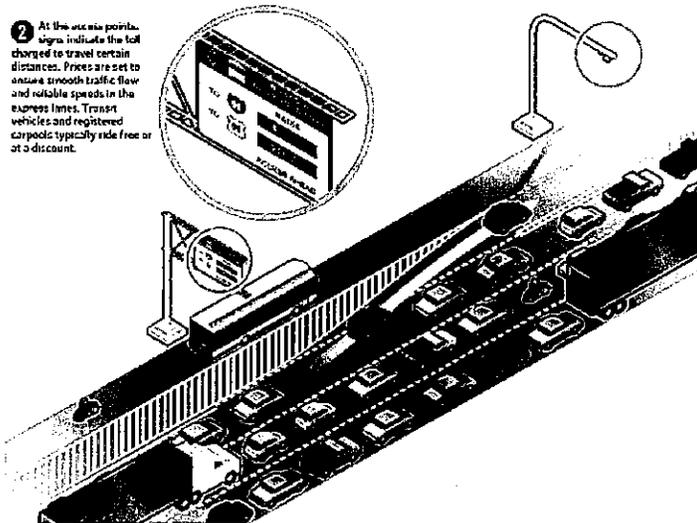
Linking People and Ideas

The Chicago Metropolitan Agency for Planning (CMAP) launched a website this month to demonstrate how northeastern Illinois would benefit from adding express toll lanes – one form of congestion pricing – to five area expressways.

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Where We Stand

2 At the access points, signs indicate the toll charged to travel certain distances. Prices are set to ensure smooth traffic flow and reliable speeds in the express lanes. Transit vehicles and registered carpools typically ride free or at a discount.



CMAP

MPC, a strong proponent of congestion pricing thoughtfully deployed, applauds CMAP for smartly

Events

Nov. 1

[Space in Between
Placemaking Contest Awards
Ceremony](#)

Nov. 27

[MPC and Openlands
Roundtable in Elgin, Ill. -
Neighborhood Solutions to
Wetter Weather: Local
Approaches for Stormwater
Management](#)

Dec. 13

[MPC Roundtable - The
Future of Interjurisdictional
Collaboration, a New Model
for Housing and Community
Development](#)

demonstrating how drivers, transit riders and the public would benefit from express toll lanes, and how this new tool would enhance five expressway construction projects recommended by the GO TO 2040 comprehensive regional plan. With express toll lanes, motorists would have an option they currently do not: to pay extra for a predictable, quicker ride – between 31 and 66 percent faster during the morning rush, according to CMAP's computer-modeled analysis. MPC's 2010 analysis for the Tollway supported CMAP's findings, and showed that a morning rush commuter on the Jane Addams Tollway (I-90), traveling between Illinois Rte. 31 and Illinois Rte. 53/I-290, would see their travel time plummet from 59 minutes to 12 minutes in a priced lane.

Speed isn't the only benefit. With fewer traffic snarls, area expressways could carry more cars, squeezing greater capacity from taxpayer investments. Reducing jams and bottlenecks also means less pollution from idling motors, fewer automobile crashes, and faster delivery times for businesses and their customers. What's more, congestion pricing provides opportunities to enhance transit service, by allowing busses access to the same lanes for free.

- [Check out CMAP's congestion pricing website to see how express toll lanes would work on five area expressway projects.](#)
- [Read MPC President MarySue's Barrett's latest blog post on congestion pricing and other innovative financing tools.](#)
- [Review MPC's 2010 case studies, *The Road Less Traveled: Exploring Congestion Pricing in Chicago.*](#)

Project Progress Report

Water

Take our survey by Oct. 31 for a chance to win two free seats at a roundtable of your choice. MPC wants to improve how we communicate with you, so please [take our brief survey about MPC's website and newsletters.](#)

MPC in the News

[Stanford's App To Solve Traffic Congestion](#)

[Busting Bus Bunching With Traffic Signals](#)

[Realtors® Focus on Workforce Housing Challenges, Solutions at National Forum](#)

[Logan Square Community Garden Gets \\$1,500 Prize](#)

[Sabadosa: School events focus on arts and earth stewardship](#)

[Plugging in to Placemaking: Technology's Role in Community Planning](#)

Re-Connection is MPC's monthly e-newsletter. [Tell us what you think.](#)



When you're stuck in traffic, hit a pothole, or ride your bike down a street without bike lanes, the need to invest in our transportation network is pretty obvious. But how often do you think about what it takes to bring clean water to your tap? Perhaps it's because pipes and sewers and pumps are "out of sight, out of mind" that many people – and many communities – don't consider their declining condition until it's far too late for a small, inexpensive fix.

Fortunately, that mentality seems to be changing: Last week, local mayors cheered when Ill. Gov. Patrick Quinn announced the state's new Clean Water Initiative, which makes available \$1 billion in loan financing to allow communities to invest in water infrastructure improvements. Earlier this year, when the Chicago Metropolitan Agency for Planning (CMAP) put out a request for proposals for its 2013 Local Technical Assistance Program, many of the applications came from northeastern Illinois communities that are realizing they need to make water supply and stormwater planning a higher priority. To meet as many of these requests as possible, CMAP is looking to MPC'S water experts for assistance. Since 2004, MPC and its colleagues at Openlands have been helping community and regional decision makers develop plans and policies for water supply and stormwater management, to ensure we're

managing our water assets in productive, responsible ways that allow for regional growth. In partnership with CMAP, MPC worked in 2012 with the northwest suburban community Lake Zurich to inform the village's development of an integrated water resources plan. In addition to continuing work in Lake Zurich in 2013, MPC will support CMAP's technical assistance to the Ill. Dept. of Natural Resources on water loss management, Northwest Water Planning Alliance on drought management and strategic planning, and DuPage Water Commission on water conservation.

- [Read MPC Associate Abby Crisostomo's blog post for a sneak peek at MPC's 2013 water program work plan, and to learn more about Illinois' Clean Water Initiative.](#)
- [Review *Recommendations for Integrated Water Resources Planning in Lake Zurich.*](#)

Headlines from MPC

- [The Parking Predicament: San Francisco uses technology and zoning to optimize parking](#)
- [Help plan Chicago's Bike Share program](#)
- [MPC delivers statement on implementing U.S. DOT performance measures to Deputy Secy. John Porcari](#)
- [Plugging in to Placemaking: Technology's role in community planning](#)
- [Making Union Station an even greater place](#)
- [Innovative development improves housing opportunities in the south suburbs](#)
- [Who said stormwater management couldn't be fun?](#)
- [It's Official: Downtowns Are Booming, from Atlantic Cities](#)
- [International PARK\(ing\) Day 2012: Mini golfing on](#)

Milwaukee Avenue

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CMAP

Congestion Pricing

Where should this be implemented?

[GO TO 2040](#) strongly advocates the implementation of congestion pricing. To help understand how it could work here in metropolitan Chicago, let's look at the new expressway construction projects recommended by the comprehensive regional plan.

These include two new facilities -- the Illinois Route 53 north extension and Illinois Route 120 bypass and the Elgin-O'Hare West Bypass -- plus new lanes on the I-90 Addams Tollway, the I-290 Eisenhower Expressway, and the I-55 Stevenson Expressway.

The interactive map below briefly describes each project's congestion pricing factors. It also includes projected results for morning peak travel periods, based on CMAP [computer models](#).

Congestion pricing for new expressways or lanes tends to pose fewer challenges because it doesn't require conversion of existing lanes. Implementing it for existing roads would be more challenging, but it also might bring greater benefits -- more congestion relief and bigger savings in travel time. In the future, our region should also consider congestion pricing for existing roads.

Click on the icons below to learn more

I-90 Addams Tollway

The Illinois Tollway's current capital program, [Move Illinois](#), includes funding to add a new lane in each direction on the Addams Tollway from I-294 to Rockford. Construction is expected to begin in 2013. The new lanes will include new infrastructure to support congestion pricing. The I-90 Corridor Planning Council, a group of elected officials and local business leaders, recommends congestion pricing on the added lanes. One issue that must be resolved: Adding an Addams lane -- congestion-priced or not -- will create a bottleneck at the Kennedy.

