

*McHenry County, Illinois*  
**TRANSIT COMPONENT**  
**MCHENRY COUNTY 2040 TRANSPORTATION PLAN**



*FIXED ROUTE SERVICE DEMAND MEMO*



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## I. Introduction to the Service Demand Analysis

The McHenry County Fixed Route Service Demand Report is the second step in the analysis of fixed route services in the County. The background in the Existing Conditions Report provides a basis for identifying conditions in the County that could support transit. The Existing Conditions Report should be referenced as the first step in the service demand analysis.

The analysis of transit services is based on an examination of 1) demographics and growth patterns of the county 2) transit generators and 3) an examination of the current ridership patterns on the existing three fixed Pace routes. The purpose of the demand analysis is to identify areas of new service potential and to determine what changes, if any, need to be made on the fixed route services. The following sections describe each of these components of the study and recommend areas of new service potential based on these findings. In addition, the report provides information on ways to evaluate and measure service performance.

- II. Existing Conditions in the County
- III. Identification of Transit Needs
- IV. Analysis of Existing Fixed Route Bus Service
- V. Service Demand
- VI. Approach to Providing Transit Service
- VII. Evaluation Criteria
- VIII. Performance Measures
- IX. Next Steps



## II. Existing Conditions in the County

### A. Demographics and the Surrounding Environment

Successful transit is dependent on socio economic characteristics that are conducive to transit. The *Transit Component of the McHenry County 2040 Transportation Plan Existing Conditions Report (January 2012)* depicted several socio-economic maps showing existing and projected population, household, and employment densities, income levels, vehicle ownership, and land use characteristics. These maps were reviewed when determining potential transit service needs in the County.

The following shows a summary of demographic information that should be considered when identifying new service possibilities:

- The southeast part of the County is continuing to grow in terms of population. Average household density in parts of this area is greater than 2 dwelling units per acre. As the population in the Southeast continues to grow, it is projected to be denser, with smaller lot sizes, which supports fixed route transit. Households continue to increase in the areas where there currently is the greatest density plus expanding to the entire east side of the County and the areas of Woodstock, Marengo and Harvard.
- The youth population is distributed throughout although there are two pockets of areas that have a higher youth population: to the west of Oakwood Hills and to the north of Lake in the Hills. Pre-teen and teenage youths are often dependent on public transit if no vehicle is available to them.
- Elderly population and persons with disabilities do not follow the population/household trends; elderly population tends to be more prevalent in outlying areas, surrounding Marengo, Huntley and southeast of Harvard. Households with lower incomes and with 0 to 1 vehicles available in the household also match the patterns of the elderly and persons with disabilities. Some of these populations are currently served by the various demand response services in the County. However, depending on how mobile the person is, they may find it more convenient to be served by fixed route transit instead.
- Higher employment density areas mimic the areas of highest population and household density, with the greatest densities in the southeast and in the Woodstock area.

### B. Land Use Characteristics

Land use patterns that are dense, diverse and reflect traditional development patterns are critical to the success of fixed route transit. When people are able to get to transit stops in a direct, safe, efficient manner, they are more inclined to use transit. Land use patterns that reflect narrower streets constructed in a grid pattern, and more traditionally designed neighborhoods where the buildings front the sidewalks with parking located behind the buildings, allow for a more pedestrian friendly environment. Except in the downtown areas of the various municipalities and in municipalities where there is Metra service, much of McHenry County can be characterized by larger lot development with limited pedestrian features. As an example, larger lot development typically sets the buildings back from the street, and therefore the entrance to the actual store or

office is separated from the roadway by a surface parking lot. This results in transit passengers having to traverse a long distance, sometimes with no sidewalks or pedestrian pathways. In Figure 1 the graphic illustrates the distance a pedestrian would have to travel to walk into a Menards store in the City of Crystal Lake assuming a bus stop was located at the intersection of US 14 and Cog Circle.

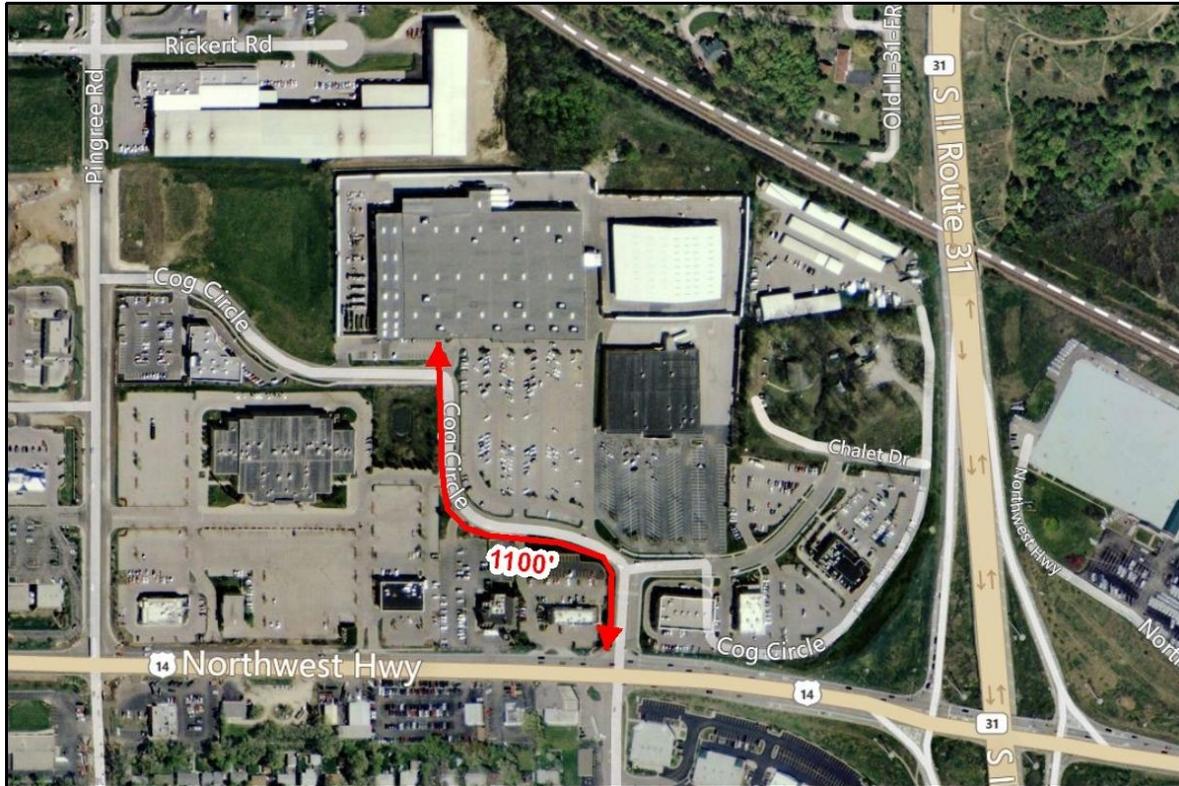


Figure 1

However, land use patterns are beginning to change as communities, including Marengo, Huntley, Woodstock, and Prairie Grove, are starting to implement transit-oriented development plans and other land use development patterns that allow for use of various transportation modes and not just a reliance on the automobile. As new services are recommended, it is important to identify the land use characteristics along the route corridor to determine whether it is feasible for a rider to be able to access the bus route. The success of the route is often dependent on the ability of the rider to easily access the route on foot.



### III. Identification of Transit Needs

#### A. Transit Index Potential

Planning staff at the Regional Transportation Authority (RTA) have developed a Transit Demand Index (TDI) that is intended to predict the likely level of transit service that a given geographic area will support. This is based on analysis of the ridership levels of existing service in the RTA service area. These have been correlated with a number of demographic characteristics and the ones with the most direct relationships identified. Factors in the TDI, in their order of significance, are:

##### Demographic

- Number of adults (18 to 64)
- Number of seniors (65 and older)
- Number of children (17 and under) – negatively correlated
- Number of vehicles in household – negatively correlated

##### Employment

- Retail employment
- Non-retail employment

Their findings show that the increased potential for transit ridership is based on adult population and senior population. People in households with children are less likely to ride transit and more cars in a household will reduce transit demand. Also, retail workers have a high likelihood of riding transit, while other types of employment don't ride transit as much.

The RTA has created an online map of the region( <http://www.rtams.org/RTG>) showing areas of high, medium, and low transit demand based on these factors. Figure 2 shows the map for McHenry County, and adjacent areas of the RTA service area. Areas that offer medium to high levels of support for transit are primarily in the areas of:

- Woodstock
- McHenry
- Crystal Lake
- Cary/Fox River Grove
- Algonquin
- Marengo

The Spring Grove/Richmond and the Harvard area have some quarter mile sections that show medium or high levels of support.

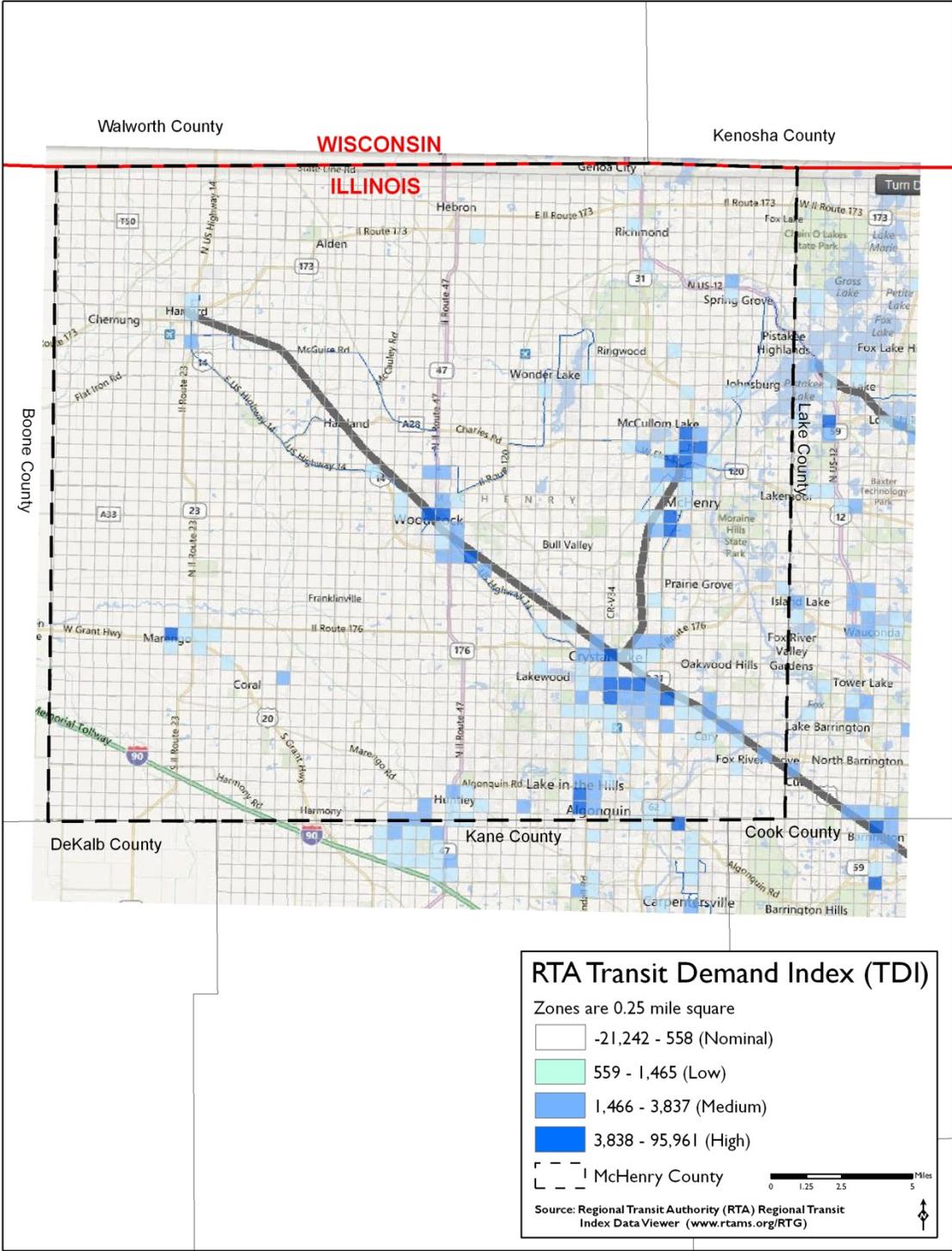


Figure 2



## B. Destinations and Activity Generators

There are a variety of destinations and activity generators throughout the County. These activity centers may or may not currently be served by transit. Some of these generators are identified below.

### 1. Metra Stations

Metra stations are very focused generators of activity and the Metra stations of Harvard, McHenry, Crystal Lake, Woodstock on the Metra Union Pacific Northwest (UP- NW) Line and Fox Lake on the Milwaukee District North (MD-N) Line all being served by fixed route service. Stations that are currently not served by fixed route services are Pingree Road, Cary and Fox River Grove on the UP-NW Line. It is important that bus service also match the train schedule so that the transfer between the bus and the train is efficient. A copy of the Metra UP- NW Line schedule is included in the Appendix.

### 2. Large Employers

As shown in the *Existing Conditions Report*, most of the large employers with 100+ employees are located along or near the Metra UP-NW Line. However, not many of the employees can utilize Metra to get to their place of employment for a variety of reasons, including the lack of a bus connection for the “final mile”, the lack of pedestrian infrastructure for the path of travel between the Metra station and their place of employment, the Metra “reverse commute: schedule” which does not allow them a lot of flexibility in times of travel, and the fact that they may not live near a Metra line.

Nine out of the 29 large employers are currently located within ¼ mile of a bus route. These companies are:

- Catalent Pharma Solutions
- Centegra Health System
- City of Crystal Lake
- Follett Library Resources
- Home State Bank
- Knaack
- McHenry County College
- McHenry County Government
- McHenry County Sherriff's Office

As part of this study, it is important to analyze the ability of the fixed route bus services to serve employers that are not currently served by transit.

### 3. Journey to Work Data

Journey to Work data is available from the US Census and reports travel patterns from place of residence to place of employment. The most recent data available is from the 2000 Census so it is not known if travel patterns have changed since that time. The greatest work trip is between McHenry County and downtown Chicago. Other commute patterns, as shown in the *Existing Conditions Report*, are as follows.

- Trips between Crystal Lake-Algonquin-Cary
- Trips between McHenry and Woodstock
- Trips between Hebron/Harvard/Marengo area and Woodstock
- Trips between Johnsburg and McHenry
- Trips between Marengo and Huntley

As existing transit services are examined, it will be important to identify if these work trip patterns are served.

### 3. McHenry County College

McHenry County College (MCC), located along US Route 12 in Crystal Lake, is a regional generator for both students and employees. The college employs over 300 people. Students travel to the college from various locations. MCC is currently served by Pace Route 808. As shown in Figure 3 below, students come from all surrounding areas, but the greatest number from the Crystal Lake area. The areas to the northeast and northwest also draw a significant number of students. As shown in Table I the mean commuting distance for students has ranged between 10 and 12 miles.

