

McHenry County, Illinois
TRANSIT COMPONENT
MCHENRY COUNTY 2040 TRANSPORTATION PLAN



EXISTING CONDITIONS REPORT

January 2012

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I. Introduction

A. Study Background

In 2010, McHenry County applied for and was awarded funding from the Unified Work Program (UWP) administered by the Chicago Metropolitan Agency for Planning (CMAP) to undertake the public involvement portion of the 2040 County Long Range Transportation Plan update. In addition, the County received funding from the Sub-Regional Planning Grant administered by the Regional Transportation Authority (RTA) to undertake the “transit component” of the Plan. This report addresses the transit component, taking into consideration findings from the public involvement process.

The Long Range Transportation Plan for McHenry County will identify needed transportation infrastructure and transit operations, prioritize those needs, and develop a financially constrained plan to meet these needs using the year 2040 as the planning horizon. The 2040 Plan will examine key data about traffic conditions, transit, bicycle and pedestrian patterns, and examine community demographics to determine how changes in the County can be addressed through transportation improvements. In addition, the study will explore the restructuring of the existing transit services in the County to meet current and future mass transit needs.

The end result will be a Plan adopted by the McHenry County Board with input from Pace, Metra, and the RTA. The Plan will be implemented and updated each year through the County’s Five Year Highway Improvement Program that is approved annually by the Transportation Committee of the County Board and adopted by the County Board.

B. Goals of the Transit Plan

The goal of the Transit Plan will be to assess the existing market for public transportation and to identify where transit improvements are needed. It builds off the findings in the McHenry County Transit Plan adopted in 2005, as well as findings from multiple, up-to-date data sources. The study will identify performance measures that can be used to identify underserved and un-served areas in the County and to identify what type of transit is most appropriate in these areas. The study will also provide a comprehensive review of the Pace fixed routes currently serving the county in order to determine if any route restructuring needs to occur.

The study will identify any conditions in the County that have changed since the completion of the 2005 Transit Plan. This analysis will be based on a variety of factors, including demographics, changes in paratransit services, focus group discussions, and public involvement activities. These changes will be used to either reinforce or revise the prior Plan recommendations.

This Plan will be built off of a very extensive public involvement process that is currently on-going in the County. Using a variety of public involvement tools, the public involvement process is taking the “pulse” of the county to determine what the mobility issues are in McHenry County and to identify how people desire to move around the County. These opinions are being gathered at community

events, through focus groups and stakeholder interviews, via a project website, and other forms of public communication. As the study progresses, a summary of these comments will be evaluated in order to determine what public sentiment is towards public transportation.

Another main component of the study will be to identify appropriate performance measures for different levels of service. Performance measures that are used at other transit agencies throughout the country will be reviewed to determine their applicability to McHenry County. Performance measures will be developed that best reflect the various densities in the county, from those areas of the county that are more rural in nature to areas of higher density that can support more fixed route services.

This report, Existing Conditions, will begin the groundwork for Plan recommendations. The report contains the following chapters:

- I. Introduction
- II. Prior Studies
- III. Demographics and Land Use
- IV. Travel Patterns
- V. Existing Transit Services
- VI. Roadway Conditions
- VII. Public Involvement

II. Prior Studies

A. McHenry County 2005 Transit Plan

The purpose of this plan, completed in 2005, was to take a comprehensive view of the non-automobile needs of McHenry County residents and workers. It aimed to overcome existing mobility barriers, connect to the regional transit network, and improve options for accessing jobs.

In addition to a Summary Report, additional documents included in the plan were:

- Existing Conditions Report
- Labor Market Analysis
- Public Involvement Plan and Materials
- Transit Plan Technical Memorandum
- Paratransit Coordination: Existing Services and Needs
- Paratransit Coordination: Evaluation of Coordination Strategies

The final report contained implementation strategies and a phasing plan over 20 years divided into Immediate Term, Short Term, Medium Term, and Long Term.

The plan was designed to produce a transit system in the long term that was built on early successes and in an incremental manner. Given the existing conditions of low density development in the county, the plan emphasized non-traditional transit options in the Immediate and Short terms including demand response or dial-a-ride service. The basis of the recommended system was a general public demand response service coordinated with human service agency transportation providers. Over time, the plan called for traditional fixed route connections to be established with some express bus services connecting McHenry County to and from employment centers in Kane, Northwest Cook, and Lake Counties. Within the county, a network of transit centers and park and rides were recommended to allow for growth in community based transportation and connections to regional services.

B. CMAP GO TO 2040

GO TO 2040, completed in 2010, is the long-range comprehensive plan for the Chicago region that includes McHenry, Cook, DuPage, Kane, Kendall, Lake, and Will counties. GO TO 2040 emphasizes an increased commitment to public transit. With its regional scope, the plan focuses on large transportation investments and states that they should be prioritized and implemented wisely. It says that expensive new capacity projects should only be built if they yield benefits that outweigh their costs. Maintaining and modernizing existing infrastructure should take priority.

The plan provides a fiscally-constrained list of recommended capital projects that includes 18 projects for the northeastern Illinois region. Two of these projects involve change in McHenry County:

- Metra UP Northwest Improvements/Extension
 - The existing Metra UP-NW travels through the center of McHenry County. Metra UP Northwest improvements include infrastructure upgrades and a 1.6 mile extension to Johnsburg from the City of McHenry. Infrastructure upgrades include improvements to the existing signal system and additional crossovers and other track improvements to increase the operating capacity and reliability. The extension to

Johnsburg will allow improved operations on the entire line. New yards are planned for the Woodstock and Johnsburg areas. Two additional stations will be added to the line: Prairie Grove on the McHenry branch and Ridgefield on the Woodstock branch.

- I-90 Managed Lanes
 - Managed lanes on I-90, which travels through the southwest corner of McHenry County, could include a variety of methods to mitigate traffic congestion on the expressway.

There are several projects in the CMAP plan that are not included in the fiscally-constrained priority list. Some of these unconstrained projects lack sufficient study thus far. Others were considered too costly for the benefits provided unless innovative financing were secured to significantly change the funding outlook. These projects in McHenry County include:

- McHenry-Lake Corridor
 - Proposed for northeastern portion of McHenry County
 - The McHenry-Lake Corridor project would create a new expressway through McHenry and western Lake Counties, from the terminus of the US 12 freeway at the Wisconsin border to the upgraded IL 120 roadway. This project is in early stages of planning.
- Metra Milwaukee District- West (MWD-W) Line Improvements
 - Proposed for the southern portion of McHenry County
 - The Metra Milwaukee District West Line Extension project would extend the Metra Milwaukee District West line from its current terminus in Elgin to Marengo in McHenry County. An extension along a different route to Hampshire is also under consideration. A feasibility study of the Marengo extension was completed. This project is in early stages of planning.

In addition to these projects, GO TO 2040 states that I-90 interchange access improvements are recommended in the McHenry County 2030 Comprehensive Plan.