CMAP MODELING RESULTS

Trip Modeled: Express lane between Elgin and I-294 at morning peak (23 miles)

Target Speed: 55 mph

Average Express Toll: \$0.11 per mile
(compared to current \$0.06 per mile)

Express Lane Time Savings: 11 minutes
faster than current travel

General-Purpose Lane Time Savings: 6
minutes faster than current travel

Arterial Benefit: 7-percent less congestion

I-290 Eisenhower Expressway

IDOT is now conducting [a study of options to improve travel conditions in the I-290 corridor](#). Among the possible alternatives is an additional new "managed lane" in which certain strategies, such as pricing or vehicle eligibility requirements, are applied to meet performance objectives.

CMAP MODELING RESULTS

Trip Modeled: Express lane between Mannheim Road and Damen Avenue at morning peak (11 miles)

Target Speed: 55 mph

Average Express Toll: \$0.31 per mile

Express Lane Time Savings: 23 minutes
faster than current travel

General-Purpose Lane Time Savings: 4
minutes faster than current travel

Arterial Benefit: 7-percent less congestion

Other: Carpooling is expected to increase very slightly, but otherwise the proportions of travelers taking various modes of transportation would not change much.

CMAP

Congestion Pricing

Why is this important?

Congestion pricing offers many benefits to both individuals and the general public. Individuals choosing to use the express lanes benefit from reliable travel times, and all drivers have the choice to avoid congestion when needed. The general public actually saves money due to more-efficient use of expressways. Congestion pricing can also allow for enhanced transit service.

Concerns about congestion pricing include potential equity issues and traffic spillover. However, the experience of other cities shows that these challenges are manageable and usually less significant than they first seem.

BENEFITS

Providing a Choice

Congestion pricing gives all motorists a choice they would not otherwise have, and it charges only drivers who opt to use the congestion-priced lanes. Surveys from other cities have shown that, rather than use the express toll lanes every day, drivers generally use the lanes only for two or three trips per week as needed. These findings are confirmed by CMAP's computer modeling analysis.



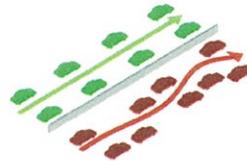
Fast, Reliable Travel Times

When priced appropriately, another appeal of congestion pricing is that traffic in one or two lanes always flows freely, even during rush hour. Drivers will not need to leave early as "buffer time" to avoid arriving late, freeing up that time for more worthwhile purposes. CMAP's modeling analysis shows that express lanes' travel times would be 31 to 66-percent lower than current travel times, depending on the road.



Better Efficiency

Roads with express toll lanes that are priced appropriately can actually carry more traffic than roads without congestion pricing. Up to a point, any expressway can carry more and more cars and still flow freely. However, each extra driver slows traffic down a little bit more, and as traffic slows, the volume of traffic that the expressway can carry falls. If congestion pricing can maintain free-flow speeds, an express toll lane can carry more traffic than a regular lane, which promotes the most efficient use of the road and saves everyone money over the long term.



Benefits of Reduced Congestion

Express toll lanes can help reduce congestion's broader negative impacts on the environment, safety, and the economy. Vehicle emissions are lower when traffic is moving freely than during congested conditions. Since congestion pricing helps maintain consistent travel speeds, it also tends to improve air quality. Because crashes occur more frequently in congested conditions, congestion pricing also promotes lower accident rates. Reducing congestion helps to improve economic productivity, because commuters and commercial vehicles waste less time in traffic.



Enhanced Transit

Congestion pricing provides opportunities to enhance transit service. Transit vehicles can have free access to express toll lanes, which ensure reliable travel times and fast speeds. This sort of express bus service is cheaper to provide than rail transit. With the right institutional arrangements, surplus tolling revenues could help pay for transit service.



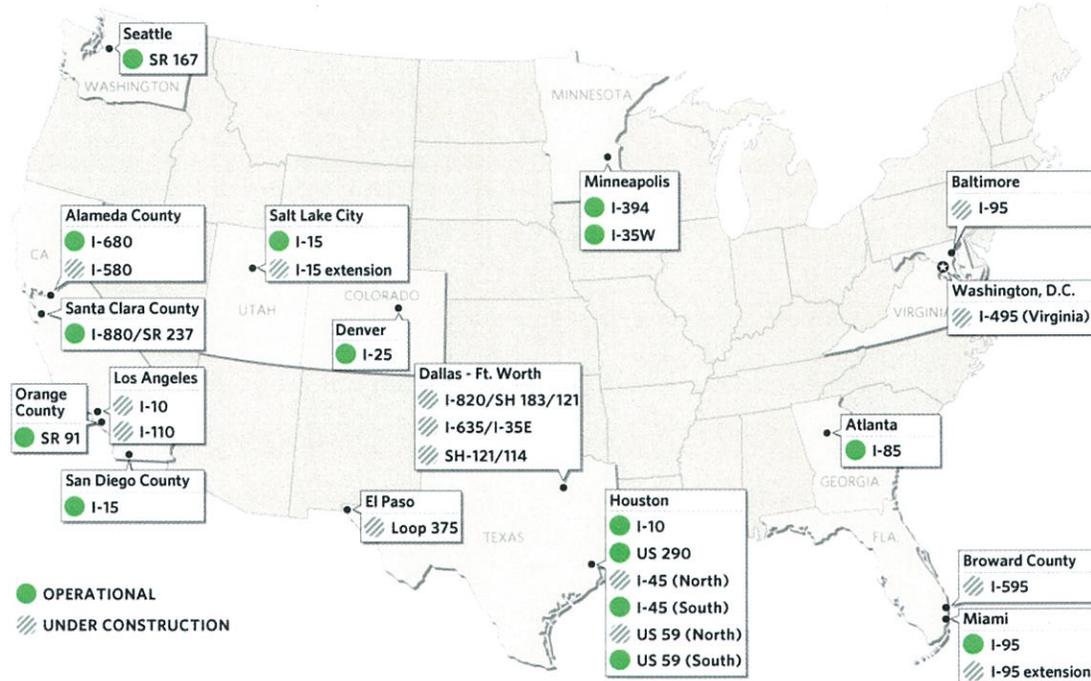
CMAP

Congestion Pricing

Where else is this underway?

Congestion pricing has existed in the U.S. since 1995, when the SR-91 Express Lanes opened in Orange County, California. Particularly since the mid-2000s, several other new facilities have opened in cities across the country. Note that several metropolitan areas have more than one expressway with congestion pricing, have expanded an existing facility, or are constructing additional facilities. A region's willingness to expand existing facilities or to implement multiple projects is perhaps the best evidence that the public recognizes congestion pricing's effectiveness.

Click on the map to learn more about these case studies.



CMAP

Congestion Pricing

How can I learn more?

From among the extensive literature on congestion pricing, below are selected studies and websites with useful information on the rationale for pricing, detailed case studies, and federal policy. The U.S. Federal Highway Administration in particular provides extensive educational resources for policy makers and the general public.

TECHNICAL REPORTS

CMAP, 2012. [Congestion Pricing: An Analysis of the GO TO 2040 Major Capital Projects](#). Report features detailed technical analysis based on CMAP computer modeling of congestion pricing for the major expressway construction projects recommended by the [GO TO 2040](#) comprehensive regional plan.

PRIOR STUDIES IN THE CMAP REGION

CMAP, 2008. ["Managed Lanes Strategy Paper"](#). CMAP conducted extensive research in the planning process for GO TO 2040, the comprehensive regional plan for northeastern Illinois. One of the strategy reports focused on managed lanes.

Illinois Tollway and Wilbur Smith Associates, 2010. ["Chicago Regional Congestion Pricing Study"](#). This study identifies potential locations to implement congestion pricing on the Chicago region's expressway network and modeled the various impacts of pricing. The [report home page](#) includes results from a survey of Tollway users.