**Table I: Mean Student Commuting Distance (based on student zip code)**

	2005	2006	2007	2008	2009	2010	2011
Distance to MCC (in miles)	11.37	11.41	11.72	12.27	10.44	10.70	10.27

Source: MCC

Table 2 displays information regarding MCC employee modes of transportation to the college campus. A cross-tabulation is computed based on the mode of transportation and the number of times per week that mode of transportation is utilized per individual. Findings show:

- Employees most often commute to MCC in a car by themselves
- Walking to MCC is the least often used method of transportation
- 97.5% of employees drive alone to MCC at least once a week, while 2.2% of employees use a bus at least once a week

**Table 2: Employee Modes of Transportation to McHenry County College**

Mode of Transportation	Number of Times Per Week													
	1		2		3		4		5		6		N/A	
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Foot	1	0.3%	1	0.3%	--	--	--	--	1	0.3%	--	--	368	99.2%
Bicycle	4	1.1%	--	--	2	0.5%	--	--	--	--	--	--	365	98.4%
Bus	3	0.8%	1	0.3%	1	0.3%	1	0.3%	1	0.3%	1	0.3%	364	98.1%
Motorcycle, Scooter, etc.	2	0.5%	3	0.8%	--	--	1	0.3%	--	--	--	--	365	98.4%
Automobile (alone)	20	5.4%	49	13.2%	29	7.8%	64	17.3%	170	45.8%	30	8.1%	9	2.4%
Carpool	9	2.4%	4	1.1%	7	1.9%	3	1.9%	2	0.5%	2	0.5%	344	92.7%

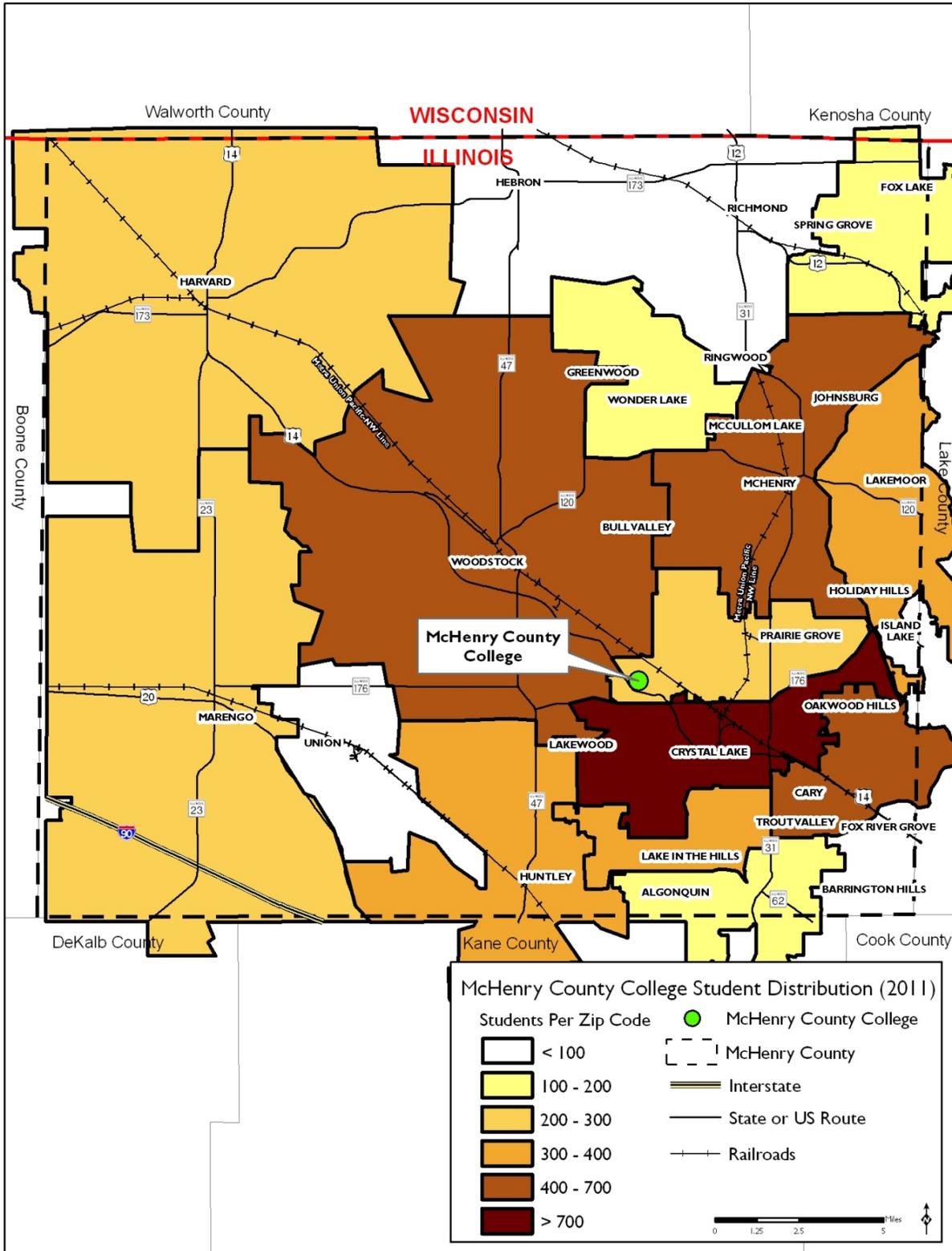


Figure 3



#### **4. Community Facilities, Shopping Centers and Other Activity Centers**

There are a variety of community facilities including city or village halls, shopping centers, medical complexes, parks and recreation facilities located throughout the County. Some of these facilities are noted below. They serve as key destination points for many residences, and subsequently may be appropriate to serve with transit in the future if not currently served by a fixed route service.

Many of the communities in the County have City or Village Halls. The County complex is located at 2200 North Seminary Avenue in Woodstock and is served by the Route 807, Route 808 and the Woodstock Dial-A-Ride service. Routes 806 and 808 serve the Crystal Lake City Hall. Route 806 serves the McHenry Municipal Center.

There are a variety of hospitals and medical centers currently in the County include Mercy Harvard Hospital, Centegra Northern Illinois Medical Center in McHenry, and Centegra Memorial Medical Center in Woodstock. Provena, Advocate, and Sherman also maintain a strong presence in the county, and have hospitals in nearby Elgin and Barrington. Route 807 serves Centegra Memorial Medical Center in Woodstock and the Route 808 serves the Mercy Harvard Hospital.

The County has several shopping centers. McHenry, Crystal Lake, and Algonquin/Lake in the Hills have established themselves as major retail areas, all featuring an array of big box stores, specialty stores, and restaurants. The Randall Road corridor in the Lake in the Hills and Algonquin area has especially developed into a retail corridor. This corridor is not served by fixed route transit although part of it is served by MCRide. While there are no major malls located within the county, several lie just outside its borders: the Algonquin Commons and Algonquin Galleria, the Huntley Prime Outlets outlet mall, and the regional Spring Hill Mall in West Dundee.

In addition, several historic downtowns throughout the County offer unique shops and restaurants. The Woodstock Square Historic District, antique shops in Richmond and Hebron, downtown Crystal Lake and downtown Algonquin, and shops in other historic downtowns throughout the county are popular destinations. McHenry's Green Street is also a major attraction in the county. Richmond and Hebron are not served by fixed route transit.

Recreational facilities including parks, golf courses, and country clubs throughout the County are important destinations for employees and visitors alike. In addition, cultural facilities such as the historic Woodstock Opera House and Crystal Lake's Raue Center for the Arts both provide a variety of programs. There are also several important points of interest in the County including the Illinois Railway Museum and McHenry County Historical Museum in Union, the Old McHenry County Courthouse in Woodstock, and a variety of historical homes. Some of these destinations are currently served by transit but others are not.

### C. Ridership Profiles – McRide Service

Ridership profile data on riders that are currently using the McRide service is available for the months of February and March 2012 and presented below. This type of information is helpful in determining if these types of riders could be served by fixed route services. For those riders that are considered “general public” it may be more cost efficient to serve them with fixed route services.

Table 3 and Table 4 provide a two month synopsis, February and March 2012, of these riders. Riders, if eligible, have signed up under one of three programs: a senior grant eligibility program, the JARC (The Job Access Reverse Commute (JARC) program or New Freedom (NF). JARC is a federally funded program that provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of low-income individuals, welfare recipients and reverse commuters regardless of income. The New Freedom (NF) portion of the program provides new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA).

**Table 3: February Trips Provided by Grant Eligibility on MCRide<sup>1</sup>**

Client Type	Senior Grant	JARC	New Freedom	Not Eligible	Total
Disabled/Other	-	-	2	-	<b>2</b>
Disabled/Senior	207	48	52	-	<b>307</b>
Disabled	-	647	1,542	-	<b>2,189</b>
Senior	864	214	625	-	<b>1,703</b>
Student	-	2	-	321	<b>323</b>
Other	-	1,030	-	1,833	<b>2,863</b>
<b>Total</b>	<b>1,071</b>	<b>1,941</b>	<b>2,221</b>	<b>2,154</b>	<b>7,387</b>

<sup>1</sup> Seniors are individuals 60 years and older.

Disabilities are self-reported.

All trips for individuals 60 years and older are Senior Grant eligible.

All suburb to suburb work trips are considered JARC eligible.

All trips for individuals with disabilities are considered New Freedom eligible.

**Table 4: March Trips Provided by Grant Eligibility on MCRide**

Client Type	Senior Grant	JARC	New Freedom	Not Eligible	Total
Disabled/Other	-	-	4	-	<b>4</b>
Disabled/Senior	181	49	64	-	<b>294</b>
Disabled	-	693	1,669	-	<b>2,362</b>
Senior	921	214	673	-	<b>1,808</b>
Student	-	6	-	280	<b>286</b>
Other	-	1,134	-	2,132	<b>3,266</b>
<b>Total</b>	<b>1,102</b>	<b>2,096</b>	<b>2,410</b>	<b>2,412</b>	<b>8,020</b>

Of the 807 individuals who have registered for the County demand response services since March 17, 2010:

- 69% of the 674 responses or 470 have household incomes less than \$30,000/year
- 4% of the 674 responses or 30 have household incomes greater than between \$30,000 and \$45,000/year
- 3% of the 674 responses or 25 have household incomes between \$45,000 and \$60,000/year
- 5% of the 674 responses or 40 have household incomes greater than \$60,000/year
- 14% or 100 of the responses were unsure or didn't know their household income
- 6 of the responses were unemployed
- 3 of the responses chose not to disclose information

The ridership data indicates that the ridership is almost evenly split between riders who are riding under the New Freedom, JARC and then others who are not eligible for either service and are the general public. Seniors also make up a significant amount of the ridership.

## D. Public Input from 2004 Study

The 2004 McHenry County Transit Plan included a very extensive public involvement process. Stakeholders expressed a variety of opinions on transportation and movement in the County. The following statements are important to note for this report:

- The ability to move between the cities of Crystal Lake, Woodstock and McHenry is important
- Algonquin, Huntley and Lake-in-the Hills are communities that need to be considered to be included in the countywide connections



- Transportation to medical facilities, shopping, education and work were among the key issues mentioned by stakeholders for this study to address
- Places outside of the County that should be connected by transit include:
  - Elgin
  - Randall Road corridor, south of the County line
  - DeKalb/Northern Illinois University
  - O'Hare Airport
  - Schaumburg/Woodfield/Hoffman Estates/Prairie Stone
- The issue of a “car culture” in the County was consistently mentioned

Also as part of the *2004 Transit Plan*, a series of employer and municipal/township workshops were conducted in late February and early March 2005. In general, employers were relatively unfamiliar with existing transit services. Employers expressed an interest of having some form of transit service in place connecting Metra stations to their work sites. Employers recommended the following action items for transit to be successful:

- Better schedules and timing
- Education and marketing
- Financial incentives, such as transit passes and the ability to use pre-tax dollars

The municipal/township input received as part of the 2004 Plan was as follows:

- Participants recognized the difficulty in providing traditional transit services in areas with lower population and density
- There was a general lack of knowledge of the existing transit services
- There is a need to improve the pedestrian environment to better suit future transit services
- Land use practices should be coordinated in a comprehensive manner
- The roadway network should be improved to foster transit-oriented development practices
- There should be additional intermodal connection points

## E. Public Input from the McHenry County 2040 Transportation Plan

As part of the 2040 McHenry County Transportation Plan there was a very extensive public involvement process to identify roadway, pedestrian, bicycle and transit improvements. There have been a variety of public involvement activities to date, including pop up meetings, focus groups, stakeholder interviews, a survey, and other opportunities for public input at fairs and farmers markets. The input received from some of these meetings is listed below.

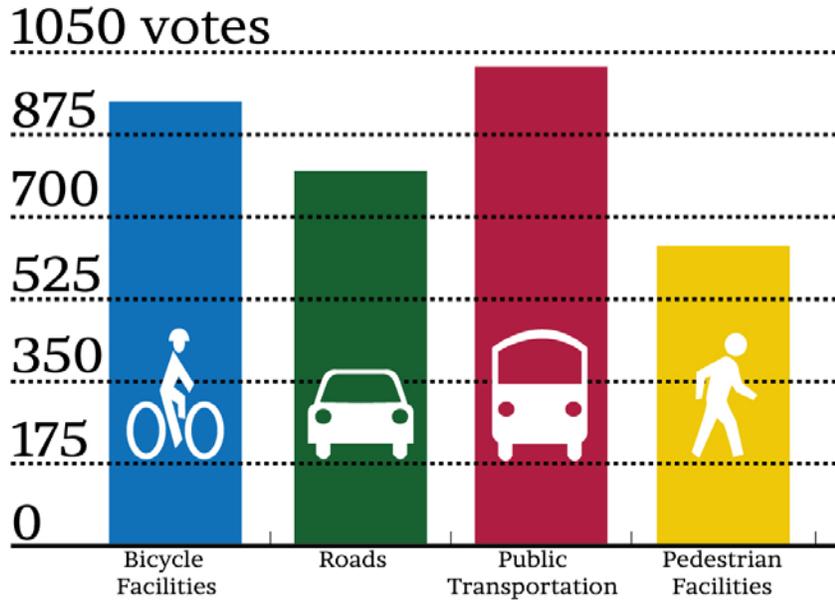
### I. Pop-Up Meetings

At 13 different locations, the DOT held “pop-up” meetings to obtain general input on how the public would like to see transportation improved in the County. Participants at each “pop-up” meeting were asked, in a Piggy Bank activity, how they would spend money on transportation in the area. Below are the results from over 1,100 participants.



Piggy Bank activity

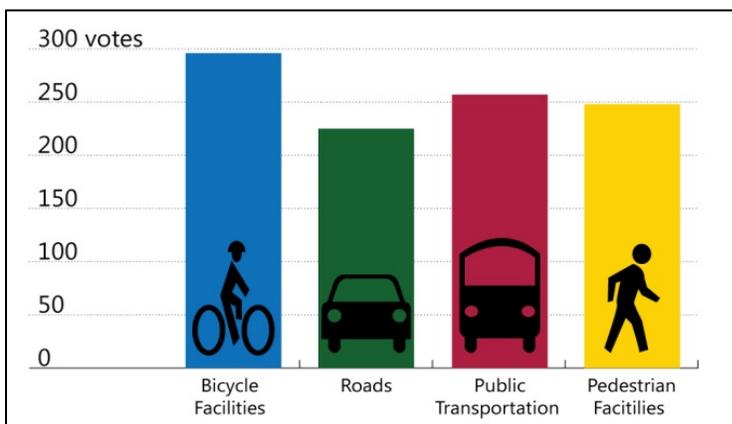
**Piggy Bank Results (About 1,100 Participants)**



At each “pop-up” meeting, people were also asked what big ideas about transportation they had for McHenry County. Below are those ideas and other comments that relate to public transportation. These comments were pulled out from the master list of all the ideas on transportation in McHenry County.

**McHenry County Fair**

Public comments were collected at the McHenry County Fair on four days, August 3, 2011 – August 6, 2011. Below are the results from the Piggy Bank activity. A total of 80 comments were recorded, with 24 comments relating to public transportation.

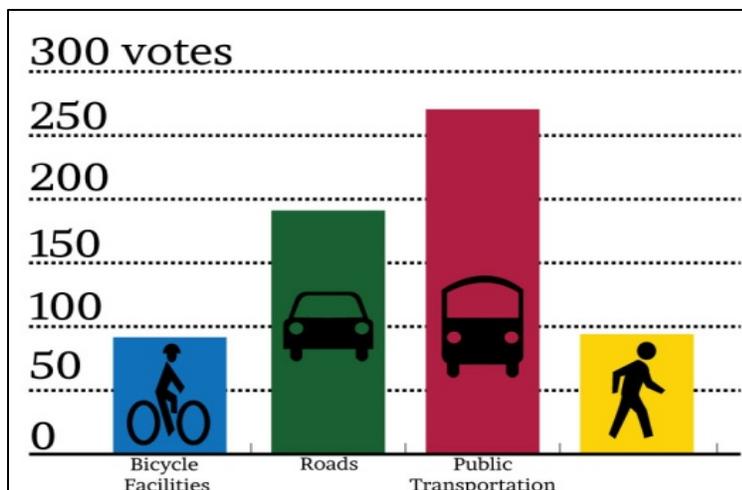


- Better Bus Routes! More times, more publicity!