GO TO 2040 emphasizes that transit-oriented land use planning is critical to successful transit. The need for walkable communities applies to bus-supportive land use in addition to rail. The plan points to the need for affordable housing near job centers so that transit is a viable option for commuters. Growth needs to emphasize access to transit and other transportation alternatives. The plan supports small-scale transit improvements and providing regional planning support for local transit supportive land use.

CMAP recommends requiring supportive land use planning before new transit investments are made. It states that RTA, Pace, CTA, and Metra should prioritize investments, particularly for new service, to those areas that have or are planning for land use that supports transit. It states that investments of all types should consider multimodal needs including those of transit users, bicyclists, and pedestrians.

C. Pace Vision 2020

The Vision 2020 plan, completed in 2001, outlines a blueprint for Pace's service improvements to the year 2020. It calls for a network of new services, infrastructure improvements, and a decrease in travel times. In McHenry County, the plan proposes community transportation centers, arterial route corridors, and community-based service areas.

- **Community Transportation Centers** – Transportation centers provide comfortable, convenient locations for customers to make connections between various transit services. Transportation centers are typically located at and integrated with rail stations, community downtowns, shopping centers, and other major activity centers, and offer community transit-oriented development opportunities. These can include off-street bus bays, sheltered and heated boarding areas, electronic passenger information systems, facilities for bus drivers and bus layovers, and access enhancements such as sidewalks or park-and-ride lots. The plan identifies over 150 transportation centers throughout northeastern Illinois. Those proposed in McHenry County include:
 - Algonquin, near IL-31/IL-62
 - Existing McHenry Metra UP-NW station
 - Richmond, at planned Metra UP-NW station
 - Existing Crystal Lake Metra UP-NW station
 - Existing Woodstock Metra UP-NW station
 - Huntley, at planned Metra MD-W station
 - Existing Cary Metra UP-NW station
 - Existing Fox Lake Metra MD-N station
 - Existing Harvard Metra UP-NW station
 - Existing Fox River Grove Metra UP-NW station

- **Arterial Route Corridors** – These fixed routes provide a backbone of inter-suburban transit service connecting transportation centers. Arterial route corridors proposed in the plan for areas of McHenry County include:
 - IL-31 from Aurora Transportation Center to McHenry Transportation Center, serving Algonquin
 - Belvidere Road from Waukegan Transportation Center to Woodstock Transportation Center, serving Prairie Crossing, Round Lake, and McHenry
 - Johnsbury Road from Fox Lake Transportation Center to McHenry Transportation Center
 - Grand Avenue, from Waukegan Transportation Center to Fox Lake Transportation Center, serving Gurnee Mills
 - Rand Road, from Des Plaines Transportation Center to Fox Lake Transportation Center

- **Community-Based Service Areas** - Community-based services include many service types from demand-response in some markets to fixed routes in others, with a customized mix of service types in each community. Fixed-routes, employer shuttles, historic trolleys, community circulators, flexible routes, van services, and subscription routes aim to provide

short-distance mobility within communities. The plan identifies more than 90 such service areas for further study in partnership with communities. Proposed community-based service areas in McHenry County, some of which overlap with adjacent counties, include:

- Algonquin/Carpentersville/East Dundee/West Dundee/Sleepy Hollow/Spring Mill Mall/Elgin
- Crystal Lake/Algonquin/McHenry/Woodstock
- Huntley/Algonquin/Crystal Lake
- McHenry/Crystal Lake/Fox Lake
- Woodstock/Crystal Lake/McHenry
- Richmond
- Hampshire/Huntley/Elburn
- Cary/Fox River Grove
- Lake Villa/Fox Lake/Round Lake Beach
- Volo/Lakemoor/Round Lake Park/Fox Lake
- Harvard
- Wauconda/Island Lake

Since Vision 2020 was completed a decade ago, the study team will work with Pace while planning alternatives for future service in McHenry County. Successes and challenges during Vision 2020's implementation will be considered.

D. Metra UP-NW Line Alternatives Analysis

In 2007, Metra completed a Locally Preferred Alternative Report as part of the Federal Transit Administration's alternatives analysis process. The report detailed analysis of the Union Pacific Northwest (UP-NW) Line due to the need for additional capacity. The study included extensive public input from county mayors, technical committees, and the general public. Goals of the study included:

- Increase capacity to central Chicago
- Increase transit ridership
- Decrease travel times and increase frequency of service, including reverse commutes
- Avoid or minimize negative impacts to environment
- Provide compatibility with transit-supportive development
- Increase operating efficiency
- Be constructed, maintained, and operated within the local financial capacity

Infrastructure improvements of the preferred alternative include:

- 1.6 miles of new commuter rail track extending past McHenry station to Johnsburg
- New stations at Ridgefield, Prairie Grove, and Johnsburg
- Signal upgrades on McHenry branch and main line
- New yards at Woodstock, Johnsburg; upgraded yard at Harvard
- Additional crossovers
- Additional parking capacity at several stations

E. Metra Marengo Extension Commuter Rail Feasibility Study

Metra completed this study in 2010 to evaluate the feasibility of extending commuter rail service on the Milwaukee District West (MD-W) line from the City of Elgin (Big Timber Road station) to the

vicinity of the City of Marengo. The study focused on the 26-mile portion of the UP-owned railroad between Elgin and the McHenry-Boone county line, traveling through the communities of Elgin, Gilberts, Huntley, Union, and Marengo.

The study determined that there would be significant capital costs involved with providing new commuter rail service to Marengo. Construction of two segments of a new second main line would be required to handle the additional train traffic on the potential UP-owned portion of an extended MD-W Line. Installation of new signalization would also be a significant cost of the project. There would be wetland and environmental issues within the corridor that would need to be studied further. In addition, the study states that ridership will need to be studied further to evaluate capacity.

Additional discussions would have to take place with the Union Pacific Railroad as the owners of this portion of railroad. The freight railroad would have to approve any capital improvements and any commuter rail service on its right-of-way. Since this document was a feasibility study, it provided initial consideration of a commuter rail extension, but much additional analysis and stakeholder involvement is needed.

Independent of this study, both the communities of Marengo and Huntley received a Regional Transit Assistance Program (RTAP) grant from the RTA to prepare transit oriented development (TOD) plans around proposed Metra stations. Both communities prepared and adopted a preferred plan for their community.

F. McHenry County 2030 Comprehensive Land Use Plan

The McHenry County Board adopted a 2030 Land Use Plan in 2010. It referred to the County's 2005 Transit Plan, Pace's Vision 2020 Plan, Metra's UPNW upgrades, and future Metra service to Huntley, Marengo, and Richmond. The plan also included recommendations for transit signal prioritization (TSP) and queue jump lanes to help implement bus rapid transit in the County. The plan also called for the deployment of clean technology with no street level emissions, smoother rides, and matching transit equipment appropriately in high pedestrian areas.