FEDERAL PRIMERS

U.S. Federal Highway Administration (FHWA), 2006. ["Congestion Pricing – A Primer: Overview"](#). This document provides a broad overview of the topic, answers frequently asked questions, discusses relevant federal policy, and reviews examples from the U.S. and abroad.

U.S. Federal Highway Administration (FHWA), 2008. ["Income-Based Equity Impacts of Congestion Pricing: A Primer"](#). This document discusses congestion pricing's impact on equity and cites evidence from several U.S. examples.

U.S. Federal Highway Administration (FHWA), 2008. ["Technologies that Complement Congestion Pricing: A Primer"](#). This document reviews common technologies that complement the implementation of congestion pricing.

U.S. Federal Highway Administration (FHWA), 2009. ["Transit and Congestion Pricing: A Primer"](#). This document reviews the effect of congestion pricing on transit systems.

FEDERAL CONGESTION PRICING POLICY

U.S. Federal Highway Administration (FHWA), [Tolling and Pricing Program](#). This website describes federal programs related to tolling and pricing, including congestion pricing programs.

EVALUATIONS OF CONGESTION PRICING PROJECTS

National Cooperative Highway Research Program, Synthesis 377, 2008. ["Compilation of Public Opinion Data on Tolls and Road Pricing"](#). This report summarizes survey and focus group data from a variety of toll roads and projects across the country, including several examples of congestion pricing.

U.S. Federal Highway Administration (FHWA), 2008. ["Congestion Pricing Pilot Program: Lessons Learned: Final Report"](#). This document reviews the performance of several congestion pricing projects across the United States.

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Breaking: [Buffalo Grove Resident Charged with Extortion in Alleged Murder Plot](#) »

News

Poll: Should Congestion Fees be Charged to Reduce Traffic?

The Chicago Metropolitan Agency for planning has a congestion-pricing plan, the Chicago Tribune reported.

By [Brian Slupski](#) [Email the author](#) October 21, 2012

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The Chicago Metropolitan Agency for Planning (CMAP) has a plan that would allow [motorists to pay a fee or extra toll](#) and use a free-flowing express lane on some expressways, the Chicago Tribune reported.

The price for the [additional lanes would drop when less cars are on the road](#), the newspaper reported. The additional lanes would be added to the [I-90 Addams Tollway, I-290 Eisenhower Expressway and I-55 Stevenson Expressway](#), the Huffington Post reported.

However, [some new roadways would have congestion pricing across all lanes](#) – Elgin-O'Hare west bypass and the northern Highway 53 extension/Highway 120 bypass, the Huffington Post reported.

It's one thing to charge a fee to a free-flowing lane to allow someone to choose to avoid traffic, it's quite another to charge a fee to someone because they are using a route that is congested.

CMAP has a detailed, interactive [website that explains its congestion-pricing plan](#) in more detail. CMAP states congestion pricing across all lanes for the Elgin-O'Hare west bypass would drop travel times by 10 minutes and would drop 31 minutes off of the Route 53 extension/Highway 120 bypass.

Felix Salmon wrote in a piece for Reuters [why congestion pricing often is unpopular](#) with the public.

"If you want to implement a system which keeps traffic below maximum capacity, then you need to apply significant pressure on drivers to keep them away from the roads. And that means [not just implementing a congestion charge, but also regularly increasing the amount of the charge over time](#)," Salmon wrote.

For the express lane options, the CMAP plan would charge [5 cents to 31 cents per mile during rush hour to use an express lane](#), the Tribune reported. This amounts to \$2.76 for the Stevenson and \$3.41 for the Eisenhower, the newspaper reported.

Should drivers pay fees related to traffic congestion?

- Yes. It will reduce traffic and let motorists make choices.

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Your vote will only count once. This is not a scientific poll.

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6:49 am on Sunday, October 21, 2012

Just sounds like another scheme to raise more tax money?

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[Sandra Levin](#)

6:59 am on Sunday, October 21, 2012

Sounds like another reason to stay away from Chicago.

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[steve wolf](#)

7:12 am on Sunday, October 21, 2012

Won't be long until there will be a fee for breathing fresh air!

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[Argle Bargle](#)

12:19 pm on Sunday, October 21, 2012

just exhaling

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[Cindy Marie](#)

7:24 am on Sunday, October 21, 2012

Sounds like another good reason to move out of the state of Illinios!!! We get robbed everyway you turn around!!!

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[chris](#)

7:40 am on Sunday, October 21, 2012

That's why we are leaving.

But, the biggest reason for congestion is misplaced and mis-timed traffic controls.

Commercial property owners "donate" money to politicians to have a traffic light installed near their property. It makes it worth more. And the companies that install them "donate" to the politicians too. Why do you think they installed one at Shermer and West Lake? An intersection that sees three cars an hour? Because they're building commercial development there.

Illinois is a corrupt, over taxed, mess.

[Flag as inappropriate](#)

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abby fassnacht

Flag as inappropriate

8:01 am on Sunday, October 21, 2012

WE should have an HOV lane in one of the express lanes into and out of Chicago. This really would reduce the number of vehicles on the highway yet give people choices without an extra fee. It has been an effective tool in many other cities.
(HOV for the uninitiated is High Occupancy Vehicle. It can require 2 or more in car or three or more.) Fewer cars=less pollution, fewer fuel consumption.

[Reply](#)

Frank Reiss

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8:05 am on Sunday, October 21, 2012

This not a Democrat problem, this is lack of planning by the road commission. When the roads were originally planned the road commissions completely planned the need for our roads wrong. Look at the Elgin O'hare, they have a stop light at the beginning and the end, they could of spent the extra money to have the correct exit and entrance so the traffic doesn't back up. Our traffic lights are not timed so traffic moves in a non-efficient manner. How many times have you seen during rush hour one or two cars at a cross bound traffic signal stopping the flow of traffic. No - we shouldn't have to pay extra for a speed lane, our government should do their job right in the first place so traffic moves in an efficient manner. If they can build an extra lane to help move traffic this should be planned and payed by tax dollars monies set for road improvement. Also do a better job planning construction companies schedules,so we don't have to see no work being done for months at a time during road construction.

[Reply](#)

Elliott Hartstein

Flag as inappropriate

9:37 am on Sunday, October 21, 2012

The proposal needs further evaluation but it is not intended for other than new express lanes to be built or for certain new roadways to be built
The question is not clear on that point the way it was worded

[Reply](#)

A. Swanson

Flag as inappropriate

9:54 am on Sunday, October 21, 2012

Who in their right mind thought of this and what resident of Illinois would say ya charge me more money. If it isn't enough we pay for all these tolls, now they want to charge people because of congestion. These people in charge need to get a brain. Instead of fixing the problem, they choose to use a tax or toll. Oh ya like that's going to change the fact that people have to use those roads to get to work, it's not a choice to use those roads it's a need! And they know that. It's just another reason to make more money! For Pete sakes think of all the money they make off the tolls, where does it go? I have to use it to get to Lincoln park from Dundee their is no other way to get there then to take the tollway! Unless I want to take 3 hours and more gas to get their. They know it won't detour people, they just make more money to pay for government pensions like the new increase to the teachers pay? Just a thought. It's just disgusting! I want to get out of this state like so many others do too. How many other states have toll roads? Very few! Our state is screwed up, broke and corrupt! We are taxed more, have toll roads, get nickel and dined but our state is the second to the last of being closest to bankrupt! Think about that! Whose in office for the last how many years? Democrats! Wake up people we need to vote them out and get fiscally responsible people in office like Wisconsin, we should follow suit!

[Reply](#)

RB

Flag as inappropriate

4:25 pm on Sunday, October 21, 2012

There have been more Republican years of Governor in Illinois since 1977 than Democrat. Kinda like blaming Obama for Bush's mess, you blame toll roads on Democrats. As soon as you mention Democrats as the problem, your comment gets weak.

The Q

Flag as inappropriate

4:40 pm on Sunday, October 21, 2012

RB do you realize who makes the Budgets? I give you a hint its not the governor.....its the same person who has been in charge for 29 years. That's how long the Dems have been in charge of the IL house. Cut the crap.

Educate your self, but I guess you vote Dem.....