- My Big Idea in Woodstock is to have a shuttle between shopping areas in Woodstock, since it's so hard to get around
- Make buses look like more like trolleys to remove the stigma of riding the bus
- My Big Idea in McHenry County is more train and bus services; improves environmental pollution, saves money, and gives more jobs to people
- Extend train connections to Marengo
- Create park and rides
- Senior citizens need more transportation options
- My Big Idea in Crystal Lake is that it needs more frequent services to Chicago with fewer stops; also need more buses
- My Big Idea in Huntley is to add a train station and create connecting bike paths to the east and south
- My Big Idea in Algonquin/Lake in the Hills is to have a bus route direct from Randall Road to the Metra station every ½ hour
- Flying Buses!
- My Big Idea in Crystal Lake is to let there be nice sidewalks, buses to bring people to work, and roads so people can drive cars
- Roads suck! Pace: timing/scheduling not the best; add more train service to Woodstock
- My Big Idea in Woodstock is more Buses
- My Big Idea in Crystal Lake is to have more Pace buses available and pay drivers an adequate salary
- Everyone should be riding trolleys or trains, less cars
- My Big Idea in McHenry is to increase number of bus stops and lower price back to \$2 so more people can use it
- My Big Idea in Crystal Lake is to improve greatly our train system- faster and better quality of transportation; more Pace buses at more times
- My Big Idea in McHenry County is to have car sharing
- Public transportation schedules do not work for everyone (Wonder Lake, Richmond) – population is so spread-out, not effective
- Use more hybrid buses
- An Amtrak route through McHenry County
- Coordinate busses with trains

### **Hearthstone Centegra Senior Fair**

Public comments were collected at the Hearthstone Centegra Senior Fair on August 10, 2011. Below are the results from the Piggy Bank activity. A total of 69 comments were recorded, with 35 comments relating to public transportation.

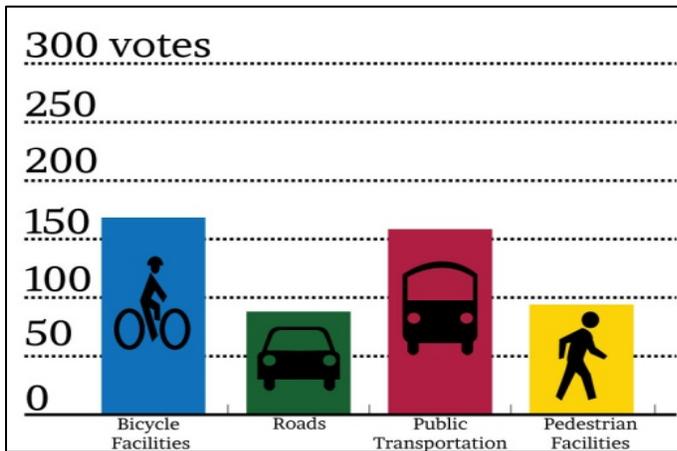


- Huntley Needs a bus service to take me outside Huntley- to Crystal Lake to see my son
- When you get old, you can't get anywhere
- I plan on driving a long time but I'm curious about what I'm going to do when I can't drive
- Need to get public transportation out to the rural areas; if you can't drive, you're stuck!
- Pace Bus in Village of Lakewood
- I drive 6 people from my church and they would all use public transportation if available; I have a friend who used to use Pace, but she's on a cane and needs assistance to get on or off the bus
- I would get rid of my car if public transit was better
- No station in Ridgefield, maybe move closer to Route 14.
- Public transportation is really needed!
- More buses
- More trains from McHenry to Chicago
- I don't know if Pace comes out by me, but I'm voting for public transportation because someday I might need it
- The train is good out here, but don't know about the bus; IL Route 47 is bad- roads need to be improved
- Like more buses - when can I leave my car behind?
- I live in Crystal Lake and we need public transit; it's a City of 40,000 and it's ridiculous that there's no transit!
- My Big Idea in Woodstock is Monorail – Chicago/Rockford/? Streetcars- Randall/14/31/Crystal Lake Road
- Townships should be able to cross lines to provide continuous transportation
- Need information on bus route
- Need better transit in Crystal Lake!
- Coordinate buses for seniors: each township has their own, but the county as a whole should coordinate it; more seniors are using the bus system to go shopping, etc.
- Need buses going to trains and have trains run in off times
- I live in unincorporated McHenry County, and my daughter can't drive;. the bus is 3 blocks from the house, but can't get to it easily, especially with the snow
- I want to go to all the different towns in the County by bus

- I want to go from Huntley to Cary by bus
- I want the bus to go further north; more Metra!
- All the stores are on Randall road, so you have to drive
- Dial-a-ride sucks! Had to wait for an hour for a ride (and I'm at the senior center), and you never know if they're going to come
- Crystal Ridge Manor needs to have a bus service to take to town
- Need fixed route in Woodstock to Crystal Lake shopping by Kohl's dial-a-ride is a pain
- It takes 8 minutes to drive from Woodstock to NIMC; Pace was good in the morning on this route, but in the afternoon it took 45 minutes
- Need more public transit going between towns
- I want longer hours and weekends for bus service
- There should be better information about bus service
- A fixed-route service in Woodstock!

**Crystal Lake Farmers Market**

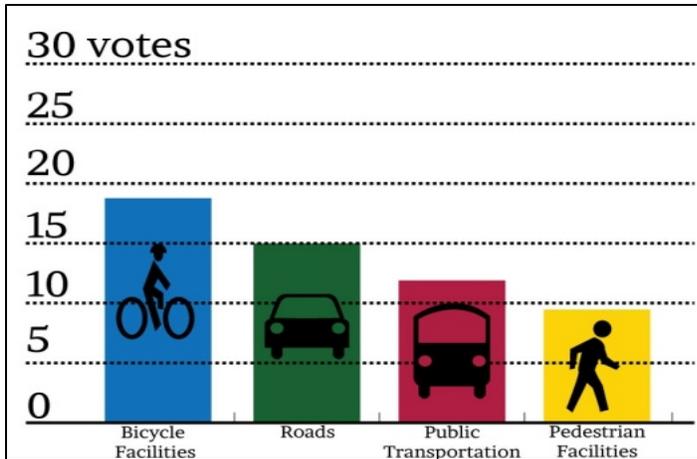
Public comments were collected at the Crystal Lake Farmers Market on August 13, 2011. Below are the results from the Piggy Bank activity. A total of 9 comments were recorded, with 5 comments relating to public transportation.



- Pace needs a better website!!!
- Quit building new roads and just maintain the ones we have; my wheelchair doesn't fit on the train
- Buy more than one day of parking at Metra stops
- High speed trains to major US cities
- A monorail from Rockford to Chicago - but parking would be the problem.

**Algonquin Farmer's Market**

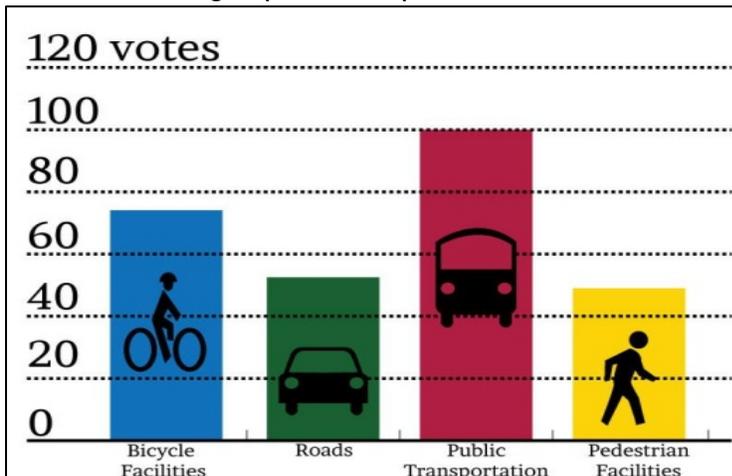
Public comments were collected at the Algonquin Farmers Market on August 18, 2011. Below are the results from the Piggy Bank activity. A total of 2 comments were recorded, with each of those comments relating to public transportation.



- My Big Idea in Algonquin and McHenry County is to improve smaller bus/van pick-up, make buses more fuel efficient or electric (no more big buses), and to make them more time efficient
- More public transportation in the Algonquin Area, including Huntley and Lake in the Hills

**MCC Picnic Lunch**

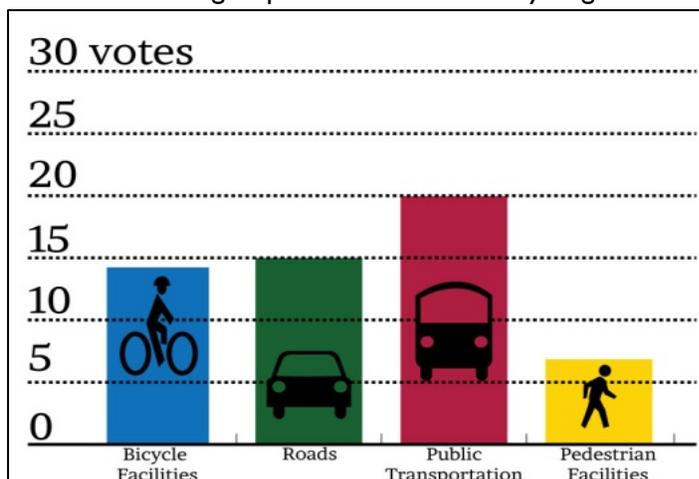
Public comments were collected at the McHenry County College Picnic Lunch on August 24, 2011. Below are the results from the Piggy Bank activity. A total of 7 comments were recorded, with 3 comments relating to public transportation.



- Have buses that will go on either FAFSA money or will allow payment plans
- More public transportation to the College
- My Big Idea in Algonquin Township is to get more comprehensive local bus service. Particularly scheduled service with longer hours; we don't have any!!!

### Harvard Farmers Market

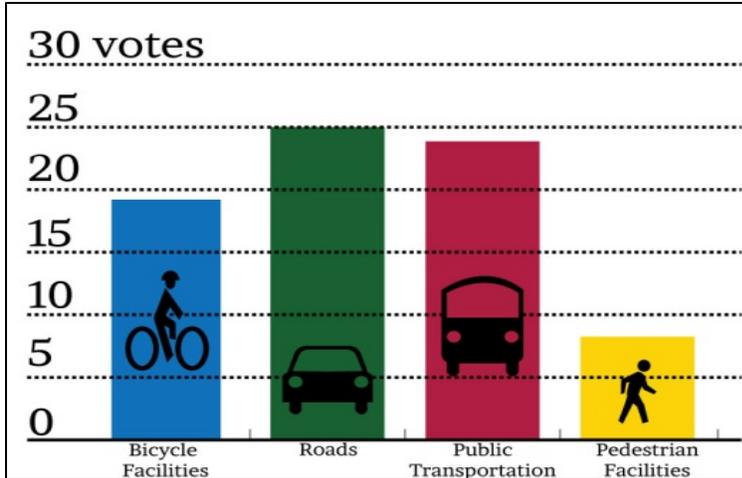
Public comments were collected at the Harvard Farmers Market on September 10, 2011. Below are the results from the Piggy Bank activity. A total of 8 comments were recorded, with 5 comments relating to pedestrians and/or bicycling.



- Pace is only three days a week in Harvard. I work in Special Ed; I'd like to see more bus service for them
- We definitely need public transportation north-south; I take the train to Palatine and drive to work
- More trains and Pace Service. Bring trolleys here
- Start a cab company in Harvard
- I don't like the bus in Woodstock - Woodstock won't guarantee you a ride - I don't bother because of its service; I go to Crystal Lake instead - I also wish Pace had more buses so I could see other doctors

### Marengo Fall Family Fest

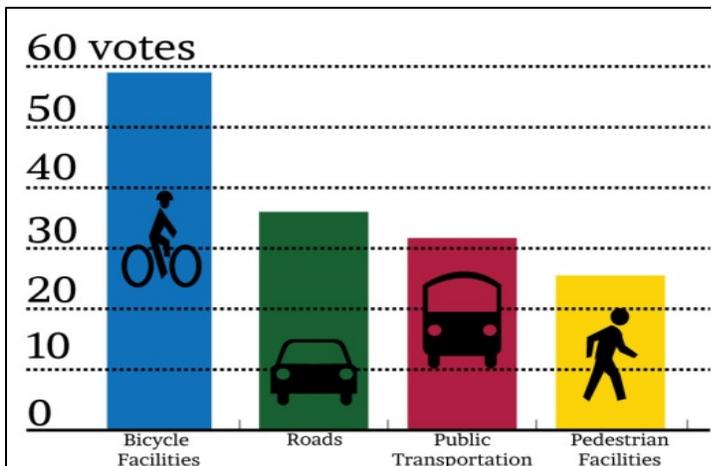
Public comments were collected at the Marengo Fall Family Fest on September 23, 2011. Below are the results from the Piggy Bank activity. A total of 8 comments were recorded, with 2 comments relating to public transportation.



- I'd like a train to Chicago from Marengo; there used to be one in the '30's!
- A train station in Marengo! I have to drive to Crystal Lake

### Woodstock Farmer's Market

Public comments were collected at the Woodstock Farmer's Market on September 24, 2011. Below are the results from the Piggy Bank activity. A total of 14 comments were recorded, with 8 comments relating to public transportation.

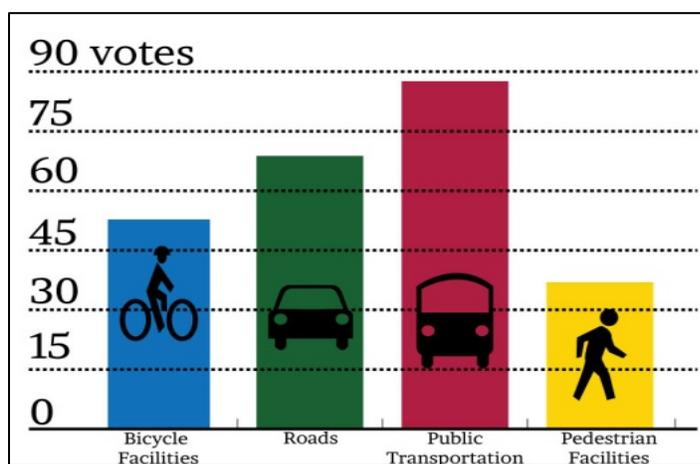


- I live in the County and can't get Pace service
- My Big Idea for McHenry is more transit service in the County; can't get from Woodstock to McHenry on Sundays
- My Big Idea in McHenry County is to increase bike routes, improve local mass transit, and increase Metra trains between Harvard and Chicago

- My Big Idea in McHenry County is to direct through traffic around cities - I understand the state routes have been in place since earlier than 1872! - Much increased population and traffic -our towns need to focus on bike routes and improved, more flexible public transport
- Bike parking is a problem; put bike locks at Metra stations
- My Big Idea for Bike Paths/Intercommunity travel is to build bike paths/usable walking paths; racks on buses, increase usable public transportation
- My Big Idea in Richmond is to place Metra stops at MCC to make it easier for students
- Make public transit more accessible in non-hub areas and add trails in Woodstock

### Huntley Fall Festival

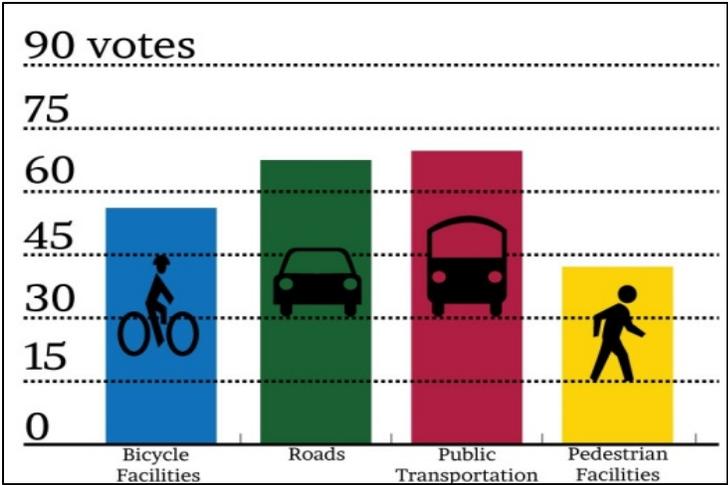
Public comments were collected at the Huntley Fall Festival on September 25, 2011. Below are the results from the Piggy Bank activity. A total of 11 comments were recorded, with 7 comments relating to public transportation.