III. Demographics and Land Use

A. Introduction

McHenry County located in the northwest portion of the Chicago Metropolitan Statistical area is home to over 300,000 residents. Since 2000, the county has grown by nearly 20% with the majority of residents living in the eastern side of the county. As a comparison, the state of Illinois has experienced 3% population growth since 2000. As population has grown, especially over the past 10 years, the travelling needs of the community have changed as well. Greater population has spurred commercial, medical and office growth. The mix and change of land uses indicates that transit service and the highway system that are designed for peak hour commuter travel, generally heading towards Cook County and downtown Chicago in the morning and vice versa, may need to be supplemented. Additional transit services in the middle of the day and transit services and highway capacity additions may be needed to best meet the travelling needs of McHenry County residents.

A number of demographic factors contribute to how and where transit service can be provided to best meet the travelling needs of McHenry residents. These demographic factors include land use, population, age of population, employment and socioeconomic characteristics. All of these factors should be considered when planning for transit service as they can be an indicator of the propensity to use transit service. As an example, lower concentrations of residential and commercial activity in uncongested highway corridors are often most effectively covered by demand-response or deviated fixed route service. Higher concentrations of residential and commercial activity in congested highway corridors are often served by higher capacity, fixed transit service.

The following subsections illustrate the existing land use and demographic conditions of McHenry County as they relate to the provision of transit service.

B. Land Use

McHenry County contains 603 square miles. It is comprised of a mixture of uses as shown on the 2010 land use map from McHenry County (Figure 1). The western half of the county is largely agricultural with single family residential dispersed along the major roadways. The greatest concentration of land uses is in the eastern side of the county with the largest amount of land being used for single family residential. Commercial and office land uses are somewhat limited overall in the county, but have individual concentrations in Crystal Lake, Algonquin, McHenry, Woodstock, Cary, Huntley, and Lake in the Hills.

Most of the County's municipalities were settled in the late 19th century along railroad lines. The cores of these municipalities consist of pedestrian friendly mixed-use development. These municipalities include those with Metra service today such as Crystal Lake, McHenry, and Woodstock, and many that have not had rail service in decades such as Marengo, Algonquin, Huntley, and Richmond. Municipalities off of rail lines such as Lake in the Hills and Lakewood and newer areas of the other communities do not have these transit-oriented features.

Several communities have created transit-oriented development plans with assistance from regional organizations. Woodstock Transit-Oriented Development Study and Fox River Grove Downtown Redevelopment Plan aim to create land use patterns that support transit around existing Metra UP-NW line stations. The Prairie Grove Town Center and TOD Development Plan addresses the area surrounding a planned new station along the McHenry branch of the Union Pacific Northwest (UP-NW) Line. The Marengo Station Area Plan focuses on the area around a proposed station along the proposed Metra Milwaukee District- West (MD-W) Line Extension to Rockford. Each of these plans proposes dense, mixed-use development that is more transit-supportive than most of the existing land use patterns throughout the county.

The way that the built environment is organized based on the types of land uses is a factor in the travel patterns for McHenry County residents. Residential land uses will typically generate the beginning point of a travel trip, or the origin; commercial, office and industrial land uses typically end up being the destination point of a trip. Additionally, McHenry County residents will have travel needs inside and outside the county, especially for trips to and from work.

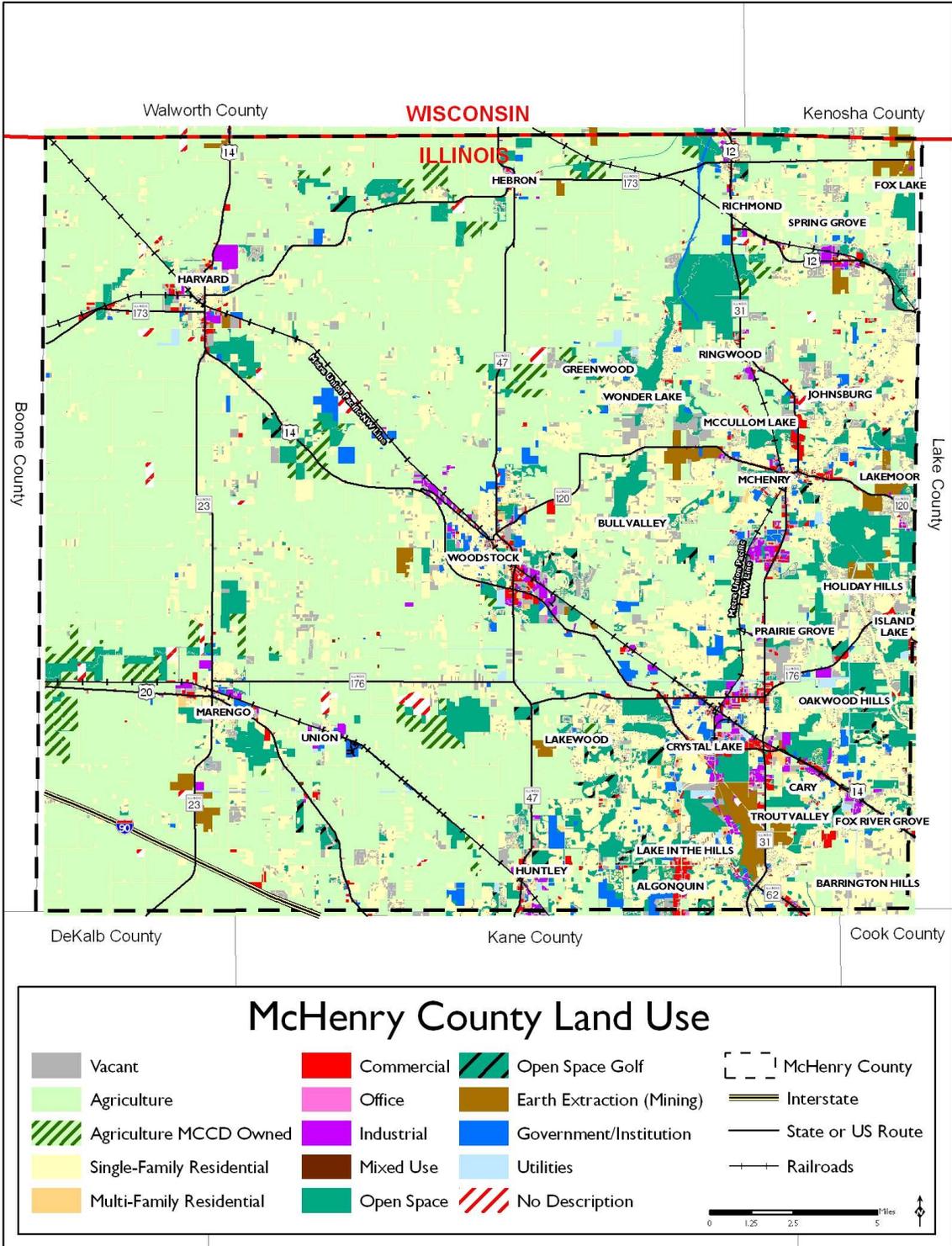


Figure 1

C. Existing Population of McHenry County

McHenry County's population growth has remained strong and steady since 1950, with nearly 20% increase in population since the year 2000, to over 300,000 residents. Population as it relates to transit service is often considered in terms of the density of population, with a higher density typically being an indicator of transit use.