Pete

Flag as inappropriate

11:00 am on Sunday, October 21, 2012

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taken steps to get the hell out of Illinois . We hate to do it because our teenagers are fighting us on this.. But they way the politicians have thier hands in our pockets , I just don't have any more to give them , they have milked up dry , an have taken any pocket money an loose change we have left. We are outa here....

[Reply](#)

Abigail

Flag as inappropriate

11:43 am on Sunday, October 21, 2012

Go for it, Pete. We will be right behind you sooner than later.

RationalTht

Flag as inappropriate

11:06 am on Sunday, October 21, 2012

Congestion taxes are already being collected in Europe and the democrats want to model our country after their EU, so why not. Let's tax more as that solves everything.

[Reply](#)

The Q

Flag as inappropriate

11:14 am on Sunday, October 21, 2012

How about ticketing those that drive under the speed limit in left lane and the constant construction on roads that's barely need it or changing light bulbs in the middle of the day and closing lanes. Most congestion could be avoided if people paid attention, stopped talking on the phone and texting and if IDOT used some common sense instead of what's most convenient for them or how they can make their buddies rich with road work we do t need. You don't hear a single state rep talking about this and how much time and money is wasted in traffic that could be avoided.

[Reply](#)

RationalTht

Flag as inappropriate

11:42 am on Sunday, October 21, 2012

We need the constant construction to pay off the union supporters of the democrats.

upton

Flag as inappropriate

11:42 am on Sunday, October 21, 2012

Pete- I would wait until your children have graduated HS then move. My brother lives near Atl. In an exclusive suburb and he feels that the public education his children receive there is substandard to the one he received in AH 30 years ago. As much as we complain about school taxes I truly believe our children benefit greatly compared to many other parts of the country. Now wanting to pay those taxes after my kids graduate is another story....

[Reply](#)

Sandra Sims

Flag as inappropriate

7:57 pm on Sunday, October 21, 2012

Did you see his post? Somehow I don't think education is high on his list of priorities....

wbpprint

Flag as inappropriate

12:08 pm on Sunday, October 21, 2012

Chicago and its democrats are always looking for a buck, and usually at the expense of those that really need something. I think it is high time to make Chicago it's own county and then convert it into an island. I personally have no use for the city and all of the crime and political graft it harbors. For those of you that seem to enjoy the city so much, go live and work there, otherwise abandon the city entirely until it can learn that its property owners need to start paying the piper and the communities need to make their streets safer. There are many ways to accomplish that, however it would be unpopular as it would be discrimanatory, yet reality must take precedent. Whatever the case, keep Chicago out of our suburbs, we have enough to deal with and user fees for us if it means we can't get around, then maybe the north & northwest burbs need to secede from Cook County and find jobs and entertainment here. We are on the way with towns like Rosemont for entertainment, schauburg for shopping. Disassociate ourselves from Chicago, do we really need the museums, kids can get that education from good teachers. Do we need State Street, we have malls that offer most of the same. I could go on, but I think we are intelligent enough to see we don't need Chicago, Chicago needs us.

[Close](#)

I've heard they are looking at those signals as you enter for example 94 and Touhy. When you blow through the red your plate will be photographed and a ticket sent your way ...any way to squeeze a buck.

[Reply](#)

Vortex

Flag as inappropriate

12:13 pm on Sunday, October 21, 2012

Another example of unintended consequences -- those who can least afford to waste gas sitting still in traffic can also not afford access to premium lanes. It will be fun watching the Democrat hypocrites try to justify the conflicts of the three headed monster -- need to raise taxes, need to protect the poor, need to save the environment. In this case, pick one!

[Reply](#)

Mary Carol

Flag as inappropriate

12:31 pm on Sunday, October 21, 2012

Sitting in the car on the congested roads is "tax" enough. Driver's who don't want to will find another route if one is available.

[Reply](#)

Pete

Flag as inappropriate

12:40 pm on Sunday, October 21, 2012

Frank I'm all for red light cameras , cause blowing a red light can easily cause a death an is down right dangerous , but they are abusing the cameras by issuing tickets to people who stop to close to the cross walk line which is not what thier intended use was for . An half the time you can't see the line as most of the pint is worn off . Now I've won 2 of the 3 red light tickets but find my self losing 350 \$ which is a days pay for taking off work to fight the hundred dollar ticket. An they know most people will just pay it an they do ... That's Sooo criminal....

[Reply](#)

Pete

Flag as inappropriate

1:17 pm on Sunday, October 21, 2012

Hey Q. I drive 294 every day. I know that patch of road you are talkin about ..when I saw it I had to laugh to myself an wondered if other people did the same thing. All that money spent

[Reply](#)

Margaret McCarthy

Flag as inappropriate

1:18 pm on Sunday, October 21, 2012

People who work and must be in traffic to get to work are to be penalized with additional charges? Why? I'm a retiree and try to time my tollway travel to the off hours for my sake and the sake of those who must be on the road at peak travel times -- it's easy for me to do but not easy for working people.

Congestion would be relieved if more lanes were added when the tollways need refurbishing. Congestion would be even more relieved if road work wasn't always being done. Can't we use improved materials to make roads last longer?

Can't the state schedule road work so that jobs get done swiftly before starting another road -- it seems that too many jobs get started in spring and not finished until November thus constricting lanes for half the year or longer.

I'm amazed that there isn't more road rage due to the constant repair blockages. American people are too patient and should demand efficiencies. Everyone who frets about wasting energy should also demand that traffic not be stalled with engines running.

[Reply](#)

Craig Apelbaum

Flag as inappropriate

1:29 pm on Sunday, October 21, 2012

Tolls pay taxes.

[Reply](#)

DeAnn Glover

Flag as inappropriate

2:20 pm on Sunday, October 21, 2012

It's just another for Chicago to steal from suburban commuters. Illinois is so corrupt & the unions so strong that roadwork is never done efficiently. After all the union workers have to be kept busy or the corrupt unions would quit donating to the corrupt politicians. BTW when this posts, it eill probably

[Close](#)

DeAnn Glover

Flag as inappropriate

1:36 pm on Monday, October 22, 2012

In another year or so, I will be moving to Kansas about 45 minutes from The Plaza in Kansas City, Mo. and I truly welcome the change. While I will miss Chicago, I will not miss all the corruption in Cook County, Chicago & in Springfield. I know I will not find utopia, but at least, I will pay fewer taxes, still have very good schools will not be paying tax upon tax to a corrupt government.

Erica Williams

Flag as inappropriate

3:00 pm on Monday, October 22, 2012

And you won't miss the corruption in other areas?

R.S.

Flag as inappropriate

2:22 pm on Sunday, October 21, 2012

We already have that system, it's called the toll roads. How's that working for you?

[Reply](#)

Local

Flag as inappropriate

2:39 pm on Sunday, October 21, 2012

This state is so corrupt, it's time to go. In a couple years we'll be just like California, more people moving out than in. Who will the crooks tax then, once all the peasants have fled!

[Reply](#)

Pete

Flag as inappropriate

3:18 pm on Sunday, October 21, 2012

29 comments is all the discussion has generated since 5 am this morning. This is exactly why these politicians get away with what they do. Patch gives us a voice and don't think for one minute that they are not reading these boards. People leave your comments even if it's about other taxations, it's the same subject matter. I mean district 69 doing away with Halloween had over 300 comments. And yet nobody wants to comment on our real issues. Leave a comment and be heard. Or maybe they are right when they think we are just Gina roll over and take it

[Reply](#)

The Q

Flag as inappropriate

4:49 pm on Sunday, October 21, 2012

All I hear from this people running is Abortion and Assault weapons. Bush was President for 8 years not one change to abortion and what does that have to do with the state of IL.....and how many people got killed last year by assault weapons...less than 1% of the folks who got killed in DUI's (150k deaths from alcohol) and you never hear a peep about that. Or the 250,000 Americans that die of cancer from Tobacco. And all these people want are more Casinos to tax the poor. But guns are the problem....lol.