- My Big Idea in Lake in the Hills some sort of dial-a-ride not only for seniors. -Lady had knee surgery and no way to get to physical therapy. - Pace program was not still in place and she couldn't utilize the dial-a-ride because she was not a senior
- Metra station in Huntley
- Metra station in Huntley, will it even happen
- My Big Idea in Huntley is to extend the Big Timber Train Station to come out to Huntley, by Coyne Station Road. (part of extreme commuter - focus group)
- Bring Zip Car to the suburbs
- My Big Idea in Huntley and Algonquin is to revitalize historic downtown, and add Metra line to Huntley
- My Big Idea in Huntley is a train in Huntley - we would use it every day if it was in Huntley

### Fox Lake Oktoberfest

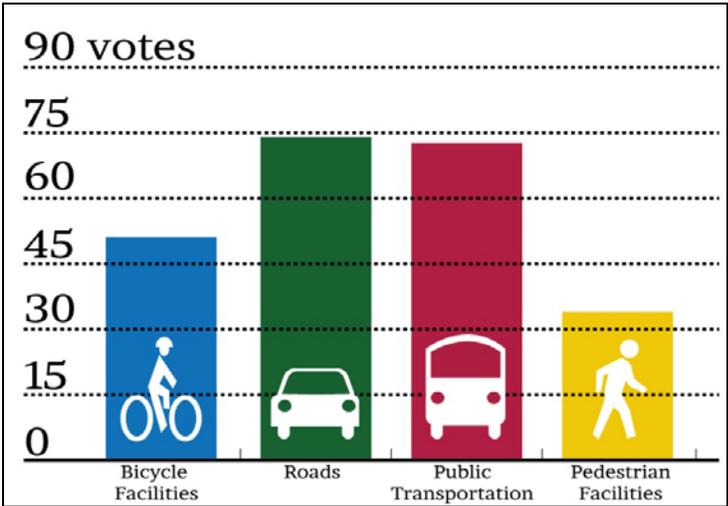
Public comments were collected at the Fox Lake Oktoberfest on October 1, 2011. Below are the results from the Piggy Bank activity. A total of 12 comments were recorded, with 5 comments relating to public transportation.



- My Big Idea in Richmond is to have more trains and any type of public transportation
- My Big Idea in McHenry (City) is to have a better train route between McHenry & Chicago like Fox Lake has to Chicago - more times
- More public buses/dial-a-rides for people other than seniors or people with disabilities - need to have this available for low income people as well who need to get places
- My Big Idea in McHenry County is to implement school bus transportation to double as routes for train stations to eliminate driving of autos and congestion
- My Big Idea in McHenry (did not specify City or County) is to get more bus service; at least more often more frequent dial-a-rides

**GIS Day**

Public comments were collected at the GIS Day on November 16<sup>th</sup>. Below are the results from the Piggy Bank activity. A total of 8 comments were recorded, with 2 comments relating to public transportation.



- The County needs more buses
- My big idea in Crystal Lake, Pingree Road is to put in a bike lane on Pingree/Terra Cotta, lots of people bike to the Pingree Metra stop and the road is hilly/dangerous; also would benefit Hannah Beardsley Middle School

## 2. 2040 Website Survey

The following are comments related to the online survey that asked for the public's input on transit and transportation in the County as part of the 2040 Long Range Transportation Plan website. A total of 55 people have responded to this survey which was conducted online, using Survey Monkey. The first response was in late October, 2011, with most completed by mid-March of 2012. A summary of the responses follows, with the tabulations and tables/charts for individual questions available in the Appendix. An effort has been made to carefully edit the responses to categorize them if appropriate, including minimizing the number of "other" responses.

Responses to question 1 show that sixty percent of respondents are users of transit in McHenry County. Most of those are Metra riders, with 9% of total respondents users of McHenry County Pace fixed routes (#806, 807, and 808) and another 9% local dial-a-rides. Less than 2% use vanpools. Multiple responses were allowed and there were a total of 71 responses. Apparently, most of the bus riders use Metra or other bus services.

Question 2 asked which Metra stations respondents use. Forty people responded, with Crystal Lake the most popular station. Fox Lake, in Lake County was also reported. No responses were received from users of the McHenry Station.

Question 3 asked about frequency of transit use in the past month. After discounting the 35% of respondents that are non-users, the answers were fairly evenly distributed between the categories that were offered: 1 time; 2-3 times; 4-10 times; and more than 10 times, indicating that few full-time work commuters responded.

Question 4 asked whether respondents had a vehicle available when they rode transit. A very high percentage, (78.8%) indicated that they had a vehicle available, indicating that a significant share of riders are choice riders.

Question 5 asked respondents as a whole to rate the quality of public transportation in McHenry County. Over a third rated it as poor and less than 2% as excellent. Almost 13%, presumably some of the non-riders, said they did not know.

Question 6 asked for the reasons that respondents did not use public transportation more often. They were asked to choose up to three from a list, as well as "other", which they were asked to provide. Almost all (54 of 55) participants responded, with a total of 128 selections. Most people (39) chose "not available for the destinations I need". Next most popular (21) was a generic "not convenient", followed by 15 each for "service is not frequent enough" and "prefer to drive". Two of the choices were not selected: "have difficulty getting on/off the bus" and "safety or security concerns". The 9 "other" responses were analyzed; of these, one of the response listed "lack of evening service" and the other responded that the "bus not open to general public" (apparently a reference to senior bus service).

Question 7 asked the question that is the converse of #6: What factors would encourage people to use bus service more often; again, three answers were allowed and there were a total of 121 responses from 52 people. These answers were more evenly distributed with the generic “more convenient service” and “more frequent service” selected most often. “Better safety and security” was the least selected, chosen by only two people. There were 10 “other” responses, with 4 of these stating that there is a need for “routes to more places” and one each to “open bus to general public” and “midday service”.

Question 8 asked “What is the one thing you would do to improve Pace bus service in McHenry County”? This was a totally open-ended question, with no choices provided. There were 36 responses. 15 could be categorized as “expand service area”, 7 as “more frequent service”, and 3 as “better coordination with Metra schedules”. 11 were fairly unique, involving diverse or very generic topics.

Question 9 asked if the improvements identified in the previous two questions were made, what would the likelihood be of respondents using Pace more often. The results were encouraging; of the 51 people that answered the question, 34 indicated “very likely” or “somewhat likely” and only 10 answering “somewhat unlikely” or “very unlikely”. “Don’t know” attracted 7 responses.

Question 10 asked what type of bus service people prefer (ranging from curb to curb, with varying notice requirements, to fixed route and schedule). There were 53 responses, with 14 choosing “I prefer not to use bus service”. Fixed route/schedule service is clearly the most popular, with 24 choosing it, compared to a total of 15 for the combination of flexible route and curb to curb with one hour notice. No one chose curb to curb with a 24 hour notice requirement.

Question 11 asked about the days of the week that people would use Pace bus service. Thirty-nine (39) people answered the question. Responses were essentially equal for the various weekdays (varying only from 24 to 27). Saturday was only slightly lower, at 23, and Sunday a bit lower at 19.

Question 12 asked about the time of day that people would use bus service. Most popular was “morning” (defined as 5:30-9:00 AM). Surprisingly, “late evening” (6:00-10:00 PM) was next popular, followed by “evening” (3:00-6:00 PM) and “midday” (9:00-3:00 PM). Also surprising was that “overnight” (10:00 PM – 5:30 AM) was as high as it was, selected by over 25% of respondents.

Question 13 asked about public transportation trip purpose; multiple responses were permitted. These quite evenly distributed with the proportions varying from most popular to least in this order: work, entertainment/social activities, shopping, education, medical/dental appointments, and other (none of these were actually trip purposes).

Questions 14 and 15 provided two opportunities for people to indicate the main attractions or destinations that they would like to travel to (with the ability to provide its name, closest intersection, city/town, and/or zip code). Thirty-four (34) people responded to question 14 and 22 provided a second response in question 15. The vast majority of responses were for points in McHenry County (although several of these were Metra stations, presumably as part of inter-county trips. Eight (8) specified Chicago as the destination, 3 of these identified O’Hare Airport.

The following are specific comments that were made

- Please do not use traffic congestion as an excuse for destroying the open space and high standard of living in McHenry County -roads do not and never have solved congestion, they simply lead to more growth -be creative and solve the problems by thinking outside of the "car" box
- The METRA train needs to arrive in Woodstock prior to 9:00 AM on weekdays; Woodstock is the county seat, and many people--the elderly, disabled, visually impaired, and others unable to drive--rely on the Metra service, but experience significant difficulty getting to court, which often begins at 8:30 AM -the earliest METRA train arrives at 9:00 AM
- Adding an earlier morning stop in Woodstock would increase attendance and punctuality for court matters, especially during inclement weather
- I've lived in the county 22 years+ and can't believe we still don't have reliable, regular, easy-to-use public transit (other than trains) - Pace just doesn't cut it, and not all of us are physically able (I have arthritis and spinal problems) to walk or bike to our destinations -with many of us reaching retirement soon, we'll need better public transportation, or we'll just need to move back to the city---which I don't want to do!
- People with disabilities typically are not drivers and/or cannot afford the expenses of owning and operating an automobile -they become isolated and chronically unemployed due to lack of a reliable and affordable system of transportation
- If I were not currently unemployed, I would walk or use public transportation daily
- Since we have a sizable number of people in the over 50 demographic, the county probably should look at what transportation needs an aging population will have

**Where they would like to get to easier:**

- I would like to see the corridors on 47 and 31 widened so economic development can occur - travel time is extensive on both roads - public transportation in the southern area of the county is also important as the age demographics are changing
- Route 90 by car - Woodstock businesses solely by fixed route public transportation and to Cary, Crystal Lake, and McHenry -also to medical facilities.
- Train stations, by public transportation so we can leave our cars at home -also, I'd like to access the Randall Road shopping "strip" (Crystal Lake, LITH, Algonquin) via public transportation from Cary
- Algonquin is horrible -bypasses are needed around the downtown area - IL Route 120 in McHenry is bad too - more sidewalks in commercial areas connecting to residential neighborhoods -put bus service along major roads, i.e. Route 14, Randall, etc.
- To Glenview by Metra train. - I have been traveling that route on the Northwest line and transferring to the North Line to reach a doctor's office -however, Metra has changed times on trains that do not make the connections acceptable -and I do not mean having to wait a half hour for a connection -that is within acceptability-waiting three to four hours is not.
- People who do not or cannot drive need to have accessible transportation to the same locations as the driving population
- Public transportation - It seems to be very difficult to travel between small cities in McHenry County, i.e. Crystal Lake to Johnsburg
- Woodfield Area - Public transportation O'Hare Airport
- To the courthouse I realize there is transportation to this facility however, it is not very time convenient

- O'Hare Airport by transit
- Bike to Crystal Lake downtown and Route 14 corridor safely-as we move further into the 21st Century, we need to have more options for transit than individuals in cars-the area is not bike friendly, nor is it possible to walk -if there is ANY public transit, I don't know about it

### **3. Input at Libraries**

Recently, the County public involvement consultant hosted an interactive poster board at various libraries which asked people to locate on the map their opinion in terms of transit, roadway, bikeway and pedestrian improvements. Bus or Metra transit was requested in the areas shown marked with a blue symbol in Figure 4. The community areas are shown below; the number of people making this requesting is shown in the parenthesis.

- Harvard area (20)
- Woodstock area (11)
- Richmond area (10)
- Johnsburg area (7)
- Bull Valley/Holly Hills area (4)
- Crystal Lake and Algonquin area (34)

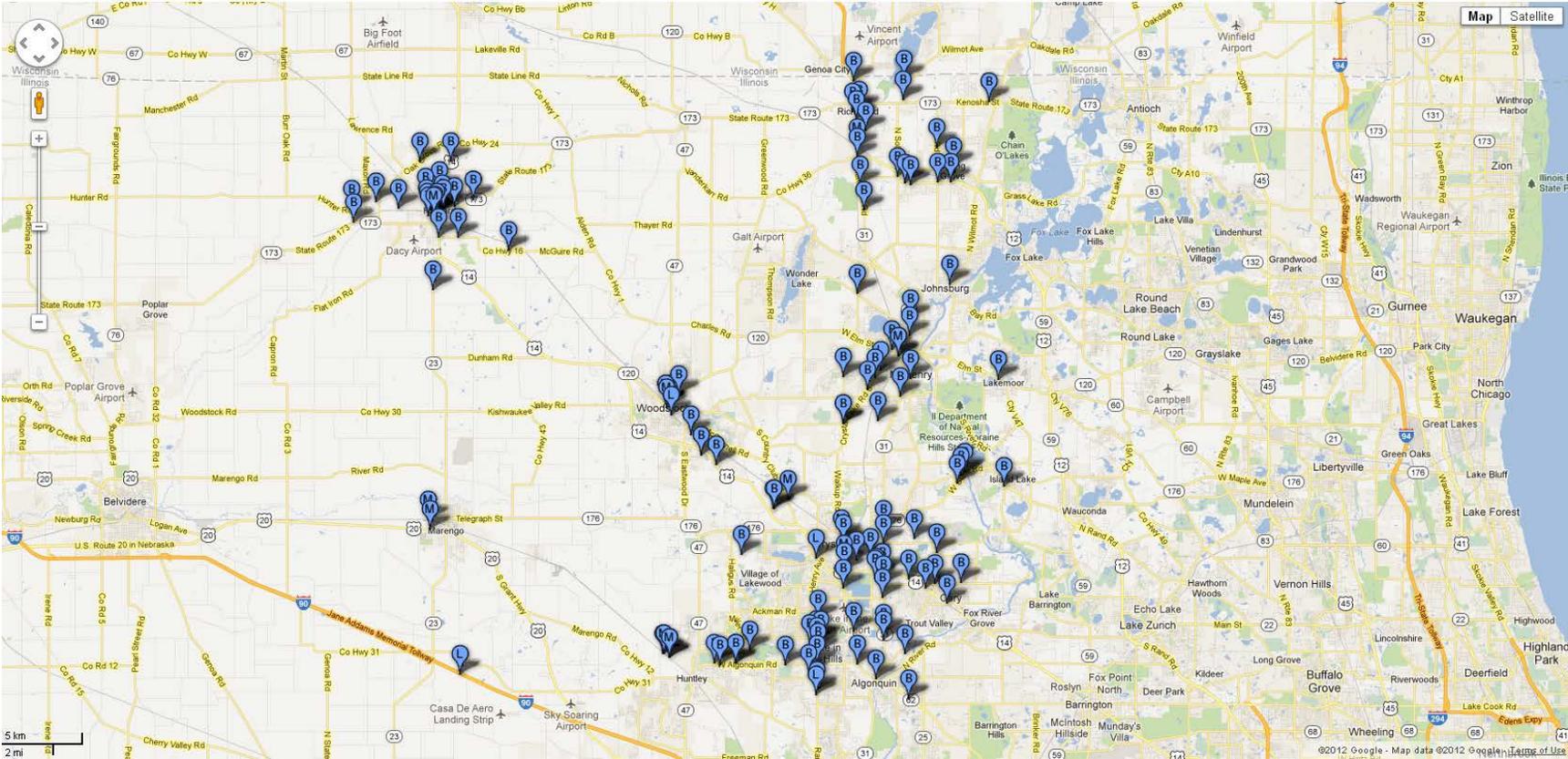


Figure 4



#### 4. Focus Groups

As part of this 2040 study, focus groups were recently held with representatives of the business community, County and agency officials, residents, participants at an English as a Second Language class, and attendees of the First Senior Group. Key input received from these groups is as follows:

- Traffic jams are very costly to businesses
- How can we move in and out of the County most efficiently, quickly and safely?
- Can get into the County from Metra but not to the job site-not enough money dedicated to expand these bus services -Pace service focuses more on seniors
- How much do we invest in North South movement? Historically we've focused on east west (oriented to Chicago)
- Buses are not thought of as an appropriate form of transportation for many middle income families; this opinion needs to be changed if buses are ever going to be utilized in the County
- Availability of fixed routes for seniors with set times is poor; need Pace to go more places at more times and have better consistency
- Can't always call Pace a day ahead if you have an emergency
- Pace doesn't run long enough hours
- Need better transit connections to/from train stations
- Need to increase the amount of destinations that fixed route service goes to
- Better coordination with faith-based services
- A number of people take trains to Chicago for services
- No way to get to Elgin or Joliet without long transfers
- Seniors lose their license and can't go anywhere
- Transportation is a quality of life issue
- Growth of seniors in the County is going to continue to increase and the needs are going to grow as well
- Cost of fuel will reduce volunteer opportunities and volunteers are critical to senior services
- Is there a way to bring a more local bus system?
- There has been a big improvement in taxi cabs in the County to supplement Pace
- Could there be a Crystal Lake bus between Downtown and Sherman?
- Fixed bus routes should run along senior destinations
- Need better coordination with Kane and Lake Counties
- Consequences of no transportation are life threatening to seniors
- Township bus lines are challenging



## IV. Analysis of Existing Fixed Route Bus Service

Fixed route bus transit service is provided through Pace Routes 806, 807, and 808. These routes operate between Metra rail stations in the peak hours, essentially providing commuter feeder service to the rail stations. These routes have been in operation since the 1970s and have had virtually no modifications to their routing or service. The most significant change is that all three routes offer midday service through a general public demand-response dial-a-ride program.