The majority of McHenry County residents live in the eastern side of the county. The southeastern part of the county has the highest household density of the county in the Crystal Lake, Cary and Lake in the Hills areas. Figure 2 illustrates the household density of the county. The areas of the highest density are more than 2 households per acre with the lowest density (in lighter yellow) having a density of less than .5 households per acre.

Table 1 details how population growth has occurred across the majority of municipalities in the county since the year 2000. Municipalities with over 10,000 residents in 2010 have grown between 7% (Crystal Lake) and 323% (Huntley) during that time. Huntley alone grew by over 18,000 residents.

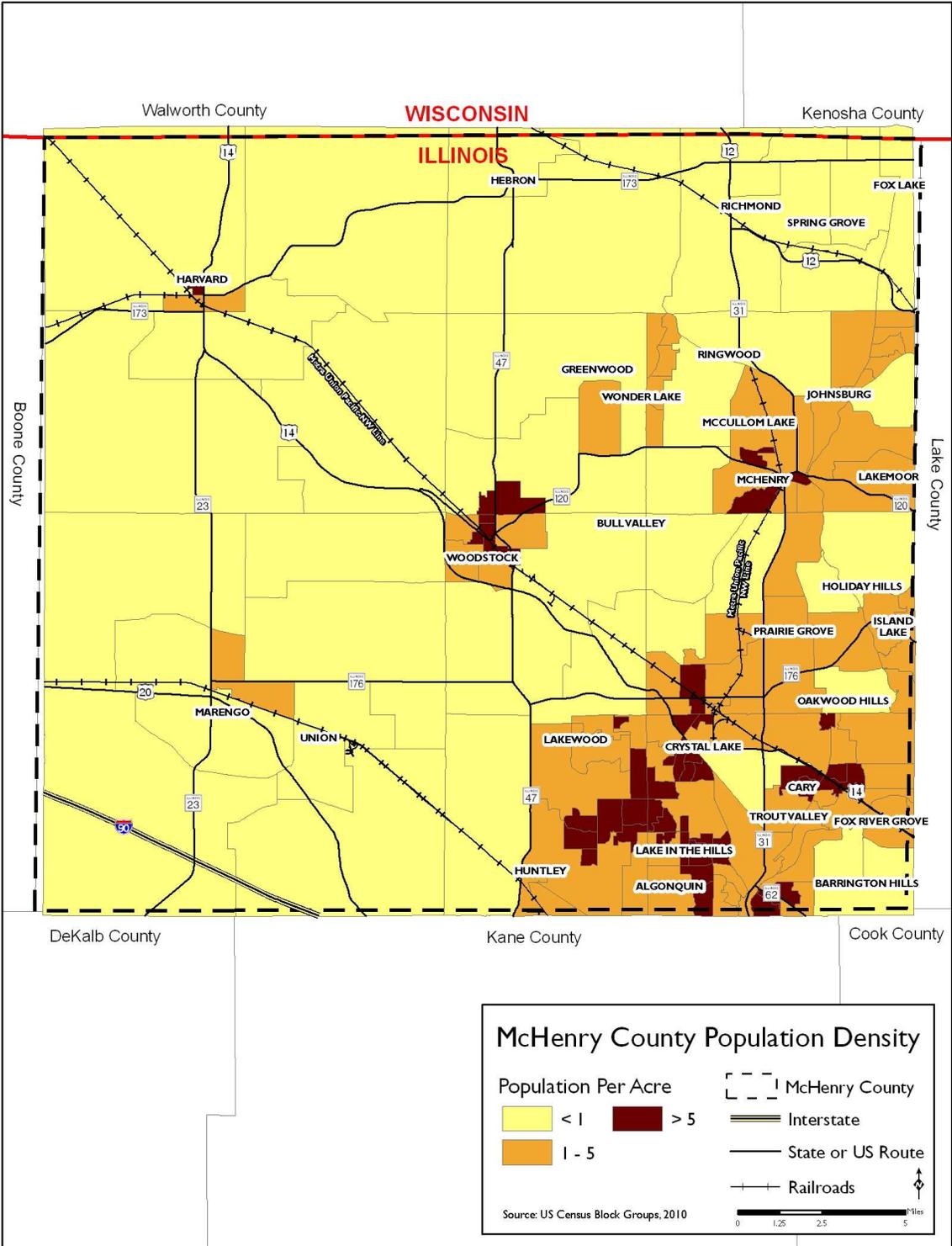


Figure 2

Table I: Municipality Populations

Municipality	Population		
	2000	2010*	Percent Change 2000-2010
Crystal Lake	38,000	40,743	7.2%
Algonquin	23,276	30,046	29.1%
Lake in the Hills	23,152	28,965	25.1%
McHenry	21,501	26,992	25.5%
Woodstock	20,151	24,770	22.9%
Huntley	5,730	24,291	323.9%
Cary	15,531	18,271	17.6%
Fox Lake	9,178	10,579	15.3%
Harvard	7,996	9,447	18.1%
Island Lake	8,153	8,080	-0.9%
Marengo	6,355	7,648	20.3%
Johnsburg	5,391	6,337	17.5%
Lakemoor	2,788	6,017	115.8%
Spring Grove	3,880	5,778	48.9%
Fox River Grove	4,862	5,335	9.7%
Barrington Hills	3,915	4,181	6.8%
Lakewood	2,337	3,586	53.4%
Wonder Lake	1,345	3,239	140.8%
Richmond	1,091	2,325	113.1%
Oakwood Hills	2,194	2,178	-0.7%
Prairie Grove	960	1,733	80.5%
McCullom Lake	1,038	1,312	26.4%
Bull Valley	726	1,226	68.9%
Hebron	1,038	1,181	13.8%
Ringwood	471	820	74.1%
Port Barrington	788	788	0.0%
Holiday Hills	831	686	-17.4%
Union	576	651	13.0%
Trout Valley	599	577	-3.7%
Greenwood	244	155	-36.5%

Source: U.S. Census

*Populations below 5,000 are 2005-2009 U.S. Census estimates

D. Densities of Transit Dependent Populations

1. Youth and Seniors

Of the county's 309,000 population, approximately 40,000 people are youth between 10-17 years old (13%). Youth population defined as the percentage of the population is concentrated in the eastern part of the county. The higher concentration of youth population has a direct impact on transit needs. First, youth are generally more reliant on others for transportation so there is likely a greater need for transit service. However, there may be a complexity in the types of trips that are necessary because parents may be making trips to day care, schools, or afternoon activities that complicate or preclude transit service. See Figure 3.

Approximately 31,000 people are seniors, or 10% of the county's population. Senior population, defined as the percentage of the population over age 65 years, is concentrated in the western and northern parts of the county as shown in Figure 4. This portion of the county is largely residential and has a lower household density as compared to the rest of the county. Senior populations generally have a strong need for transit service, especially for medical and shopping services. These travel needs may or may not mirror commuting patterns for the McHenry County residents who are travelling to and from the surrounding counties for work.