Fear mongering is the only way Dems get elected. I mean you got Jesse Jr. (severe Bi-polar disorder) and his voters will vote for him blindly, nuff said. Has not worked in 6 months. You get what you deserve!

The Q

Flag as inappropriate

4:18 pm on Sunday, October 21, 2012

Instead of fixing 294 in the few spots the concrete went bad they paved over an 8 year old road with asphalt. Road would have lasted 30 years. Now it will need to be repaved every 3-5 years.....Union payback at its worst!

The Edens lasted almost 25 years before it needed to be repaved. IL is so corrupt keep voting for them Dems so that they can keep Madigan in charge. You get what you deserve!

I also spend a lot of time in Colorado they try as hard as possible to avoid inconveniencing their drivers. Road work at night, they reopen them during the days, work 24 hours shifts.....but of course here in IL the Unions come first and citizens time and money comes last.

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and caused enormous traffic for nothing.

Marion Galletti

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4:47 pm on Sunday, October 21, 2012

they did just raised the toll , when they get away with it the first time, they will try immeditly for more. what happen with the express lane on i94 to ohare????first it was there and then gone. one winter it was piled with snow for storage. it does make me laugh. it will be congested no matter what, paying or not paying. it is like with property taxes, one time it was every 4 years you would get property assesments. now you get them every year, and you wonder why you pay so much taxes. schools and goverment want always more of your money, till you dont have anymore to give. and then they will tell you, if you can not afford it , it seems you have to move . we are taxed out, happy halloween to all , this is like you get boeed

[Reply](#)

Pete

Flag as inappropriate

5:19 pm on Sunday, October 21, 2012

Ok I live in niles in an average home with little property . I pay 9,000 a yr in properity tax , 6 months ago my daughter was choaking so we call the paramedics which resulted in a 500.00 bill we received in the mail . My kids go to main south which is a public school why do I pay almost 500.00 each kid for enrollment .my home taxes are based on my property value an my property value has continued to decline over the last 4 yrs but yet my taxes on my home continue to go up. The politicians think we have forgotten why we pay property tax. It's to pay for our police which Chicago thought they could get away with asking people to pay an additional 5 a month an useing the excuse that it's for Ur safety to put more officers on the street. An I can't believe some people went for it an said they would. Our property take is for fire an ambulance so why did I receive an additional bill for their services. The toll were put in for a short period of time back in the 50s to pay for these roads. Do you all know how many people travel these roads everyday. Where is the money goin . No they have been goin after ciggerattes ok fine I'm a smoker but I'll give you that it's a nasty habit .. An they tax alcohol. An they put a high tax on gas . An now they wana go after sugar. Where is all this goin an at what point do we all march through our state or atleast our county an put a stop to all this insane madness

[Reply](#)

Pete

Flag as inappropriate

5:34 pm on Sunday, October 21, 2012

Oh yea an now a proposed violence tax . Another smoke screen to get people to vote it in by telling you less people will be running the streets with guns . This is BS at it's finest . The only people it's goin to effect is the neighbor you have next-door who is of no threat to you or the public . he has his FOID card , an he has one because he follows the law an because of that the law issued him one . The ones not effected by this law is the thug that breaks into Ur home an put a gun to your head , an he will you know why. Because he will beable to afford one on an illegal basis an unfortunately for you your neighbor who legally owns his gun won't be able to help you as he will be out of ammo due to the fact that he can't afford it... Really people start thinking

[Reply](#)

Pete

Flag as inappropriate

5:36 pm on Sunday, October 21, 2012

An btw I don't even like guns they scare me. Smoke an mirrors people

[Reply](#)

McCloud

Flag as inappropriate

6:52 pm on Sunday, October 21, 2012

I read somewhere they collect near 1 million dollars per day from toll booths, If you are old enough, in the 1960s the policticians said that once the road was paid for the toll booths would be removed. That was lessson number one when it comes to fees/taxes on the middle class citizen trying to make a living. Now this example has mushroomed into D Durbin looking for more ways to take your money.

[Reply](#)

Pete

Flag as inappropriate

7:00 pm on Sunday, October 21, 2012

Did you guys know the city of Chicago made 70 million alone on their red light traffic program last yr. That is a fact not a guess ...

[Reply](#)

The Q

Flag as inappropriate

7:07 pm on Sunday, October 21, 2012

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Pete

Flag as inappropriate

7:07 pm on Sunday, October 21, 2012

An yes McCloud not sure on what they bring in a day but yes you are correct. The toll booths were put in place to build our highways an supposed to be taken out once they were built. But once again nobody called them on this an here we are today still paying to use them. I agree we need to pay a small separate fee to use them as our roads do need up keep. But it's now just highway robbery. No pun intended. I don't usually joke bout these things but couldn't help the pun !!!!

[Reply](#)

The Q

Flag as inappropriate

7:09 pm on Sunday, October 21, 2012

Even worse how many times did they rebuild those booths and make traffic horrible for years.....they spent more on the Bothts than on the roads.....its criminal if you think about it!

Pete

Flag as inappropriate

7:33 pm on Sunday, October 21, 2012

An not to mention that blagoavich spent 250,000 \$\$\$ per sign he had built telling us that he was responsible for the new iPass project that is supposed to help traffic move smoother. An not to mention that they were not goin to make you get an ipass an that is was totally up to you. Buuuuuuuut on the other hand if ya don't get one we will charge you double. Sounds like socilcist through your pocket.... Ty ex governor I hope you are resting comfortable again at our expense

[Reply](#)

Jim

Flag as inappropriate

9:15 pm on Sunday, October 21, 2012

The dopes who have political power have not yet figured out that at a certain point of taxation, the revenue will fall. I would suggest that you all add all of the taxes you pay including income tax, property tax, sales tax, utility taxes, gasoline tax, social security tax, Medicare tax, auto license, parking, hotel tax, alcohol tax, etc, that you are paying close to 60% of your annual income in taxes which are collected and spent by folks who cannot make a living doing anything else. And we keep electing them. We must be as dumb as they are.

[Reply](#)

sherwin dubren

Flag as inappropriate

12:33 am on Monday, October 22, 2012

This proposal is a gift to the rich people to get their own 'private' road, since they can well afford to pay any fees. What it does is make the congestion worse for us lessor wealthy folks to ride on reduced lanes. Let the rich build their own private roads, if they want better traffic flow. They don't care what the peasants have to endure.

[Reply](#)

Chuck Pint

Flag as inappropriate

7:12 am on Monday, October 22, 2012

Ok, the one thing I don't see mentioned: If they "tax" those drivers and get them off Route 53 (for example), then where will they go? Those people still have to get somewhere (most likely to work). So they are just going to take another road and clog it up. So this will not work. There are only a few ways to reduce traffic: more lanes, public transportation (that really works), spread out the commute times, let people work from home, etc.

Of course, less people working/living here also reduces traffic. Keep raising taxes and that's going to happen.

[Reply](#)

Jim

Flag as inappropriate

9:46 am on Monday, October 22, 2012

Chuck,

They just don't get it. Pols spend other people's money. If they couldn't do that they would be in some other line of work. And besides they don't care. By the time your scenario comes to fruition, the present dopes will be long gone and no one will remember who was responsible.

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the working class people and older fixed income people. Maybe better and faster mass transit at at fair cost and ample parking at the stations? It's getting real hard to think about staying in Illinois with all the nonsense being brought up that will only hurt the working class and taxing everything under the sun (maybe that will be next, a sunshine tax)

[Reply](#)

[eicy](#)

Flag as inappropriate

3:35 pm on Monday, October 22, 2012

Also, I thought the express lanes were supposed to help the traffic issue; oops, guess they goofed again. Sometime the express is slower than the local lanes; back to the drawing board and this is the best they can do; another tax?

[Reply](#)

[Jim Osburn](#)

Flag as inappropriate

4:42 pm on Monday, October 22, 2012

OK, which local candidate is promising to rein in taxes and spending? Which local politician has shown any backbone by saying, "Yes, doing this or that would be nice, but we cannot afford it, so we won't."