As described in the *Existing Conditions Report*, McHenry County is a large county with a number of townships. While there are areas with some concentration of residential, commercial, or institutional activity (especially in the center of the townships) both the population and built environment are relatively dispersed. Compounding the issue is that McHenry County has grown steadily in the past twenty years, meaning that there is a larger population base, but the land use patterns in most areas are not dense enough to support fixed route transit. Given the amount and type of transit service combined with the land use and development pattern, it would be expected that there would be relatively low transit ridership in McHenry County.

There are portions of McHenry County that have virtually no access to fixed route transit service. These underserved areas include areas where there was very little activity even 15 years ago but are continuing to grow and becoming centers of activity, such as in the Algonquin, Crystal Lake, and Lake in the Hills area. However, there are challenges for providing fixed route bus service in McHenry County. While there are pockets of concentration and areas of high activity, there are long stretches of virtually no residential or any other type of activity surrounding them. Therefore, typical measures of productivity like passengers per hour or passengers per mile are likely to be low. Additionally, the pattern of development most commonly followed in the past 10 to 15 years is one whereby the buildings are set very far back from the street with large surface parking lots between the roadway and the front door of the building. This pattern causes two problems. First, if the bus stays on the main arterial roadway, then the passengers must traverse the parking lot to get to their destination, which is less convenient for customers. Secondly, the bus could detour through the parking lot, but at what could be a significant time delay to the schedule. Also, the bus may not be able to detour through the parking lot due to the durability of the pavement, permission from the property owner, or because of physical constraints that preclude it.

In summary, the assessment of fixed route transit service in McHenry County is that the areas that are served are not generating very significant ridership (although if you are one of the few riders on that route, it may be a very critical service for you). There are areas also that are not well served, or not served at all. Constrained resources and limited budgets may preclude the County's and Pace's ability to increase service in the County. Therefore, a more thorough analysis of "what is working and what is not" is in order.

Sections A, B and C describe the profile of each route. Average weekday ridership from 1998-2011 is presented for each route in order to see ridership patterns. In order to determine what part of the route is most productive, daily ridership on-off counts from September 2011 for each route were summarized and reviewed. It is assumed that the ridership pattern during this reporting period is the typical ridership pattern along the route for other months during the year. Route maps for each route are provided in each section. Schedule information is provided in the Appendix.



**A. Route 806**

Pace Route 806 travels between the Crystal Lake Metra Station to the Fox Lake Town Centre, as shown in the route map in Figure 5. The Route 806 schedule (see Appendix) indicates that there are three northbound trips in the morning and two trips in the afternoon. There are three trips and one trip only to Old McHenry City Hall that travel southbound in the morning. In the afternoon there are three and a half trips. These trips vary in their destinations as well. Therefore, not every trip travels to common origins and destinations. Major destinations along the route include: three Metra stations - Crystal Lake, McHenry, and Fox Lake; the Centegra Medical Center; the Pioneer Center; and Old McHenry City Hall. During the midday, customers may request service through the McHenry County Dial-a-Ride program. Average daily ridership from 1998 to 2011 is reflected in Table 5 below.

**Table 5: Route 806 Average Daily Ridership 1998-2011**

Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Average Daily Ridership	55	59	59	57	49	65	57	58	60	59	58	52	53	60

Source: Pace

The number of riders boarding at each timepoint for both AM and PM services for the month of September 2011 was collected and analyzed. Total monthly boardings for each stop are listed in Table 6.



**Route 806** Effective Date September 26, 2011

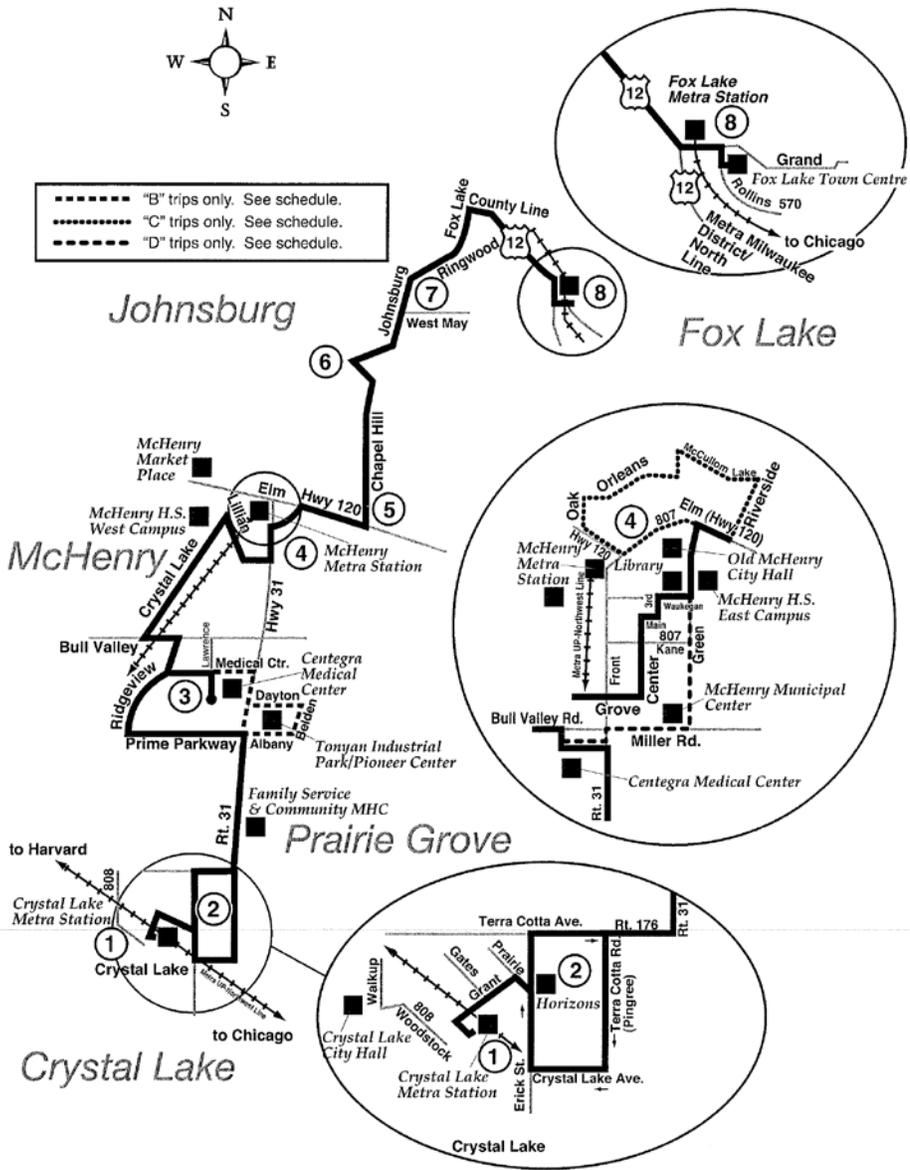


Figure 5



**Table 6: September 2011 Total Boardings by Timepoint and Run for Route 806**

<b>Weekday Northbound</b>								
Departure Time	CL Metra	Horizons /Prairie	Centegra Med. Ctr.	Old McHenry City Hall	Hwy 120/Chapel Hill	Johnsburg/Chapel Hill	Johnsburg/West May	Fox Lake Town Centre*
5:55 AM	0	0	0	5	13	0	0	0
7:30	242	0	0	6	3	1	3	0
8:15	213	0	1	5	0	0	1	0
4:10 PM	97	0	10	17	0	0	1	5
5:05	23	0	0	14	1	1	0	0

\* See Southbound trips for boardings at this location

<b>Weekday Southbound</b>								
Departure Time	Fox Lake Town Centre	Johnsburg/West May	Johnsburg/Chapel Hill	Hwy 120/Chapel Hill	Old McHenry City Hall	Centegra Med. Ctr.	Horizons Erick /Prairie	CL Metra*
6:20 AM	32	8	12	3	10	2	2	-
6:55	7	57	177	68	12	17	0	-
8:30	13	14	15	15	45	2	0	-
9:15	15	0	0	0	0	0	39	-
4:00 PM	17	0	1	6	7	20	0	-
5:29	0	0	2	0	4	0	0	-

\* See Northbound trips 3 for boardings at this location

### I. Route 806 Ridership Analysis

The section of the route that picks up only a few riders northbound in both the AM and PM is between the Crystal Lake Metra Station and Old McHenry City Hall and the end of the line and between Johnsburg/Chapel Hill to the Fox Lake Town Centre. However, southbound the ridership patterns are different with less riders being picked up towards the end of the route.

The stop that has the greatest amount of ridership is the Crystal Lake Metra Station. Although there are no boardings for the first run, boardings are up to 242 riders for the month, or approximately 12 riders daily for the 7:30 AM run and 213 or approximately 11 riders daily for the 8:15 AM run. Since alightings were not counted, it is not known where these riders depart along the route; possibly they are employees of or visitors to Centegra Medical Center. Discussion with the bus operators and Pace may determine the riders' destinations.

### 2. Preliminary Recommendations for Route 806

Route 806 has passenger activity that is commensurate with the quantity and structure of the route. There are only a few trips, each trip has a slightly different pattern, and the time between trips is quite lengthy. This service structure may be a cost effective way to provide limited service, but may not meet the travel needs of McHenry County residents. Since there is a relatively small number of boardings, the route structure could be simplified to provide service along the same roadways for each trip. If additional resources become available, or if the route structure simplification frees resources, then additional trips could be added.



**B. Route 807**

Route 807 travels between the Woodstock Metra Station and the McHenry Station with service to McHenry City Hall as shown in Figure 6. There are two eastbound trips in the morning and two eastbound trips in the afternoon. In the morning, there are three westbound trips, but only one of those trips stops at McHenry Commons. In the afternoon, there are two westbound trips. In addition to the service to the Metra stations, Route 807 provides service to Wonder Lake. During the school year, the route stops at Marian Central High School and one trip also stops at the Pioneer Center. Throughout the day, Route 807 operates as general public demand-response service allowing passengers to be picked up within a certain area; rides must be reserved 24 hours in advance. Average daily ridership from 1998 to 2011 is reflected in Table 7 below.

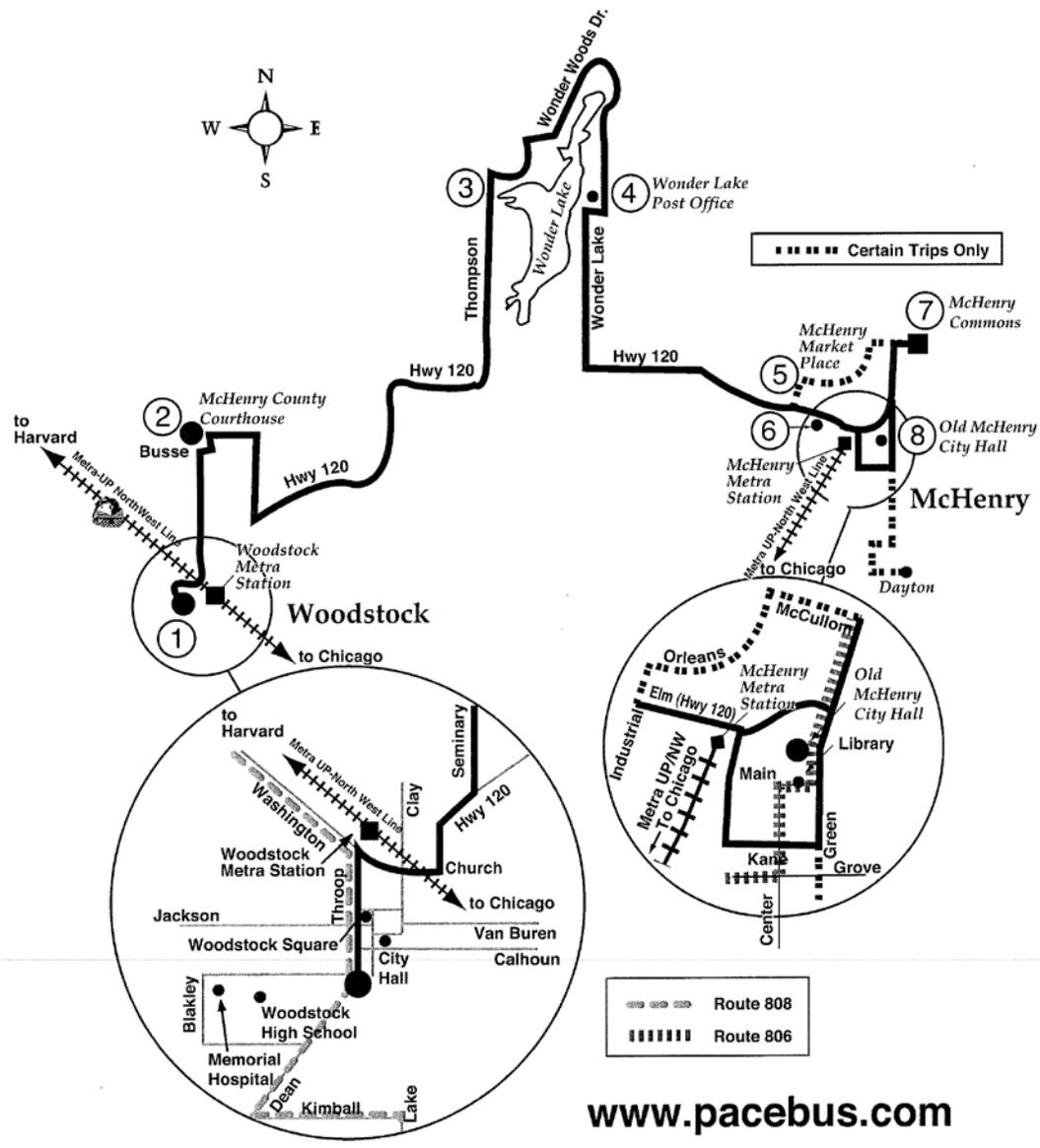
Ridership on the fixed route portion of the route was collected at each stop for the month of September 2011. Total monthly boardings for each stop are listed in Table 8.

**Table 7: Route 807 Average Daily Ridership 1998-2011**

Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Average Daily Ridership	87	83	95	89	79	78	68	64	64	69	73	77	67	75



**Route 807** Effective Date  
 November 2, 2009



020209rp100709rev

Figure 6



**Table 8: September 2011 Total Boardings by Timepoint and Run for Route 807**

<b>Weekday Eastbound</b>									
Departure Time	Woodstock Metra	McHenry Co. Courthouse	Marian Central HS	Sunrise Ridge/Thompson/Wondermere	Wonder Lake PO	McHenry Market Place	McHenry HWY 120/CL Road	McHenry Commons	Old McHenry City Hall*
5:45 AM	9	0	-	17	0	0	0	-	-
7:25	373	23	-	38	13	0	2	-	-
2:30 PM	68	1	62	5	1	12	0	-	-
3:30	33	9	-	0	0	1	0	-	-

\* See Westbound trips for boardings at this location

<b>Weekday Westbound</b>									
Departure Time	Old McHenry City Hall	Pioneer Center	McHenry Commons	McHenry HWY 120/CL Road	McHenry Market Place	Wonder Lake PO	Sunrise Ridge/Thompson/Wondermere	McHenry Co. Courthouse	Woodstock Metra*
6:00 AM	2	-	-	0	1	0	7	4	-
7:00	93	-	-	8	0	1	14	0	-
8:41	12	-	4	-	10	4	7	2	-
3:40 PM	22	115	25	3	9	2	1	0	-
4:34	6	-	5	0	8	0	0	14	-

\* See Eastbound trips for boardings at this location

### 1. 807 Ridership Analysis

For this route, there are only two runs in the AM peak eastbound. The first run which leaves Woodstock Metra Station at 5:45 AM has very low ridership and picked up no riders at any stop except for the Metra station and Sunrise Ridge/Thompson/Wondermere stop. At these stops, 9 total riders for the month were picked up at the Metra station and 17 riders for the month were picked up at Sunrise Ridge. Ridership during the second run picks up considerably. A total of 373 riders for the month, or approximately 19 riders per day, board at the Metra station. The part of the route which has no ridership is east from McHenry Highway 120 to the end of the route.

For the PM, the first run which begins at the Woodstock Metra Station at 2:30 PM has more boardings than the second run. Stops that have more significant ridership include the Woodstock Metra Station with 2 riders per day and a flag stop at Marion Central High School with approximately 2 riders per day. The other stops have less than one rider per day.

Westbound, ridership for the first trip out is non-substantial. For the second run, 93 riders were picked up at the City Hall to travel westbound. In the PM, the 3:40 departure from the City Hall has the most number of riders; one hundred fifteen (115) riders from the Pioneer Center, or approximately 6 riders per day, board and travel westbound at this time.