2. People with Disabilities

People who have a disability that limits their ability to drive are typically highly reliant on transit service. Also, some people may by the nature of their disability be unable to use fixed route transit service and thereby rely on dial-a-ride or paratransit service. Approximately 25,000 county residents have a disability, or 8% of the county's population. People with a disability are dispersed throughout the County, with some concentration (more than 15% of the population in that area) in the south west and central parts of the county. See Figure 5.

3. Limited Vehicle Households

There are nearly 107,000 households in McHenry County and of those households there are approximately 24,000 that have one vehicle or less. The number of vehicles in a household is another factor for transit service because either all the members of the household need to use transit service (for zero vehicle households) or some of them do. There are pockets where there are high concentrations of low vehicle ownership in the county around Woodstock, Marengo, and McHenry. These areas have 15% or more of the households with zero or one vehicle. See Figure 6.

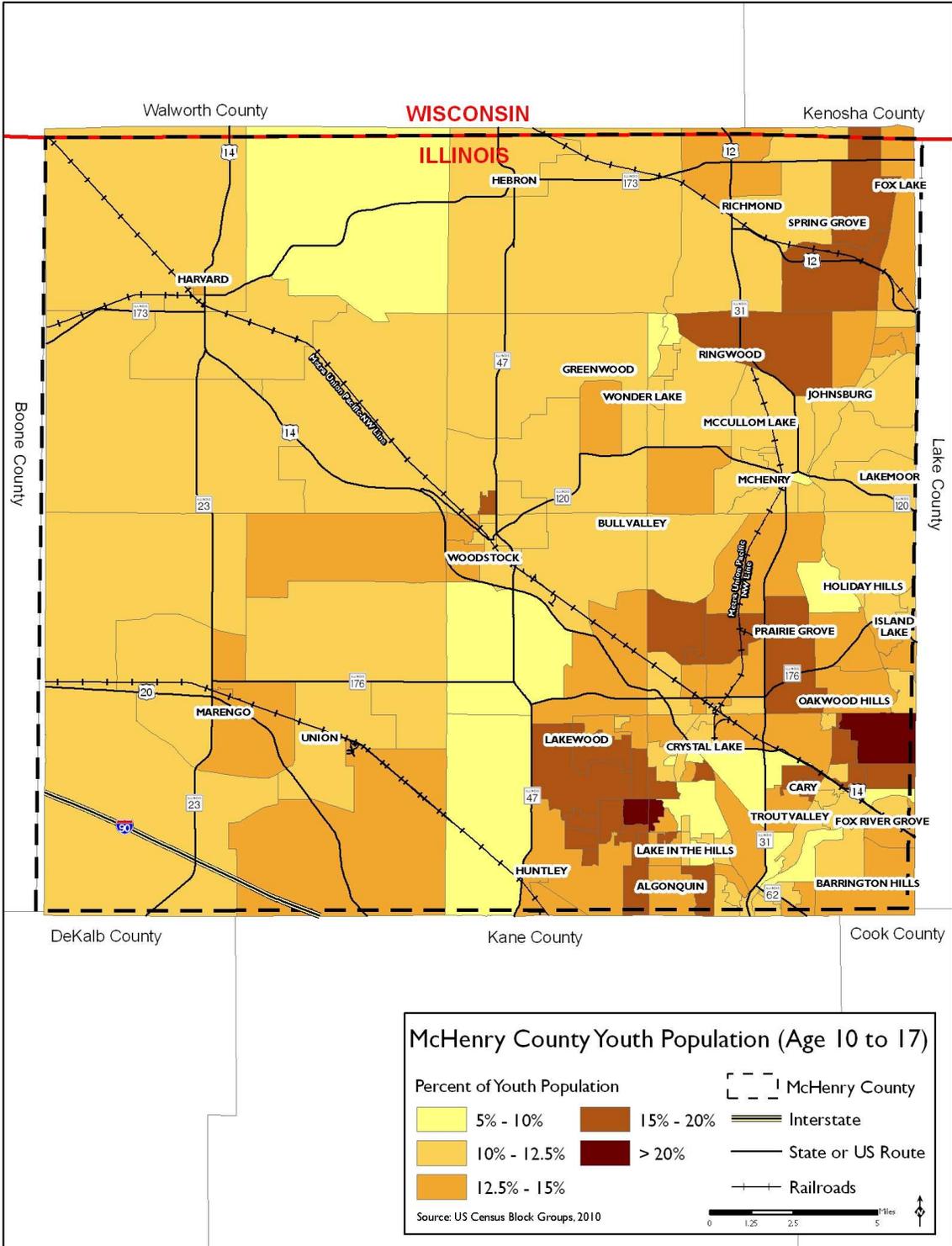


Figure 3

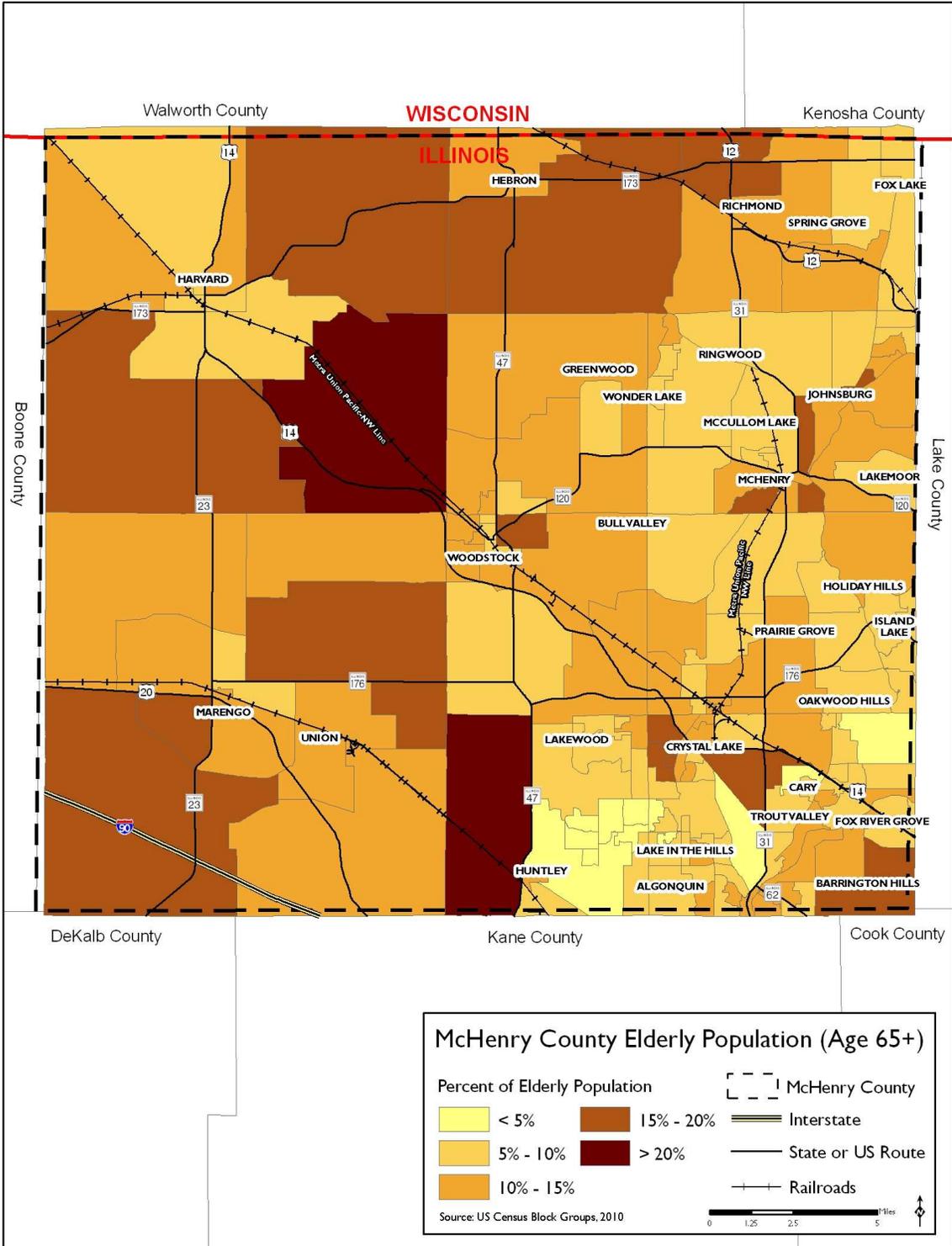


Figure 4

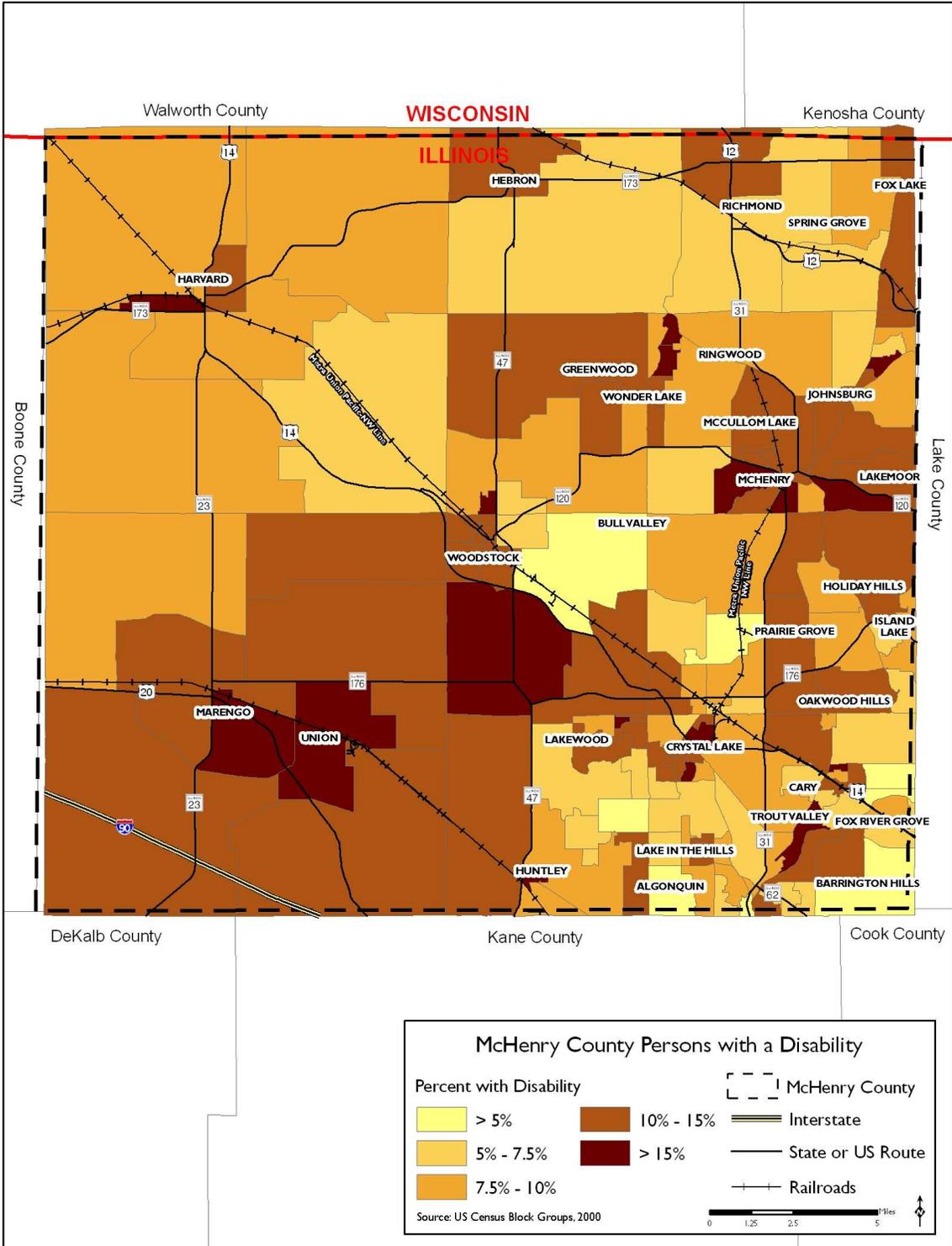


Figure 5

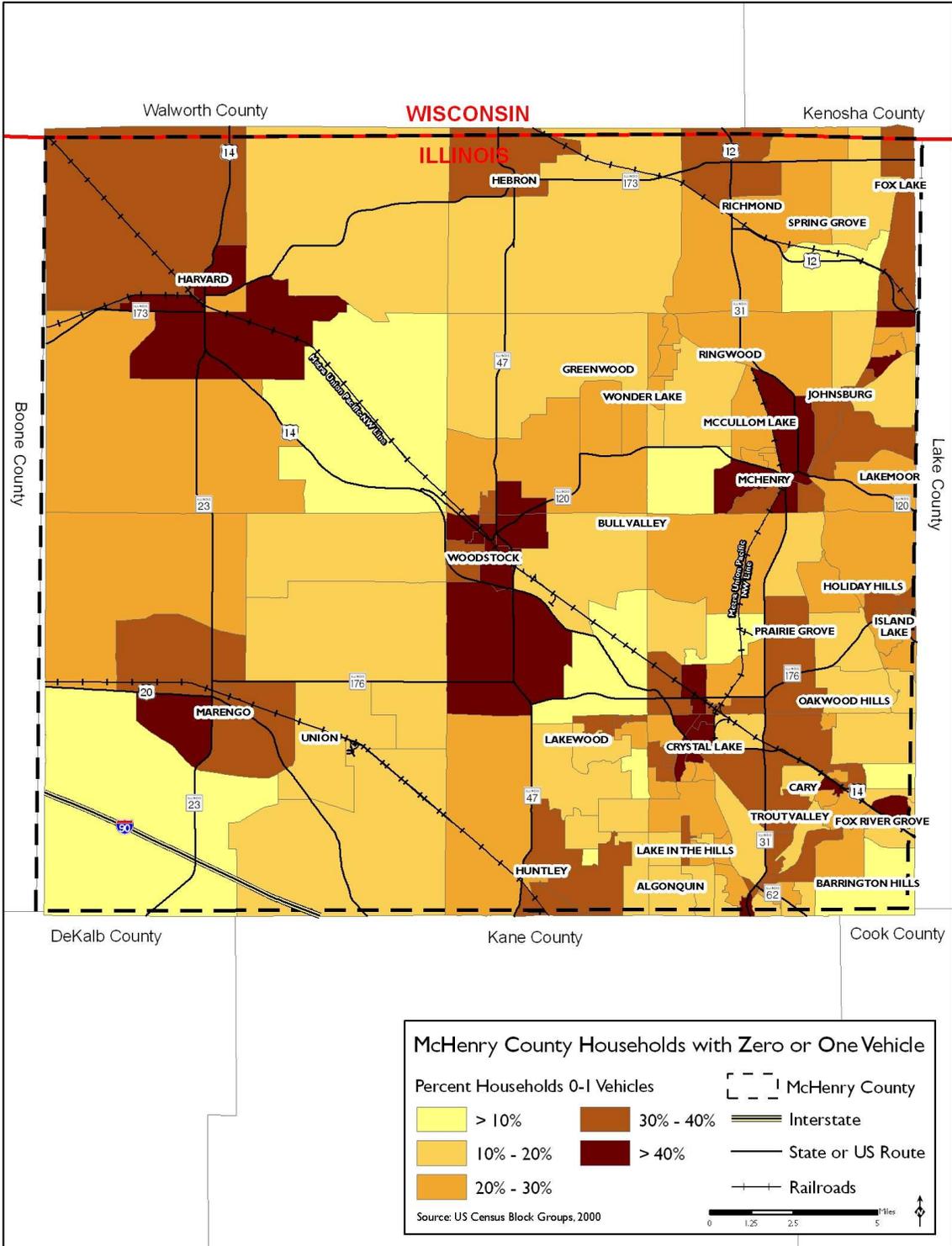


Figure 6

E. Household Income

McHenry County's population can also be analyzed by household income, with a focus on households that fall below the poverty level. This category often indicates a population that may be dependent on transit due to