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Editor [Cristel Mohrman cristel@patch.com](mailto:Cristel.Mohrman@patch.com)



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Breaking: [Buffalo Grove Resident Charged with Extortion in Alleged Murder Plot](#) »

[News](#)

Poll: Should Congestion Fees be Charged to Reduce Traffic?

The Chicago Metropolitan Agency for planning has a congestion-pricing plan, the Chicago Tribune reported.

By [Brian Slupski](#) [Email the author](#) October 21, 2012

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The Chicago Metropolitan Agency for Planning (CMAP) has a plan that would allow [motorists to pay a fee or extra toll](#) and use a free-flowing express lane on some expressways, the Chicago Tribune reported.

The price for the [additional lanes would drop when less cars are on the road](#), the newspaper reported. The additional lanes would be added to the [I-90 Addams Tollway, I-290 Eisenhower Expressway and I-55 Stevenson Expressway](#), the Huffington Post reported.

However, [some new roadways would have congestion pricing across all lanes](#) – Elgin-O'Hare west bypass and the northern Highway 53 extension/Highway 120 bypass, the Huffington Post reported.

It's one thing to charge a fee to a free-flowing lane to allow someone to choose to avoid traffic, it's quite another to charge a fee to someone because they are using a route that is congested.

CMAP has a detailed, interactive [website that explains its congestion-pricing plan](#) in more detail. CMAP states congestion pricing across all lanes for the Elgin-O'Hare west bypass would drop travel times by 10 minutes and would drop 31 minutes off of the Route 53 extension/Highway 120 bypass.

Felix Salmon wrote in a piece for Reuters [why congestion pricing often is unpopular](#) with the public.

"If you want to implement a system which keeps traffic below maximum capacity, then you need to apply significant pressure on drivers to keep them away from the roads. And that means [not just implementing a congestion charge, but also regularly increasing the amount of the charge over time](#)," Salmon wrote.

For the express lane options, the CMAP plan would charge [5 cents to 31 cents per mile during rush hour to use an express lane](#), the Tribune reported. This amounts to \$2.76 for the Stevenson and \$3.41 for the Eisenhower, the newspaper reported.

Should drivers pay fees related to traffic congestion?

Yes. It will reduce traffic and let motorists make choices.

16 (19%)

No. We already pay tolls and taxes. If people don't want to sit in traffic, they don't have to drive.

68 (80%)

Total votes: 84

[Vote!](#)

Your vote will only count once. This is not a scientific poll.

Related Topics: [chicago traffic](#) and [congestion pricing](#)

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[h m](#)

[6:49 am on Sunday, October 21, 2012](#)

Just sounds like another scheme to raise more tax money?

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[Sandra Levin](#)

[6:59 am on Sunday, October 21, 2012](#)

Sounds like another reason to stay away from Chicago.

[Flag as inappropriate](#)

[Reply](#)

[steve wolf](#)

[7:12 am on Sunday, October 21, 2012](#)

Won't be long until there will be a fee for breathing fresh air!

[Flag as inappropriate](#)

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[Argle Bargle](#)

[12:19 pm on Sunday, October 21, 2012](#)

just exhaling

[Flag as inappropriate](#)

[Cindy Marie](#)

[7:24 am on Sunday, October 21, 2012](#)

Sounds like another good reason to move out of the state of Illinios!!! We get robbed everyway you turn around!!!

[Flag as inappropriate](#)

[Reply](#)

[chris](#)

[7:40 am on Sunday, October 21, 2012](#)

That's why we are leaving.

But, the biggest reason for congestion is misplaced and mis-timed traffic controls.

Commercial property owners "donate" money to politicians to have a traffic light installed near their property. It makes it worth more. And the companies that install them "donate" to the politicians too. Why do you think they installed one at Shermer and West Lake? An intersection that sees three cars an hour? Because they're building commercial development there.

Illinois is a corrupt, over taxed, mess.

[Flag as inappropriate](#)

[Reply](#)

abbie fassnacht

Flag as inappropriate

8:01 am on Sunday, October 21, 2012

WE should have an HOV lane in one of the express lanes into and out of Chicago. This really would reduce the number of vehicles on the highway yet give people choices without an extra fee. It has been an effective tool in many other cities.
(HOV for the uninitiated is High Occupancy Vehicle. It can require 2 or more in car or three or more.) Fewer cars=less pollution, fewer fuel consumption.

[Reply](#)

Frank Reiss

Flag as inappropriate

8:05 am on Sunday, October 21, 2012

This not a Democrat problem, this is lack of planning by the road commission. When the roads were originally planned the road commissions completely planned the need for our roads wrong. Look at the Elgin O'hare, they have a stop light at the beginning and the end, they could of spent the extra money to have the correct exit and entrance so the traffic doesn't back up. Our traffic lights are not timed so traffic moves in a non-efficient manner. How many times have you seen during rush hour one or two cars at a cross bound traffic signal stopping the flow of traffic. No - we shouldn't have to pay extra for a speed lane, our government should do their job right in the first place so traffic moves in an efficient manner. If they can build an extra lane to help move traffic this should be planned and payed by tax dollars monies set for road improvement. Also do a better job planning construction companies schedules,so we don't have to see no work being done for months at a time during road construction.

[Reply](#)

Elliott Hartstein

Flag as inappropriate

9:37 am on Sunday, October 21, 2012

The proposal needs further evaluation but it is not intended for other than new express lanes to be built or for certain new roadways to be built
The question is not clear on that point the way it was worded

[Reply](#)

A. Swanson

Flag as inappropriate

9:54 am on Sunday, October 21, 2012

Who in their right mind thought of this and what resident of Illinois would say ya charge me more money. If it isn't enough we pay for all these tolls, now they want to charge people because of congestion. These people in charge need to get a brain. Instead of fixing the problem, they choose to use a tax or toll. Oh ya like that's going to change the fact that people have to use those roads to get to work, it's not a choice to use those roads it's a need! And they know that. It's just another reason to make more money! For Pete sakes think of all the money they make off the tolls, where does it go? I have to use it to get to Lincoln park from Dundee their is no other way to get there then to take the tollway! Unless I want to take 3 hours and more gas to get their. They know it won't detour people, they just make more money to pay for government pensions like the new increase to the teachers pay? Just a thought. It's just disgusting! I want to get out of this state like so many others do too. How many other states have toll roads? Very few! Our state is screwed up, broke and corrupt! We are taxed more, have toll roads, get nickel and dined but our state is the second to the last of being closest to bankrupt! Think about that! Whose in office for the last how many years? Democrats! Wake up people we need to vote them out and get fiscally responsible people in office like Wisconsin, we should follow suit!

[Reply](#)

RE

Flag as inappropriate

4:25 pm on Sunday, October 21, 2012

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The Q

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4:40 pm on Sunday, October 21, 2012

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Educate your self, but I guess you vote Dem.....

Pete

Flag as inappropriate

11:00 am on Sunday, October 21, 2012

I agree , me an my wife make very good money , not rich or well off but I have a very good job . The last few yrs we live pay check to pay check an we don't have fancy things but lately it seems so much as a parking ticket or red light ticket for stopping on the cross walk line which my 16 yrs old seems to do , puts up in a situation that we r eating ramen noodles for dinner 2 days prior to payday. We just can't live here anylonger. We do own a house on 3 acres down south we pay 109.00 dollars in taxes a yr. That's RT a yr. After goin back an fourth bout do we stay here or go. We have finially

taken steps to get the hell out of Illinois . We hate to do it because our teenagers are fighting us on this.. But they way the politicians have thier hands in our pockets , I just don't have any more to give them , they have milked up dry , an have taken any pocket money an loose change we have left. We are outa here....

[Reply](#)

Abigail

Flag as inappropriate

11:43 am on Sunday, October 21, 2012

Go for it, Pete. We will be right behind you sooner than later.

RationalTht

Flag as inappropriate

11:06 am on Sunday, October 21, 2012

Congestion taxes are already being collected in Europe and the democrats want to model our country after their EU, so why not. Let's tax more as that solves everything.