### 2. Preliminary Recommendations for Route 807

Route 807 has both relatively low total ridership and does not appear to have any significant portions of the route or stops that generate concentrations of ridership. The route is designed to provide service between Woodstock, Wonder Lake and McHenry. These areas have



concentrations of residences, commercial and institutional, and offices locations. However, the distance between these areas is relatively long, and there is almost no activity between the destinations. Therefore, ridership and activity on the route is somewhat limited due to its structure.

Route 807 should continue to provide general public demand-response service throughout the day, and should consider operating as a deviated fixed route in the peak hours between Woodstock and McHenry, deviating to Wonder Lake only on request. In addition, the trip times during the afternoon peak should be examined to determine if a later run is appropriate as the last timepoint is 3:30 PM eastbound and 4:34 PM westbound.

### C. Route 808

Route 808 operates between the Harvard Community Hospital, the Woodstock Metra Station and the Crystal Lake Metra Station (see Figure 7). It also serves McHenry County College. There are three eastbound trips in the morning, with three patterns depending on the time of year. There are three eastbound trips in the afternoon with a similar school year pattern change. The last eastbound trip in the morning does not travel all the way to Crystal Lake and the first afternoon trip starts at Woodstock. Westbound service operates similar trip numbers and patterns. The major destinations are the Metra stations and the Harvard Community Hospital. Average daily ridership from 1998 to 2011 is reflected in Table 9 below.

Service during the midday is provided by general public demand response with customers reserving a ride by calling 24 hours in advance. Ridership on the fixed route portion of the route was collected at each stop for the month of September 2011. Total monthly boardings for each stop are listed in Table 10.

**Table 9: Route 808 Average Daily Ridership 1998-2011**

Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Average Daily Ridership	93	94	83	79	71	80	62	62	67	61	69	62	66	74



# Route 808 Effective Date November 2, 2009

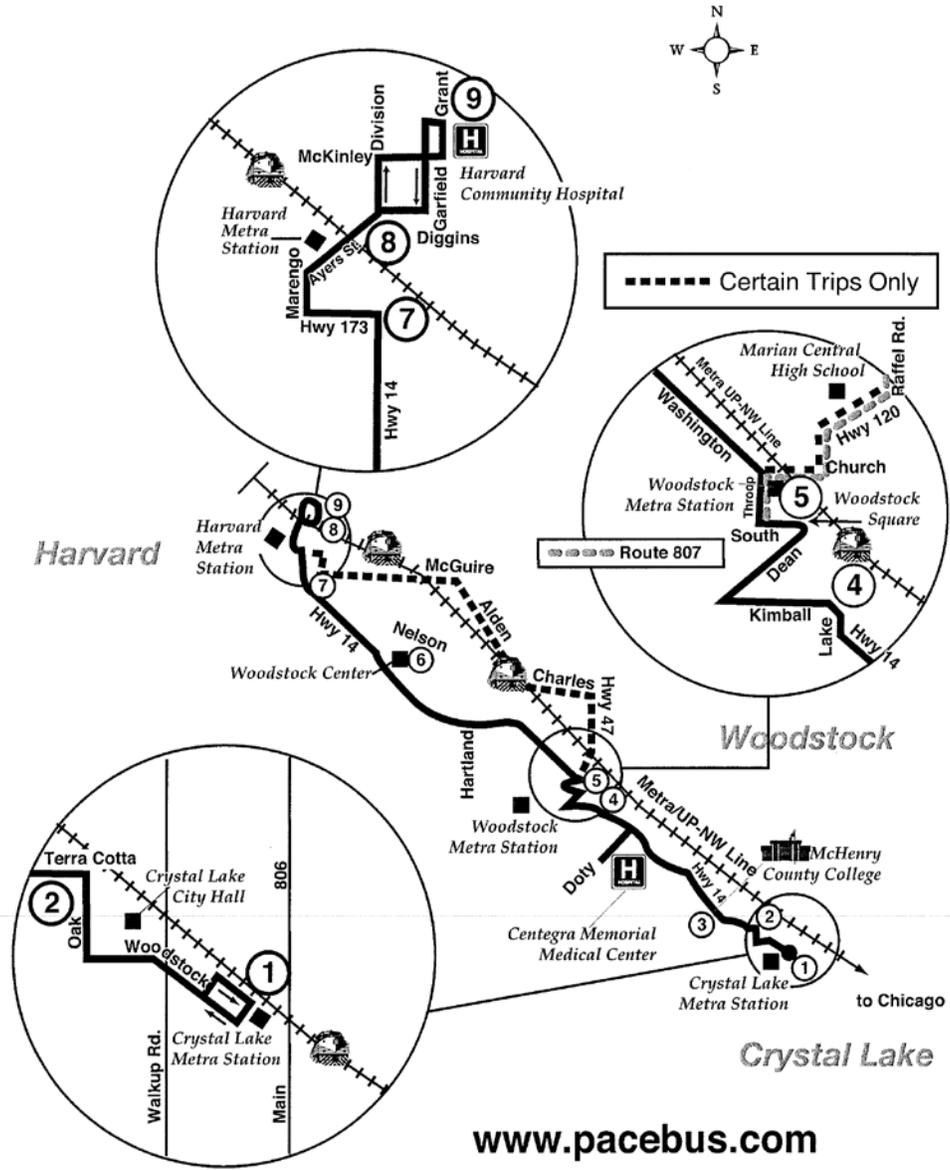


Figure 7



**Table 10: September 2011 Total Boardings by Timepoint and Run for Route 808**

<b>Weekday Eastbound</b>										
Departure Time	Harvard Comm. Hospital	Harvard Ayer/Diggins	Harvard Hwy 173/14	Harvard Woodstock Center	Woodstock Metra Station	Marian Central HS	Woodstock Lake/Hwy 14	McHenry Co. College	CL Terra Cotta/Oak	Metra CL Station*
6:22 AM	0	0	0	0	95	0	47	1	11	-
7:23	37	150	0	0	128	0	11	2	0	-
8:57	3	30	1	0	0	0	-	-	-	-
2:30 PM	-	-	-	-	59	3	0	34	0	-
3:00	43	0	0	0	25	0		14		-
4:08	3	15	0	0	24	0	7	12	0	-
5:20	32			0	5	0	0	9	1	-

\* See Westbound trips for boardings at this location

<b>Weekday Westbound</b>										
Departure Time	Metra CL Station	CL Terra Cotta/Oak	McHenry Co. College	Woodstock Lake/Hwy 14	Woodstock Metra Station	Marian Central HS	Harvard Woodstock Center	Harvard Hwy 173/14	Harvard Ayer/Diggins	Harvard Comm. Hospital*
6:30 AM	30	1	0	33	0	0	4	0	28	-
7:30	22	17	1	0	0	0	0	0	2	-
8:40	43	7	2	4	0	0	-	-	-	-
2:00 PM	0	0	60	8	13	43	0	0	0	-
3:03	25	0	40	0	19	0	0	0	0	-
4:10	61	0	42	0	38	0	0	1	0	-
5:05	22	0	45	5	15	0	0	0	0	-

\*See Eastbound trips for boardings at this location

### 1. Route 808 Ridership Analysis

Eastbound, the stop which has the most significant boardings is the Woodstock Metra Station. The Ayer/Diggins stop for the second AM run picked up an average of 8 riders/day. The first stop of the run, Harvard Community Hospital had a total of 37 riders boarding or approximately 2 riders per day for the second AM run.

In the PM, there were some boardings at McHenry County College. The stops between Highway 173/14 and the Woodstock Metra Station had little to no boardings.

Westbound, in the AM peak, the stops with the most significant boardings is the Crystal Lake Metra Station. For the first run, there is about 1-2 boardings per day at the Lake/Highway 14 stop. In the PM peak, both Metra stations attract the most boardings, as does McHenry County College.

The part of the route where there is not a lot of significant ridership for the PM is west of the Woodstock Metra Station to the end point at Harvard Community Hospital.

### 2. Preliminary Recommendations for Route 808

Route 808 has both low total ridership and few concentrations of ridership activity. The route structure is complex; each trip does a slightly different variation. The length of time between trips is over an hour. The route also covers a substantial distance of McHenry County and operates in



parallel to the Metra Union Pacific Northwest (UP-NW) Line. Given these factors, ridership would be expected to remain relatively low.

A simplified route structure may increase available resources, which would allow for a slightly higher amount of service to be provided. In addition, it is felt that it may be more attractive to students or employees at McHenry County College if the route could provide these students and employees more direct service.

## D. Midday Services

In the off-peak commuting times, Pace provides midday service for the fixed routes as a general public demand response service. This type of service helps meet some of the unmet demand for transit service in the County. This service is referred to as the Midday Intercommunity Service. The service area is similar to the service areas that the fixed route buses serve. The service area includes: between Crystal Lake and Spring Hill Mall, including Algonquin and Lake in the Hills (east of Frank Road only); between Crystal Lake and McHenry; between Woodstock, McHenry, Wonder Lake and Crystal Lake; and between Woodstock and Crystal Lake. The service is available to the general public.

Ridership statistics for this service were reflected in the *Existing Conditions Report*. Monthly ridership was relatively low in 2010 ranging from 675 riders in May to 979 in January. Ridership in 2011 was higher, ranging from 946 in February to 2047 in August.

As changes are made to the fixed-route portions of the Pace routes, additional modifications to the midday service, such as serving different locations, operating during different times of day or different days of the week may be possible.



## V. Service Demand

Within McHenry County, there are a number of transit options, including Pace fixed route bus, Metra rail service, dial-a-ride, Midday Community Service, and township services for seniors. Figure 8 displays the available services for McHenry County. In the figure, the area in grey is without any service coverage, with the exception of private pay options. This figure displays all services, including those that are available to seniors only.

Figure 9 displays those transit services that are available to the general population. As noted, the southeastern portion of the County is essentially without service for the general public. This area is the portion of the County with the highest concentrations of residential and commercial activity and density. The areas of Cary, Algonquin and southern Crystal Lake are growing rapidly. Land uses consist of single family and multifamily residential, as well as a significant amount of commercial uses, such as shopping malls and restaurants. This part of the County touches Kane County and Cook County to the south and Lake County to the west. These adjacent counties are also areas of increasing growth and opportunities for transit connections over county borders.

The following describes areas of potential future service, based on the results of public input, existing conditions in the County and other factors.

### A. Areas of Potential New Service

#### 1. Algonquin/Lake in the Hills/Southern Crystal Lake

The southeast part of the County is not currently served by fixed route transit. The areas of Cary, Algonquin and southern Crystal Lake are growing rapidly. Land uses consist of single family and multifamily residential, as well as a significant amount of commercial. This part of the County touches Kane County and Cook County to the south and Lake County to the west, all areas of growing population. Analysis of fixed route along Randall Road may make sense, with connections into Elgin and Kane County.

#### 2. Richmond/Spring Grove/Hebron

The communities and townships of Richmond, Spring Grove, and Hebron, located in the northern part of the County, have expressed an interest in some type of transit and have begun working with Pace to identify what that potential could be. Pace distributed a paper survey throughout Burton and Richmond Townships and the Village of Hebron to identify options to improve service in northern McHenry County. The paper survey was distributed with village water bills and available through the Burton and Richmond Townships and the Village of Hebron. The survey was available from December 1, 2011 through February 15, 2012. The survey generated 133 responses from residents and 38 comments/suggestions. A summary of these comments are listed on the following pages.