limited means and low vehicle ownership. Overall, the county has approximately 7% of residents below poverty level compared to 13% for the state of Illinois. There are a few areas in McHenry County that have 10% or more households falling below the poverty level. These areas are just south of Harvard, on the southern side of the Metra line between Woodstock and Lakewood and the area north of Barrington Hills. Refer to Figure 7.

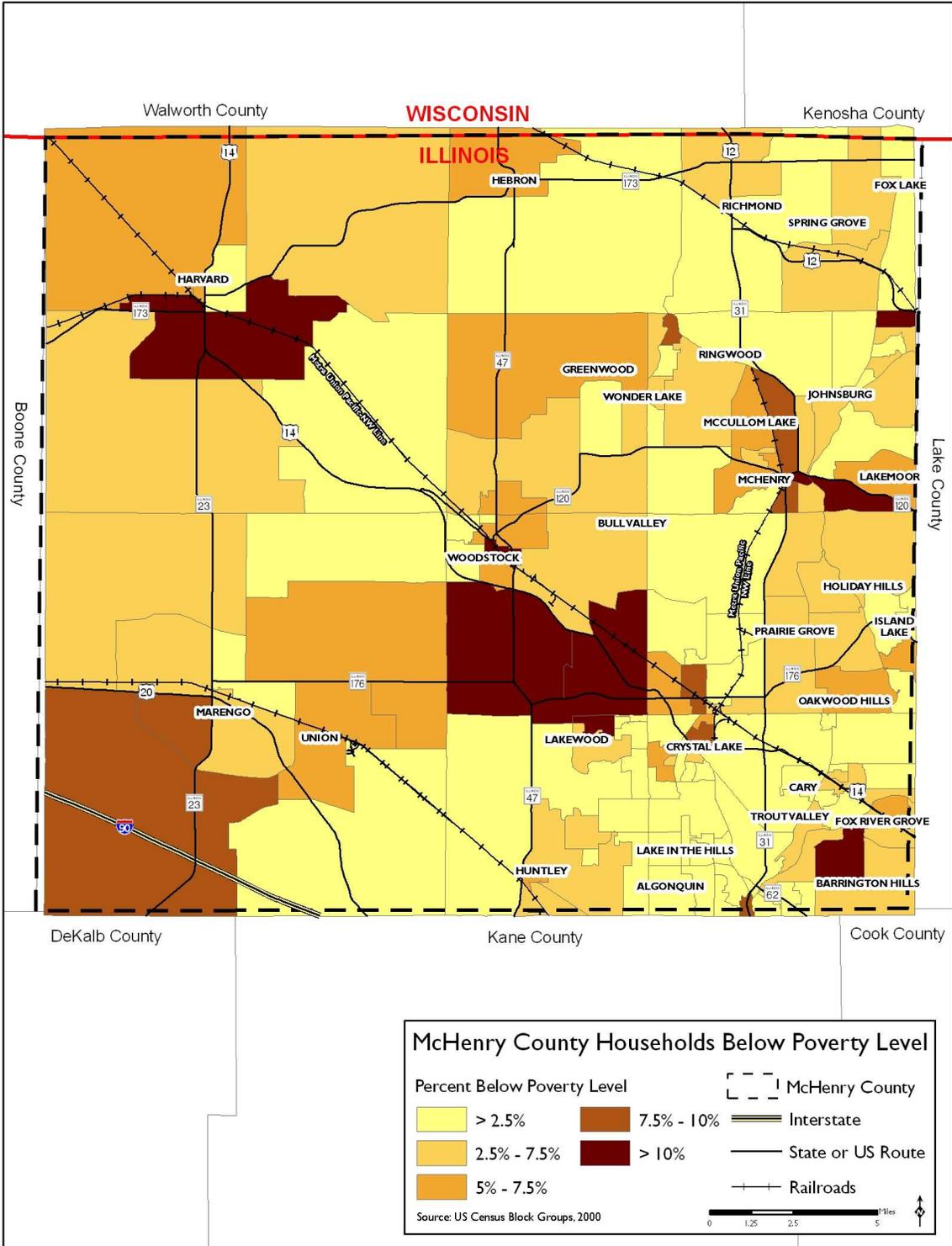


Figure 7

F. Existing Employment

McHenry County is home to a number of employment sites. Employers with over 100 employees are listed in Table 2 and displayed in the map in Figure 8. These employment sites have the highest concentration of jobs in the county and in most cases coincide with areas of high residential and commercial activity.