[Reply](#)

The Q

Flag as inappropriate

11:14 am on Sunday, October 21, 2012

How about ticketing those that drive under the speed limit in left lane and the constant construction on roads that's barely need it or changing light bulbs in the middle of the day and closing lanes. Most congestion could be avoided if people paid attention, stopped talking on the phone and texting and if IDOT used some common sense instead of what's most convenient for them or how they can make their buddies rich with road work we do t need. You don't hear a single state rep talking about this and how much time and money is wasted in traffic that could be avoided.

[Reply](#)

RationalTht

Flag as inappropriate

11:42 am on Sunday, October 21, 2012

We need the constant construction to pay off the union supporters of the democrats.

upton

Flag as inappropriate

11:42 am on Sunday, October 21, 2012

Pete- I would wait until your children have graduated HS then move. My brother lives near Atl. In an exclusive suburb and he feels that the public education his children receive there is substandard to the one he received in AH 30 years ago. As much as we complain about school taxes I truly believe our children benefit greatly compared to many other parts of the country. Now wanting to pay those taxes after my kids graduate is another story....

[Reply](#)

Sandra Sims

Flag as inappropriate

7:57 pm on Sunday, October 21, 2012

Did you see his post? Somehow I don't think education is high on his list of priorities....

wbpprint

Flag as inappropriate

12:08 pm on Sunday, October 21, 2012

Chicago and its democrats are always looking for a buck, and usually at the expense of those that really need something. I think it is high time to make Chicago it's own county and then convert it into an island. I personally have no use for the city and all of the crime and political graft it harbors. For those of you that seem to enjoy the city so much, go live and work there, otherwise abandon the city entirely until it can learn that its property owners need to start paying the piper and the communities need to make their streets safer. There are many ways to accomplish that, however it would be unpopular as it would be discrimanatory, yet reality must take precedent. Whatever the case, keep Chicago out of our suburbs, we have enough to deal with and user fees for us if it means we can't get around, then maybe the north & northwest burbs need to secede from Cook County and find jobs and entertainment here. We are on the way with towns like Rosemont for entertainment, schauburg for shopping. Disassociate ourselves from Chicago, do we really need the museums, kids can get that education from good teachers. Do we need State Street, we have malls that offer most of the same. I could go on, but I think we are intelligent enough to see we don't need Chicago, Chicago needs us.

[Reply](#)

Frank

Flag as inappropriate

12:13 pm on Sunday, October 21, 2012

I've heard they are looking at those signals as you enter for example 94 and Touhy. When you blow through the red your plate will be photographed and a ticket sent your way ...any way to squeeze a buck.

[Reply](#)

Vortex

Flag as inappropriate

12:13 pm on Sunday, October 21, 2012

Another example of unintended consequences -- those who can least afford to waste gas sitting still in traffic can also not afford access to premium lanes. It will be fun watching the Democrat hypocrites try to justify the conflicts of the three headed monster -- need to raise taxes, need to protect the poor, need to save the environment. In this case, pick one!

[Reply](#)

Mary Carol

Flag as inappropriate

12:31 pm on Sunday, October 21, 2012

Sitting in the car on the congested roads is "tax" enough. Driver's who don't want to will find another route if one is available.

[Reply](#)

Pete

Flag as inappropriate

12:40 pm on Sunday, October 21, 2012

Frank I'm all for red light cameras , cause blowing a red light can easily cause a death an is down right dangerous , but they are abusing the cameras by issuing tickets to people who stop to close to the cross walk line which is not what thier intended use was for . An half the time you can't see the line as most of the pint is worn off . Now I've won 2 of the 3 red light tickets but find my self losing 350 \$ which is a days pay for taking off work to fight the hundred dollar ticket. An they know most people will just pay it an they do ... That's Sooo criminal....

[Reply](#)

Pete

Flag as inappropriate

1:17 pm on Sunday, October 21, 2012

Hey Q. I drive 294 every day. I know that patch of road you are talkin about ..when I saw it I had to laugh to myself an wondered if other people did the same thing. All that money spent

[Reply](#)

Margaret McCarthy

Flag as inappropriate

1:18 pm on Sunday, October 21, 2012

People who work and must be in traffic to get to work are to be penalized with additional charges? Why? I'm a retiree and try to time my tollway travel to the off hours for my sake and the sake of those who must be on the road at peak travel times -- it's easy for me to do but not easy for working people.

Congestion would be relieved if more lanes were added when the tollways need refurbishing. Congestion would be even more relieved if road work wasn't always being done. Can't we use improved materials to make roads last longer?

Can't the state schedule road work so that jobs get done swiftly before starting another road -- it seems that too many jobs get started in spring and not finished until November thus constricting lanes for half the year or longer.

I'm amazed that there isn't more road rage due to the constant repair blockages. American people are too patient and should demand efficiencies. Everyone who frets about wasting energy should also demand that traffic not be stalled with engines running.

[Reply](#)

Craig Apelbaum

Flag as inappropriate

1:29 pm on Sunday, October 21, 2012

Tolls pay taxes.

[Reply](#)

DeAnn Glover

Flag as inappropriate

2:20 pm on Sunday, October 21, 2012

It's just another for Chicago to steal from suburban commuters. Illinois is so corrupt & the unions so strong that roadwork is never done efficiently. After all the union workers have to be kept busy or the corrupt unions would quit donating to the corrupt politicians. BTW when this posts, it eill probably have "Reject" on it. Don't know why, but it will.

[Reply](#)

DeAnn Glover

Flag as inappropriate

1:36 pm on Monday, October 22, 2012

In another year or so, I will be moving to Kansas about 45 minutes from The Plaza in Kansas City, Mo. and I truly welcome the change. While I will miss Chicago, I will not miss all the corruption in Cook County, Chicago & in Springfield. I know I will not find utopia, but at least, I will pay fewer taxes, still have very good schools will not be paying tax upon tax to a corrupt government.

Erica Williams

Flag as inappropriate

3:00 pm on Monday, October 22, 2012

And you won't miss the corruption in other areas?

R.S.

Flag as inappropriate

2:22 pm on Sunday, October 21, 2012

We already have that system, it's called the toll roads. How's that working for you?

[Reply](#)

Local

Flag as inappropriate

2:39 pm on Sunday, October 21, 2012

This state is so corrupt, it's time to go. In a couple years we'll be just like California, more people moving out than in. Who will the crooks tax then, once all the peasants have fled!

[Reply](#)

Pete

Flag as inappropriate

3:18 pm on Sunday, October 21, 2012

29 comments is all the discussion has generated since 5 am this morning. This is excalty why these politicians get away with what they do . Patch gives us a voice an don't think for one minute that they are not reading these boards . People leave your comments even if it's about other taxations, it's the same subject matter. I mean district 69 doing away with Halloween had over 300 comments. An yet nobody want to comment on our real issues. Leave a comment an be heard. Or mabe they are right when they think we are just Gina roll over an take it

[Reply](#)

The Q

Flag as inappropriate

4:49 pm on Sunday, October 21, 2012

All I hear from this people running is Abortion and Assault weapons. Bush was President for 8 years not one change to abortion and what does that have to do with the state of IL.....and how many people got killed last year by assault weapons...less than 1% of the folks who got killed in DUI's (150k deaths from alcohol) and you never hear a peep about that. Or the 250,000 Americans that die of cancer from Tobacco. And all these people want are more Casinos to tax the poor. But guns are the problem....lol.

Fear mongering is the only way Dems get elected. I mean you got Jesse Jr. (sever Bi-polar disorder) and his voters will vote for him blindly, nuff said. Has not worked in 6 months. You get what you deserve!

The Q

Flag as inappropriate

4:18 pm on Sunday, October 21, 2012

Instead of fixing 294 in the few spots the concrete went bad they paved over an 8 year old road with asphalt. Road would have lasted 30 years. Now it will need to be repaved every 3-5 years.....Union payback at its worst!

The Edens lasted almost 25years before it needed to be repave. IL is so corrupt keep voting for them Dems so that they can keep Madigan in charge. You get what you deserve!