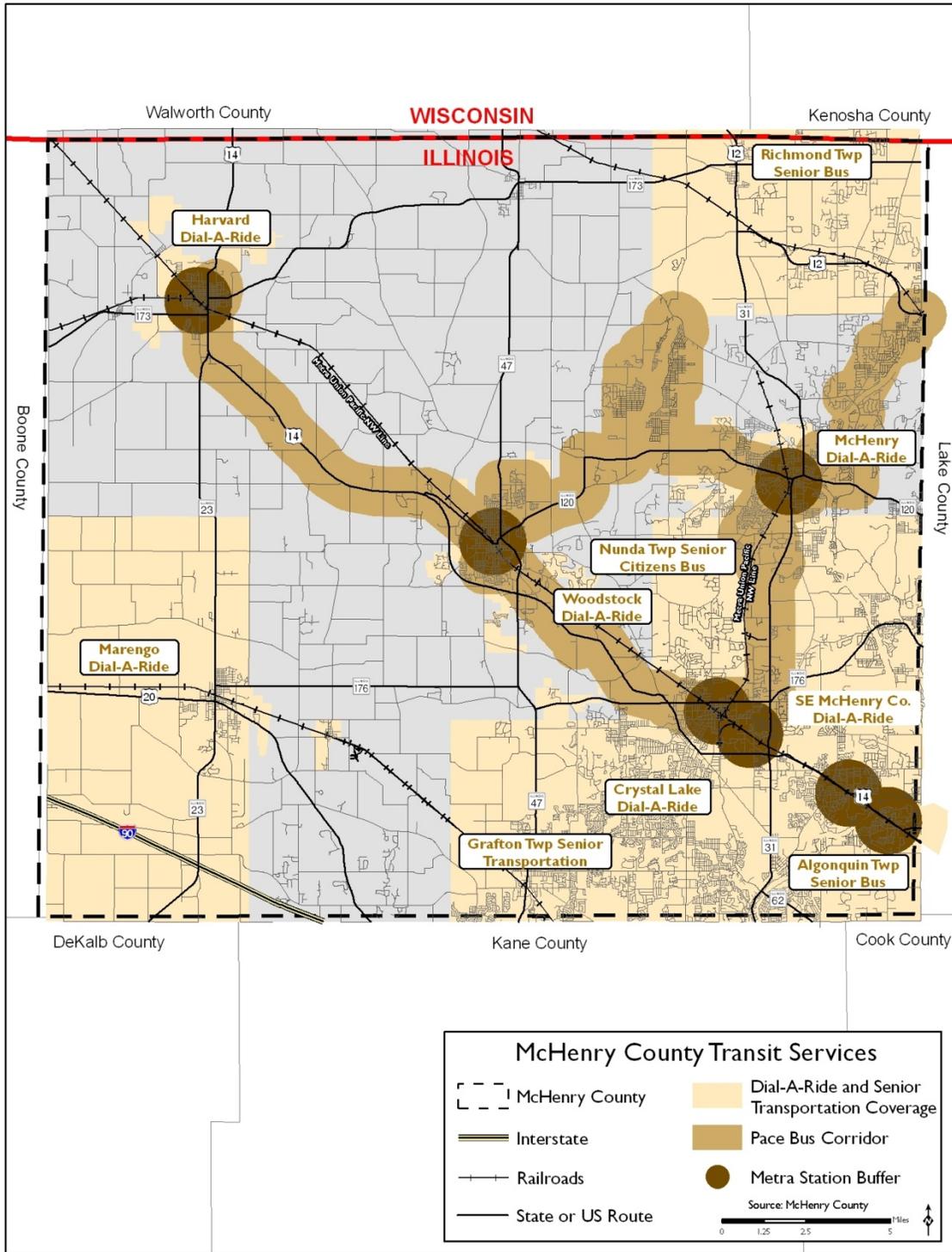


Figure 8

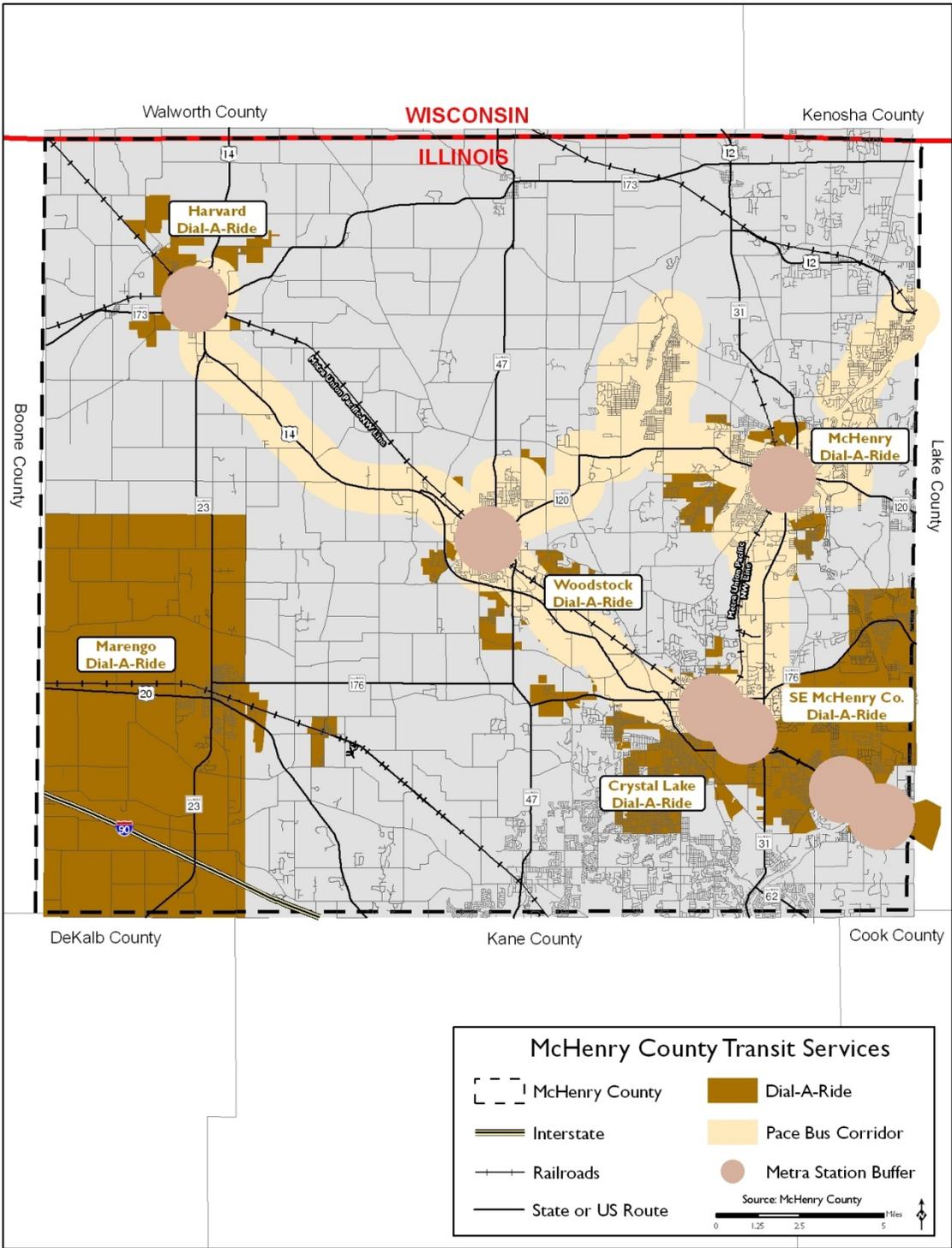


Figure 9



- The majority travel to the town of McHenry (74%)
- The purpose of their travel was mainly split between work, medical appointments and “necessities”
- 44% travel mainly in the midday, 9:00 AM to 3:00 PM
- Of those employed, 8% were employed in McHenry and 11% were employed in Richmond; less than one percent was employed in Chicago
- A main destination to use Pace dial-a-ride service would be to shopping (35%) or medical trips (27%)
- About 37% indicated that they would be very likely or somewhat likely to use Pace service to get to their destination

As indicated on Figure 8, northern McHenry County is currently served by the Richmond Township Senior Bus. Whether additional transit services are needed in that area for the general population will be identified as this study progresses.

### **3. Marengo/Huntley**

Marengo and Huntley are areas of the County which have experienced growth over the last 10 to 15 years. Huntley, located proximate to Interstate 90, is home to Sun City retirement residential community and Prime Outlets mall. Marengo, located to the northwest, is also experiencing some residential and employment growth. These communities are projected to grow per the 2040 employment and household forecast estimates provided by the Chicago Metropolitan Agency for Planning (CMAP).

These communities are also station stops for the proposed Marengo extension for the Metra Milwaukee District –West Line (MD-W). Metra is in the process of evaluating the feasibility of extending commuter rail service from the City of Elgin, Big Timber Station, to the City of Marengo. The extension would travel through the communities of Elgin, Gilberts, Huntley, Union and Marengo.

### **4. Harvard**

Harvard is a community that also is projected to continue to grow between now and 2040. This community is served by Route 808 service and the Harvard Dial-A-Ride. Surrounding Harvard areas are relatively undeveloped and not projected to grow as significantly as Harvard projections show.

## **B. Additional Suggestions**

### **1. Park and Ride Lots**

McHenry County has plans to construct a park and ride lot at the corner of Virginia Road and IL Route 31 in Crystal Lake. The parking lot is scheduled to open in early 2013. The lot will be a central location for commuters to be served by car pools and van pools to travel back and forth to work. This lot is not currently served by a Pace fixed route. The opportunity to serve this lot with a fixed route bus will be examined as part of this study.

### **2. Metra UP- NW Line Improvements**

Metra has recently completed an Alternatives Analysis for the UP-NW Line to identify improvements to increase capacity. The Locally Preferred Alternative (LPA) includes a complete



system of new yards, three new stations in McHenry County in Johnsbury, Prairie Grove and near Ridgefield, additional commuter parking, additional train runs, expanded express service and expanded reverse-commute service. In the morning peak period, seven additional inbound trains and four additional outbound trains are proposed. Average headway would be reduced from 11 minutes to 7.5 minutes in the peak, increasing the capacity in peak hours by 63 percent.

No time frame for implementation of these improvements has been announced as they are contingent on the availability of federal funding. However, it is important that as changes are made to Metra's schedule based on either this project or for other operational considerations, the interface between the Pace bus routes and the Metra service be coordinated. Changes in the existing or new fixed route bus structure also need to address the locations of the three proposed stations so they are served in the future.

### **3. Transit Friendly Infrastructure Considerations**

There are a variety of smaller capital projects that each community in McHenry County that is served by transit could implement in order to enhance access. These capital projects include pedestrian friendly treatments which allow a pedestrian or bicyclist to have a more comfortable experience getting to the transit stop and waiting for the bus. The presence of continuous sidewalks leading passengers from their origins (i.e. their residence) to their destination (i.e. place of employment, commercial area, recreational area, etc.) is imperative. Safe crossings to get to the transit stop including marked crosswalks and pedestrian signals should be installed. Other infrastructure improvements could include crosswalk bumpouts which shorten the length of travel for the pedestrian crossing the street. On street bike lanes or off street bike paths would allow a bicyclist safer access to get to the transit stop. As land uses become developed, they should be designed with the transit oriented development principals (TOD) so that walkability is enhanced and the land use and transit is integrated. These principals allow for diversity of land uses, traditionally designed, and with greater densities. Buildings should be built up to the sidewalk with parking lots located behind the building to make the walk more appealing and safer.

At the bus stops, the community and Pace should work together on passenger amenities, including installing bus stop signs with a concrete path connecting the sidewalk to the bus stop. Benches and passenger shelters should be installed at high level boarding stops as appropriate.



## **VI. Approach to Providing Transit Service**

### **A. Goals and Objectives of the 2040 Transportation Plan**

The McHenry County Transportation Committee has created a list of six goals and objectives which are integral to the development of the 2040 Plan. Three of these goals relate to public transit and are as follows:

Goal 3: Mobility for All – The goal is to improve the transportation in the County to meet the needs of seniors, children, persons with disabilities, and people with automobiles. The objective is to lower the costs incurred by individuals, families, not-for-profit organizations and government agencies related to accessing services.

Goal 4: Transportation Choices – The goal is to become a bicycle and pedestrian friendly County with improved commuter rail and local bus services. An objective is to identify where missing links to sidewalks and bikeways are needed. Another objective is to restructure local bus services and add additional commuter rail services.

Goal 5: Environmental Quality – The goal is to promote ecological and human health. An objective of this plan is to balance the other objectives with the need to protect and enhance certain habitats and improve the quality of life in certain neighborhoods. An additional objective is to adopt innovative best practices in roadway design to limit or mitigate negative impacts to surface and ground water. Another objective of the plan is to identify transportation infrastructure to promote healthy and active living.

### **B. Strategies in Achieving Better Transit Services**

The approach to providing transit service in McHenry County has been to serve major activity centers and the Metra stations for peak hour commuting. As the travel patterns within the County shifted from trips to and from the County in the peak hour to increasingly more intra-county and non-peak hour trips, the implementation of the mid-day demand response service has sought to meet these travel needs. In the near term, this approach should continue with an eye towards expanding travel options within the County. Another consideration is that there are sections of McHenry County with no access to fixed route service. There may need to be some trade-off between adding service to areas without any service currently, or to supplement service where it already exists.

As McHenry County and its partners look to expand the travel options available for McHenry County residents there are two overall strategies. The first strategy is to work within the current resource levels and develop cost / revenue neutral service changes. The aforementioned modifications to the Pace routes were considered to be cost /revenue neutral. Given the current amount of transit service in McHenry County, the possibility to increase the amount of, or greatly change the type of, transit service in McHenry is somewhat limited. The second strategy would be to increase the total amount of transit service in McHenry by adding resources, i.e. providing more service. As an example, instead of providing two trips in the morning peak hour, there would be four trips. However, this strategy is dependent on available resources, which include operating and



capital costs. McHenry County and its partners can explore the following options and determine the most appropriate resource allocation. Another strategy would be to develop partnerships with the major employers in the county since their employees are using (or potentially could use) the fixed route service.

## C. Revenue/Cost Neutral Options

### 1. Simplify all three Pace routes by reducing the number of trip patterns

The low ridership numbers suggest that these routes could be restructured with minimal impact. The route simplification should be done in the context of being able to add the service back into the route, either in the peak hours or to the dial-a-ride midday service.

### 2. Significantly restructure the Pace routes by modifying the origins and destinations along the routes

This restructuring could be done on one route to start as a way to mitigate impacts to current customers.

### 3. Replace all three Pace routes with expanded dial-a-ride or call-a-ride service

As existing plans for sidewalks, walking paths, and bicycle infrastructure are programmed, focus these resources on areas where transit service exists or is planned. This investment will supplement transit by enhancing the options by which McHenry County residents can access the service.

## D. Additional Revenue Options

### 1. Restructure the three Pace routes to operate as a deviated flex routes with all day service

The routes would operate to arrive at certain locations (e.g. Metra stations, Medical Center) at certain times but would be available to pick passengers up within a certain zone on request. This option would require arrangements between Pace and McHenry County as to which call center customers would call, and how the requested trips are communicated to drivers/vehicles.

### 2. Expand MCRide Dial-A-Ride service to cover the entire County

This is potentially an option to the expansion of fixed route services or could be done concurrently with an expansion of the fixed route services.

### 3. Add service to routes in southern part of the County

Service could be added by extending existing routes that serve the areas to the south of McHenry County, such as Route 803 or by looking at new routes or adjustments to the existing McHenry County routes.

### 4. Add service to the northern portions of the County in areas such as Richmond and Hebron

This service should be developed in close partnership with residents in the area. It is likely that some combination of fixed route and demand-response service will be desired. As fixed route service is modified in the southern parts of the County, an additional trip or extension of one of the routes may be added to serve the northern areas of the County.



## **5. Expand projects to include additional funds for bicycle and pedestrian infrastructure**

As noted earlier in this report, the pedestrian environment is a very important component of successful transit. If the rider can't easily get to the bus stop, the bus route will not be successful.

## **E. Marketing of Services**

There are multiple sources of information about the available transit service in McHenry County. Pace has both printed materials available, information on the Pace website and customer service staff. McHenry County has published a two sided map of the County which provides information on the 'dial-a-ride' areas and other transportation services available. There are phone numbers and information available on the website too. Existing customers would be able to access this information and plan their trips with these schedules and brochures, or by calling Pace or McHenry County.

As McHenry looks to increase transit use in the County some consideration should be given to potential transit customers or community members who are unfamiliar with transit service in the County. The following are suggested for ways to promote transit service in the County:

- Improve the visibility of Pace bus stops on McHenry County roads by adding signage at all bus stops, and benches or shelters at high use stops.
- Refine the transit services map for McHenry County to provide additional detail on which streets the routes operate as well as suitable walking paths to the routes. Add information about what to do if you are not in a dial-a-ride area, i.e. call one of the private transportation providers.
- Promote the use of transit service by holding "Try Transit Days" or operating a themed circulator service one evening a month or every quarter in the township centers, or to and from the Metra stations.
- Work closely with major employers and the college to determine the needs and schedules of employees and students in order to make sure that the Pace schedules meet those needs.



## VII. Evaluation Criteria

The following measures will be considered when planning for new transit service or modifications to existing service. The evaluation criteria will be applied to each of the transit service alternatives. Each measure will be assigned a point value. A higher point value will mean that the proposed service will have a higher priority for implementation. More detail on the evaluation criteria will be included in the next report which will detail the short term and long term service planning strategies.

Transit alternatives will be evaluated on the following:

- Level /type of existing transit service in the area
- Service to major employment sites/major employers
- Service to schools, school district facilities
- Service to healthcare/medical facilities
- Service to major commercial activities/shopping centers
- Suitable pedestrian environment to support transit
- Residential density within ½ mile of service
- Transit propensity and dependency factors on transit within ½ mile of service
- Frequency/service span of proposed service
- Capital and operating cost of proposed service
- Other factors as appropriate



## VIII. Performance Measures

Performance measures are a method for collecting and reporting information regarding the performance of an individual, group or organizations; it can involve looking at process/strategies in place, as well as whether outcomes are in line with what was intended or should have been achieved. There are several ways to consider the performance of transit service including both qualitative and quantitative characteristics. A full range of characteristics is critical because often times the full community benefit of transit service is not sufficiently reflected in a financial or efficiency measure. The following include the overall characteristics:

- Economic and environmental impacts to communities served
- Maintenance of the physical components of the public transportation system
- Factors that affect the quality of service experienced by customers—speed, safety, reliability
- Internal utilization of resources, cost, and other measures of efficiency
- Availability of public transportation services
- Level of public transportation riders using a service or services

Other considerations for performance measures are more practical. Can the measures be tracked over time? Are the measures meaningful and convincing? Is the measure meaningful for the type of service being measured? Is the data available? Is the data accessible? What timeframe does the data need to be collected and reviewed, i.e. daily, monthly, quarterly, annually? What is the relationship to county, statewide or national goals? Are there specific measures that need to be collected for grant funding?

The following are a set of performance measures for McHenry to consider for evaluation for service moving forward.

### **Ridership and Service**

- Total ridership
- Ridership by mode or type of service (fixed route, demand response, flex, rail)
- Number of riders at park and ride lots
- Ratio of ridership to population growth
- Passengers per capita
- Passenger trips
- Passenger miles

### **Availability Measures**

- Total number of public transit bus service hours provided, compared to the total number of hours needed to meet transit demand
- Percent of major activity generators with scheduled transit service
- Average days per week that transit service is available
- Number of jobs that are accessed as a result of new service



- Changes in geographic coverage, service quality or service times
- Changes in environmental infrastructure that impact the availability of transportation services
- Number of rides provided for individuals with disabilities related to the New Freedom program

#### **Internal and Cost Efficiency Measures**

- Vehicle utilization
- Passengers per vehicle mile
- Passengers per vehicle hour
- Cost-efficiency
- Total operating cost per passenger
- Operating expense per vehicle
- Ratio of revenues to fare collected
- Fuel Economy (miles per gallon)

#### **Quality Measures**

- On-time performance
- Ratings of public transportation – customer service, ease of use, respect for customers
- Safety
- Vehicle breakdowns
- Missed trips
- Rate of injuries per million miles
- Rate of fatalities per million miles

#### **Asset Management**

- Age of fleet by vehicle type
- Percent of remaining useful life for vehicles
- Number of mechanical failures
- Distance between failures

#### **Community Measures**

- Mobility Measures
- Percent of non-single occupant vehicle (SOV) commuters
- Air quality
- Number of auto vehicle trips reduced
- Percentage of fleets transitioned to clean fuels
- Energy savings

Since the data collected for transit service will need to be gathered from a variety of sources: Pace, Metra, McHenry County, private transportation providers, a more simplified structure for performance measurement is recommended in the near term. A focus on ridership, service and availability measures would appear to be the most beneficial for McHenry County to track over time. These measures are needed for a number of grant programs too. Over time, or if McHenry County initiatives warrants it, a focus on the community measures may become desirable.



## **IX. Next Steps**

The next step of the 2040 Transit Plan will be to identify which of the service recommendations presented in this report are supported by the Transit Steering Committee and Pace. Those recommendations that are most feasible will be developed into short and long term service design strategies and presented to the Steering Committee for additional input. It is expected that adjustments to the existing fixed route buses as well as new service in areas that have already exhibited significant growth and areas of employment will be considered areas of short term strategies. New services that reflect future conditions in the County based on the 2040 growth expectations will be considered long term service design strategies.