I also spend a lot of time in Colorado they try as hard as possible to avoid inconveniencing their drivers. Road work at night, they reopen them during the days, work 24 hours shifts.....but of course here in IL the Unions come first and citizens time and money comes last.

[Reply](#)

The Q

Flag as inappropriate

4:36 pm on Sunday, October 21, 2012

And I love it when they pave a new road only to come back 3-4 weeks later and cut holes all over the place. Where is the fore sight. North of lake cook on 294 (which is brand new, they cut up the entire shoulder on both sides up to grand ave) its outrageous. Took the whole summer

and caused enormous traffic for nothing.

Marion Galletti

Flag as inappropriate

4:47 pm on Sunday, October 21, 2012

they did just raised the toll , when they get away with it the first time, they will try immeditly for more. what happen with the express lane on i94 to ohare????first it was there and then gone. one winter it was piled with snow for storage. it does make me laugh. it will be congested no matter what, paying or not paying. it is like with property taxes, one time it was every 4 years you would get property assesments. now you get them every year, and you wonder why you pay so much taxes. schools and goverment want always more of your money, till you dont have anymore to give. and then they will tell you, if you can not afford it , it seems you have to move . we are taxed out, happy halloween to all , this is like you get boood

[Reply](#)

Pete

Flag as inappropriate

5:19 pm on Sunday, October 21, 2012

Ok I live in niles in an average home with little property . I pay 9,000 a yr in properity tax , 6 months ago my daughter was choaking so we call the paramedics which resulted in a 500.00 bill we received in the mail . My kids go to main south which is a public school why do I pay almost 500.00 each kid for enrollment .my home taxes are based on my property value an my property value has continued to decline over the last 4 yrs but yet my taxes on my home continue to go up. The politicians think we have forgotten why we pay property tax. It's to pay for our police which Chicago thought they could get away with asking people to pay an additional 5 a month an useing the excuse that it's for Ur safety to put more officers on the street. An I can't believe some people went for it an said they would. Our property take is for fire an ambulance so why did I receive an additional bill for their services. The toll were put in for a short period of time back in the 50s to pay for these roads. Do you all know how many people travel these roads everyday. Where is the money goin . No they have been goin after ciggerattes ok fine I'm a smoker but I'll give you that it's a nasty habit .. An they tax alcohol. An they put a high tax on gas . An now they wana go after sugar. Where is all this goin an at what point do we all march through our state or atleast our county an put a stop to all this insane madness

[Reply](#)

Pete

Flag as inappropriate

5:34 pm on Sunday, October 21, 2012

Oh yea an now a proposed violence tax . Another smoke screen to get people to vote it in by telling you less people will be running the streets with guns . This is BS at it's finest . The only people it's goin to effect is the neighbor you have next-door who is of no threat to you or the public . he has his FOID card , an he has one because he follows the law an because of that the law issued him one . The ones not effected by this law is the thug that breaks into Ur home an put a gun to your head , an he will you know why. Because he will beable to afford one on an illegal basis an unfortunately for you your neighbor who legally owns his gun won't be able to help you as he will be out of ammo due to the fact that he can't afford it... Really people start thinking

[Reply](#)

Pete

Flag as inappropriate

5:36 pm on Sunday, October 21, 2012

An btw I don't even like guns they scare me. Smoke an mirrors people

[Reply](#)

McCloud

Flag as inappropriate

6:52 pm on Sunday, October 21, 2012

I read somewhere they collect near 1 million dollars per day from toll booths, If you are old enough, in the 1960s the policticians said that once the road was paid for the toll booths would be removed. That was lesson number one when it comes to fees/taxes on the middle class citizen trying to make a living. Now this example has mushroomed into D Durbin looking for more ways to take your money.

[Reply](#)

Pete

Flag as inappropriate

7:00 pm on Sunday, October 21, 2012

Did you guys know the city of Chicago made 70 million alone on their red light traffic program last yr. That is a fact not a guess ...

[Reply](#)

The Q

Flag as inappropriate

7:07 pm on Sunday, October 21, 2012

Lottery was going to pay for schools too.....Rich people dont play the lottery just another poor tax, like Casinos. Vote these theifs out!

[Reply](#)

Pete

Flag as inappropriate

7:07 pm on Sunday, October 21, 2012

An yes McCloud not sure on what they bring in a day but yes you are correct. The toll booths were put in place to build our highways an supposed to be taken out once they were built. But once again nobody called them on this an here we are today still paying to use them. I agree we need to pay a small separate fee to use them as our roads do need up keep. But it's now just highway robbery. No pun intended. I don't usually joke bout these things but couldn't help the pun !!!!

[Reply](#)

The Q

Flag as inappropriate

7:09 pm on Sunday, October 21, 2012

Even worse how many times did they rebuild those booths and make traffic horrible for years.....they spent more on the Bothts than on the roads.....its criminal if you think about it!

Pete

Flag as inappropriate

7:33 pm on Sunday, October 21, 2012

An not to mention that blagoavich spent 250,000 \$\$\$ per sign he had built telling us that he was responsible for the new iPass project that is supposed to help traffic move smoother. An not to mention that they were not goin to make you get an ipass an that is was totally up to you. Buuuuuuuut on the other hand if ya don't get one we will charge you double. Sounds like socilcist through your pocket.... Ty ex governor I hope you are resting comfortable again at our expense

[Reply](#)

Jim

Flag as inappropriate

9:15 pm on Sunday, October 21, 2012

The dopes who have political power have not yet figured out that at a certain point of taxation, the revenue will fall. I would suggest that you all add all of the taxes you pay including income tax, property tax, sales tax, utility taxes, gasoline tax, social security tax, Medicare tax, auto license, parking, hotel tax, alcohol tax, etc, that you are paying close to 60% of your annual income in taxes which are collected and spent by folks who cannot make a living doing anything else. And we keep electing them. We must be as dumb as they are.

[Reply](#)

sherwin dubren

Flag as inappropriate

12:33 am on Monday, October 22, 2012

This proposal is a gift to the rich people to get their own 'private' road, since they can well afford to pay any fees. What it does is make the congestion worse for us lessor wealthy folks to ride on reduced lanes. Let the rich build their own private roads, if they want better traffic flow. They don't care what the peasants have to endure.

[Reply](#)

Chuck Pint

Flag as inappropriate

7:12 am on Monday, October 22, 2012

Ok, the one thing I don't see mentioned: If they "tax" those drivers and get them off Route 53 (for example), then where will they go? Those people still have to get somewhere (most likely to work). So they are just going to take another road and clog it up. So this will not work. There are only a few ways to reduce traffic: more lanes, public transportation (that really works), spread out the commute times, let people work from home, etc.

Of course, less people working/living here also reduces traffic. Keep raising taxes and that's going to happen.

[Reply](#)

Jim

Flag as inappropriate

9:46 am on Monday, October 22, 2012

Chuck,

They just don't get it. Pols spend other people's money. If they couldn't do that they would be in some other line of work. And besides they don't care. By the time your scenario comes to fruition, the present dopes will be long gone and no one will remember who was responsible.

[Reply](#)

eicy

Flag as inappropriate

3:28 pm on Monday, October 22, 2012

I don't see where yet another fee is going to help solve the problem - people still need to get to work, shop, schools, etc; once again it will hurt mainly

the working class people and older fixed income people. Maybe better and faster mass transit at a fair cost and ample parking at the stations? It's getting real hard to think about staying in Illinois with all the nonsense being brought up that will only hurt the working class and taxing everything under the sun (maybe that will be next, a sunshine tax)

[Reply](#)

eicy

Flag as inappropriate

3:35 pm on Monday, October 22, 2012

Also, I thought the express lanes were supposed to help the traffic issue; oops, guess they goofed again. Sometime the express is slower than the local lanes; back to the drawing board and this is the best they can do; another tax?

[Reply](#)

Jim Osburn

Flag as inappropriate

4:42 pm on Monday, October 22, 2012

OK, which local candidate is promising to rein in taxes and spending? Which local politician has shown any backbone by saying, "Yes, doing this or that would be nice, but we cannot afford it, so we won't."

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