The strategies and recommendations for new transit services in the County will be incorporated as part of the overall McHenry County 2040 Plan.



## Appendix

# ROUTE 806 CRYSTAL LAKE - FOX LAKE

## WEEKDAY NORTHBOUND

	1	2	3	4	5	6	7	8
	CRYSTAL LAKE METRA STATION	HORIZONS ERICK/PRAIRIE	CENTEGRA MEDICAL CENTER	OLD MCHENRY CITY HALL	MCHENRY HWY 120/ CHAPEL HILL	JOHNSBURG/ CHAPEL HILL	JOHNSBURG/ WEST MAY	FOX LAKE TOWN CENTRE
5:55AM		6:01AM	6:18AM	6:28AM	6:33AM	6:36AM	6:39AM	6:51AM
7:30		7:36 B	7:53	8:03	8:08	8:11	8:14	8:26
8:15		8:21 B	8:38	8:48	8:53	8:56	9:00	9:11
4:10PM		4:16PM B	4:33PM	4:45PM C	4:51PM	5:06PM	5:10PM	5:22PM
5:05		5:11	5:28	5:38	5:43	5:48	5:51	6:03

## WEEKDAY SOUTHBOUND

	8	7	6	5	4	3	2	1
	FOX LAKE TOWN CENTRE	JOHNSBURG/ WEST MAY	JOHNSBURG/ CHAPEL HILL	HWY 120/ CHAPEL HILL	OLD MCHENRY CITY HALL	CENTEGRA MEDICAL CENTER	HORIZONS ERICK/PRAIRIE	CRYSTAL LAKE METRA STATION
6:20AM		6:32AM	6:34AM	6:37AM	6:45AM	6:55AM B	7:17AM	7:22AM
6:55		7:08	7:15	7:23	7:30	7:40 B	8:07	8:12
8:30		8:38	8:43	8:58 C	9:19	9:28 #	9:38	9:43
9:15		9:26	9:29	9:34	9:41	-	-	-
4:00 PM		4:11 PM	4:14 PM	4:19 PM	3:30 PM	3:40 PM B	4:00PM	4:05 PM
5:29		5:40	5:43	5:48	4:26	4:36 PM #	4:54	4:59
					5:58 D	6:08	6:14	6:19

# - Trip does not serve Prime Parkway.  
 B - Bus serves Tonyan Industrial Park Pioneer Center via Dayton, Belden and Albany.  
 C - Bus operates via Elm (Hwy 120) ↔ Oak ↔ Orleans ↔ McCullom Lake ↔ Riverside.  
 D - Bus operates via Green Street, Miller Road, IL 31 and Medical Center.

No Saturday, Sunday or holiday service.

092311rev

**Route 807 WOODSTOCK-MCHENRY via WONDER LAKE**  
**WEEKDAY- EASTBOUND**

①	②	③	④	⑤	⑥	⑦	⑧
WOODSTOCK METRA STATION	MCHENRY COUNTY COURTHOUSE	SUNRISE RIDGE/ THOMPSON/ WONDERMERE	WONDER LAKE POST OFFICE	MCHENRY MARKET PLACE	MCHENRY HWY 120/ CRYSTAL LAKE RD	MCHENRY COMMONS	OLD MCHENRY CITY HALL
5:45am 7:25	5:51am 7:31	6:06am 7:46	6:18am 7:58	6:28am 8:10	6:35am -	8:14am C	6:40am 8:21 E
2:30pm 3:30	2:38pm B 3:38	2:54pm 3:50	3:06pm 4:02	3:16pm 4:12	3:19pm 4:16	- -	3:30pm E 4:25

For midday service between Woodstock, McHenry, Crystal Lake, Spring Hill Mall and nearby communities, call 1-800-451-4599 (within Crystal Lake call 455-5900). To reserve a ride, call 24 hours in advance.

**WEEKDAY- WESTBOUND**

⑧	⑦	⑥	⑤	④	③	②	①
OLD MCHENRY CITY HALL	MCHENRY COMMONS	MCHENRY HWY 120/ CRYSTAL LAKE RD	MCHENRY MARKET PLACE	WONDER LAKE POST OFFICE	SUNRISE RIDGE/ THOMPSON/ WONDERMERE	MCHENRY COUNTY COURTHOUSE	WOODSTOCK METRA STATION
6:00am 7:00 8:41	- - 8:46am D	6:05am 7:05	6:07am A 7:08 A 8:50	6:17am 7:19 9:01	6:29am 7:32 B 9:09	6:44am 7:51 9:22	6:50am 7:57 9:30
3:50pm 4:34	3:55pm 4:39	4:00pm 4:44	4:02pm 4:50	4:13pm 5:00	4:25pm 5:12	4:38pm 5:27	4:46pm 5:38

For midday service between Woodstock, McHenry, Crystal Lake, Spring Hill Mall and nearby communities, call 1-800-451-4599 (within Crystal Lake call 455-5900). To reserve a ride, call 24 hours in advance.

- A - Bus does not enter the Market Place. Please board the bus on Hwy. 120.
- B - Arrives Marian Central at 7:45 a.m. Departs Marian Central at 2:41pm.
- C - Proceeds to McHenry Commons via Industrial, Orleans and McCullom.
- D - Proceeds to Highway 120 via McCullom, Orleans and Industrial.
- E - Proceeds to Pioneer Center via Green St., Bull Valley Rd., Rt 31 and Dayton and returns to old McHenry City Hall.

No Saturday, Sunday or holiday service.



020209rp101209rev



Harvard to Chicago – Monday through Friday

STATIONS	HOURS																																		
	602	604	606	608	610	612	614	616	618	620	622	624	626	628	630	632	634	636	638	640	642	644	646	648	650	652	654	656	658	660	662	664			
○ M HARVARD	—	—	—	—	5:47	—	—	—	—	6:22	—	—	—	—	7:08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
● K McHENRY	—	—	—	5:50	—	—	—	—	—	—	6:52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
● K Woodstock	—	—	—	—	6:00	—	—	—	—	—	6:38	—	—	—	—	7:23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
● I Crystal Lake	4:47	5:12	5:36	↓	6:13	—	6:19	6:35	—	6:50	↓	7:00	—	—	—	7:35	↓	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
● I Pingree Road	—	—	5:39	6:04	—	—	6:22	6:38	—	—	7:06	—	—	—	—	7:53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
● H Cary	4:53	5:18	5:44	—	6:22	—	6:29	—	6:58	7:12	—	—	—	—	—	7:42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
○ H Fox River Grove	4:56	5:21	5:47	—	6:25	—	6:32	—	7:01	7:15	—	—	—	—	—	7:45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
● G Barrington	5:04	5:29	5:55	6:19	6:34	6:27	6:40	—	7:11	7:24	7:15	7:27	7:42	7:53	8:05	7:47	8:19	8:18	10:18	11:18	12:21	2:11	3:11	—	4:25	5:11	—	6:11	8:11	9:11	10:11	12:21			
● F Palatine	5:11	5:36	6:02	6:28	—	6:36	6:49	6:57	—	7:20	—	—	7:51	—	—	—	7:56	8:25	9:25	10:25	11:25	12:35	2:25	3:25	—	4:40	5:25	—	6:25	8:25	9:25	12:35			
● E Arlington Park	5:15	5:40	6:06	6:33	6:43	6:40	6:54	—	7:11	—	—	—	7:29	7:40	7:56	—	8:01	8:29	9:29	10:29	11:29	12:39	2:29	3:29	—	4:44	5:29	6:16	6:29	8:29	9:29	12:40			
● E Arlington Heights	5:18	5:43	6:10	6:36	—	6:44	6:58	7:05	7:16	—	—	—	7:33	7:45	8:01	—	8:06	8:32	9:32	10:32	11:32	12:42	2:32	3:32	—	4:47	5:32	—	6:32	8:32	9:32	12:44			
● D Mount Prospect	5:23	5:48	6:15	6:44	—	6:49	7:03	—	7:22	—	—	—	7:39	7:50	8:06	—	8:19	—	8:37	9:37	10:37	11:37	12:47	2:37	3:37	—	4:52	5:37	—	6:37	8:37	9:37	12:49		
● D Cumberland	5:26	5:51	6:18	6:46	—	—	7:06	—	—	7:31	—	—	7:42	7:53	—	—	—	8:11	8:40	9:40	10:40	11:40	12:50	2:40	3:40	—	4:55	5:40	—	6:40	8:40	9:40	—		
● D Des Plaines	5:29	5:54	6:21	—	6:54	6:56	7:11	7:14	—	—	7:41	7:45	7:57	8:12	—	—	—	8:14	8:44	9:44	10:44	11:44	12:54	2:44	3:44	4:20	4:59	5:44	6:24	6:44	8:44	9:44	12:54		
● C Dee Road	5:33	5:58	6:25	—	—	7:00	—	7:18	—	—	—	7:45	—	—	—	—	—	8:18	8:48	9:48	10:48	11:48	12:58	2:48	3:48	4:24	5:03	5:48	—	6:48	8:48	9:48	—		
● C Park Ridge	5:36	6:01	6:28	—	—	7:03	7:17	7:22	—	—	—	7:48	—	—	—	—	—	8:22	8:51	9:51	10:51	11:51	1:01	2:51	3:51	4:27	5:06	5:51	6:28	6:51	8:51	9:51	12:59		
● C Edison Park	5:39	6:04	6:31	—	—	7:06	—	7:24	—	—	—	—	7:54	—	—	—	8:28	—	8:54	9:54	10:54	11:54	1:04	2:54	3:54	4:30	5:09	5:54	—	6:54	8:54	9:54	—		
● C Norwood Park	5:42	6:07	6:34	—	—	7:09	—	7:27	—	—	—	—	7:58	—	—	—	—	8:27	8:57	9:57	10:57	11:57	1:07	2:57	3:57	4:33	5:12	5:57	—	6:57	8:57	9:57	—		
● B Gladstone Park	5:45	6:10	6:37	—	—	—	—	—	—	—	—	—	8:01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
● B Jeffers on Park	5:48	6:13	6:40	—	—	7:15	—	7:33	—	—	—	—	8:04	—	—	—	—	8:33	9:01	10:01	11:01	12:01	1:11	3:01	4:01	4:37	5:16	6:01	6:35	7:01	8:01	10:01	1:05		
● B Irving Park	5:52	6:17	6:44	—	—	7:19	—	7:37	—	—	—	—	8:08	—	—	—	—	8:37	9:06	10:06	11:06	12:06	1:16	3:06	4:06	4:41	5:20	6:05	6:39	7:05	8:05	10:05	—		
● A Clybourn	5:59	6:24	6:51	7:06	7:11	7:26	7:30	7:44	7:45	7:50	8:02	8:15	8:20	8:25	8:30	8:41	8:52	8:55	9:23	10:23	11:23	12:23	1:23	3:23	4:23	4:58	5:38	6:23	6:57	7:23	8:23	10:23	1:25		
● A OGILVIE TRANSPORTATION CENTER	AR: 6:10	6:35	7:02	7:17	7:22	7:37	7:41	7:55	7:56	8:01	8:13	8:26	8:31	8:36	8:41	8:52	8:55	9:23	10:23	11:23	12:23	1:23	3:23	4:23	4:58	5:38	6:23	6:57	7:23	8:23	10:23	1:25			
NUMBER OF BICYCLES ALLOWED PER TRAIN:																																			

X: TRAIN STOPS ON CENTER TRACK.

Chicago to Harvard – Monday through Friday

STATIONS	HOURS																																	
	603	605	607	609	611	613	615	617	619	621	623	625	627	629	631	633	635	637	639	641	643	645	647	649	651	653	655	657	659	661	663	665	601	
● A OGILVIE TRANSPORTATION CENTER	LV: 5:55	6:30	7:13	7:30	9:00	10:30	11:30	12:30	1:30	2:30	3:25	3:45	4:05	4:39	4:45	4:48	4:57	5:06	5:12	5:16	5:20	5:23	5:33	5:47	6:01	6:25	6:30	7:30	8:30	9:30	10:30	11:30	12:30	
● A Clybourn	6:03	6:38	7:21	7:38	9:08	10:38	11:38	12:38	1:38	2:38	3:33	—	4:13	4:48	4:54	4:57	5:06	5:15	—	—	5:29	5:32	5:41	5:56	6:10	6:33	6:38	7:38	8:38	9:38	10:38	11:38	12:38	
● B Irving Park	6:08	6:43	7:26	7:43	9:13	10:43	11:43	12:43	1:43	2:43	3:38	—	4:18	4:48	—	5:04	—	—	—	5:24	—	5:38	—	6:03	—	6:43	7:43	8:43	9:43	10:43	11:43	12:43	—	
● B Jefferson Park	6:13	6:48	7:31	7:48	9:18	10:48	11:48	12:48	1:48	2:48	3:43	—	4:24	—	—	5:08	—	—	—	5:28	—	5:44	—	6:08	—	6:48	7:48	8:48	9:48	10:48	11:48	12:48	—	
● B Gladstone Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
● C Norwood Park	6:17	6:52	—	7:52	9:22	10:52	11:52	12:52	1:52	2:52	3:48	—	4:30	—	—	5:14	—	—	—	5:36	—	—	—	6:13	—	6:52	7:52	8:52	9:52	10:52	11:52	12:52	—	
● C Edison Park	6:20	6:55	—	7:55	9:25	10:55	11:55	12:55	1:55	2:55	3:52	—	4:33	—	—	5:18	—	—	—	5:40	—	—	—	6:16	—	6:55	7:55	8:55	9:55	10:55	11:55	12:55	—	
● C Park Ridge	6:22	6:57	7:37	7:57	9:27	10:57	11:57	12:57	1:57	2:57	3:55	—	4:36	5:02	—	5:22	—	—	—	5:44	—	—	—	6:19	—	6:58	7:57	8:57	9:57	10:57	11:57	12:57	—	
● C Dee Road	6:25	7:00	7:40	8:00	9:30	11:00	12:00	1:00	2:00	3:00	3:58	—	4:40	—	—	5:25	—	—	—	5:47	—	—	—	6:22	—	7:01	8:00	9:00	10:00	11:00	12:00	1:00	—	
● D Des Plaines	6:29	7:04	7:44	8:04	9:34	11:04	12:04	1:04	2:04	3:04	4:04	—	4:08	4:45	5:08	—	5:30	—	—	5:35	5:52	—	—	6:02	—	6:26	—	7:05	8:04	9:04	10:04	11:04	12:04	
● D Cumberland	6:32	7:07	7:47	8:07	9:37	11:07	12:07	1:07	2:07	3:07	—	—	4:12	4:49	5:12	—	—	—	—	5:38	—	—	—	6:06	—	6:30	—	7:08	8:07	9:07	10:07	11:07	12:07	
● D Mount Prospect	6:35	7:10	7:51	8:11	9:41	11:11	12:11	1:11	2:11	3:11	—	—	4:16	4:53	5:16	—	—	—	—	5:27	5:43	—	—	6:08	—	6:32	—	7:10	8:09	9:09	10:09	11:09	12:09	
● E Arlington Heights	6:40	7:15	7:56	8:16	9:46	11:16	12:16	1:16	2:16	3:16	—	—	4:22	4:59	5:22	—	—	—	—	5:48	—	—	—	6:15	—	6:39	—	7:17	8:16	9:16	10:16	11:16	12:16	
● E Arlington Park	6:44	7:19	8:00	8:20	9:50	11:20	12:20	1:20	2:20	3:20	—	—	4:26	5:03	5:26	—	—	—	—	5:24	5:53	—	—	6:18	—	6:42	—	7:20	8:19	9:19	10:19	11:19	12:19	
● F Palatine	6:49	7:24	8:04	8:24	9:54	11:24	12:24	1:24	2:24	3:24	—	—	4:31	5:08	5:31	—	—	—	—	5:42	5:39	—	—	6:13	—	6:26	—	7:04	8:03	9:03	10:03	11:03	12:03	
● G Barrington	6:57	7:36	8:12	8:32	10:02	11:32	12:32	1:32	2:32	3:32	—	—	4:39	5:16	5:39	5:27	5:54	5:48	6:06	6:17	—	—	6:13	6:36	6:28	6:58	6:46	7:18	7:35	8:32	9:32	10:32	11:32	
○ H Fox River Grove	7:05	—	8:20	8:40	10:10	11:40	12:40	1:40	2:40	3:40	—	—	4:47	5:24	—	5:36	—	—	—	6:14	—	—	—	6:23	—	6:36	7:06	6:54	7:26	7:43	8:40	9:40	10:40	
● H Cary	7:07	—	8:23	8:43																														