Table 2: Major Employers

Employer	Address		Employees
Advocate Good Shepherd Hospital	500 S. Main St.	Crystal Lake	1717
Brown Printing	11595 McConnell Rd.	Woodstock	650
Camfil Farr, Inc.	500 S. Main St.	Crystal Lake	100
Catalent Pharma Solutions	2200 Lake Shore Dr.	Woodstock	830
Centegra Health System	385 Millennium Dr.	Crystal Lake	2800
Centegra Hospital - McHenry	4201 W. Med. Ctr. Dr.	McHenry	695
Community Cons. School Dist. #47	300 Commerce Dr.	Crystal Lake	1039
Community High School Dist. #155	One S. Virginia Rd.	Crystal Lake	687
Covidien	815 Tek Dr.	Crystal Lake	450
City of Crystal Lake	100 W. Woodstock St.	Crystal Lake	250
Family Srv & Community Mental Health Ctr.	4100 Veterans Pkwy.	McHenry	110
Follett Library Resources, Inc.	1340 Ridgeview Drive	McHenry	
General Kinematics Corp.	5050 Rickert Rd.	Crystal Lake	153
Holiday Inn Crystal Lake Conf. Ctr.	800 S. IL Rt. 31	Crystal Lake	100
Home State Bank N.A.	40 Grant St.	Crystal Lake	174
Knaack, LLC	420 E. Terra Cotta Ave.	Crystal Lake	260
Mario Tricoli	625 Cog Cir.	Crystal Lake	100
McHenry County (Includes Div. of Transportation, Health Dept., & Valley-Hi staff at other locations)	320 Douglas Ave.	Crystal Lake	1195
McHenry County College	8900 US Hwy. 14	Crystal Lake	309
McHenry County Sheriff's Office	2200 N. Seminary Ave.	Woodstock	430
McHenry County Government	2200 N. Seminary Ave.	Woodstock	1400
Northwest Herald	7717 S. IL Rt. 31	Crystal Lake	220
Pioneer Center for Human Services	4001 W. Dayton St.	McHenry	250
Precision Dormer, LLC	301 Industrial Avenue	Crystal Lake	300
Sage Products, Inc.	3909 Three Oaks Rd.	Cary	500
Sam's Club	5670 Northwest Hwy.	Crystal Lake	177
Sherman Health	1425 N. Randall Rd.	Elgin	2200
Snap-On Tools	3011 IL Rt. 176	Crystal Lake	450
The Fountains at Crystal Lake	965 N. Brighton Cir. W.	Crystal Lake	100
Walmart Stores, Inc.	1205 S. IL Rt. 31	Crystal Lake	165

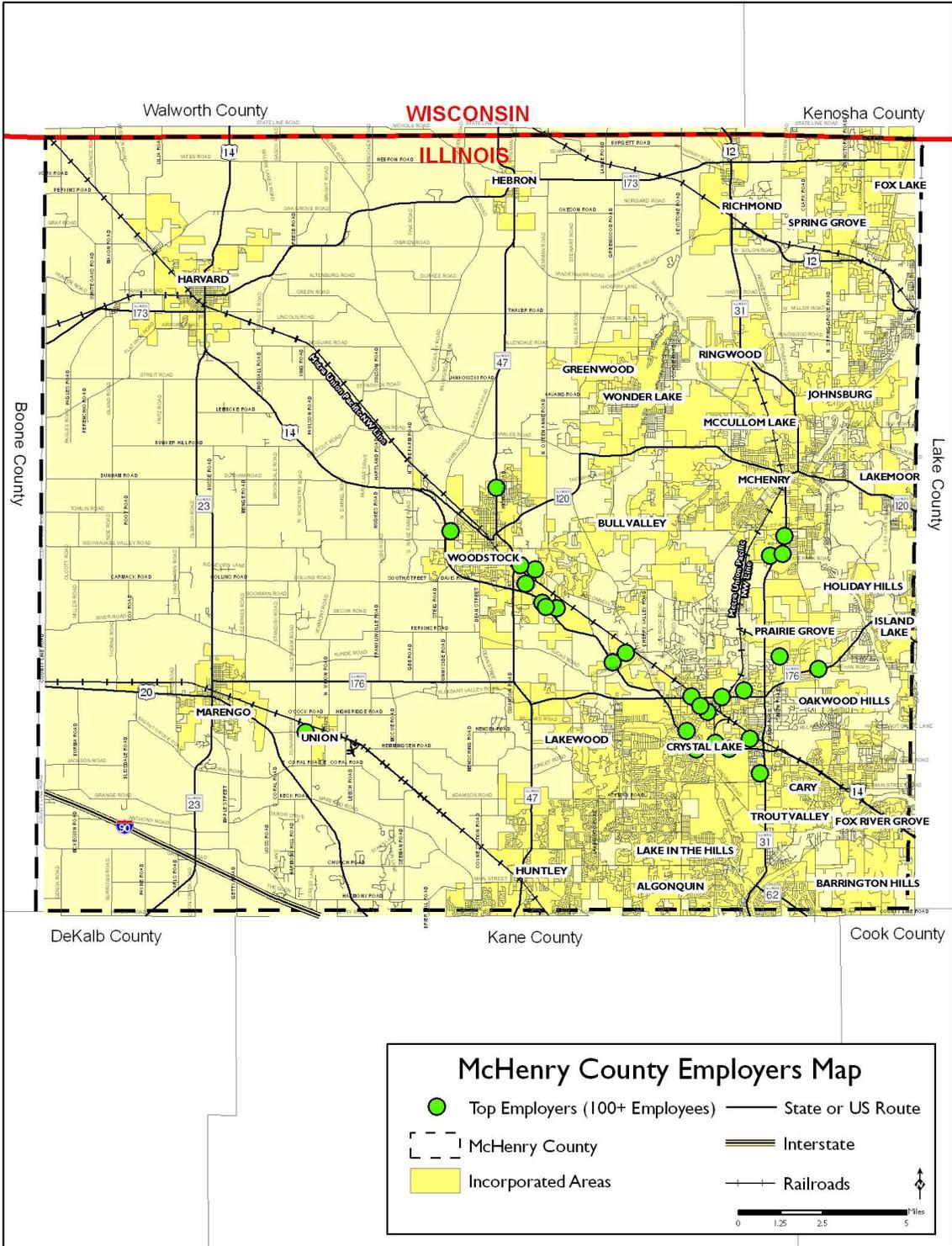


Figure 8

In McHenry County, the areas with a higher population density are also similarly high in employment density. The areas with the greatest concentration of jobs are around Woodstock, Harvard, Crystal Lake and Lake in the Hills. In the northwestern part of the county there is also a concentration of jobs around Wonder Lake and McHenry. Refer to Figure 9.

Table 3 highlights that Crystal Lake has the most employees of any municipality in the county, followed by McHenry and Woodstock. Jobs in these municipalities grew between 8% and 41% between 2000 and 2010. Smaller villages experienced dramatic growth in employment during that time period as well.

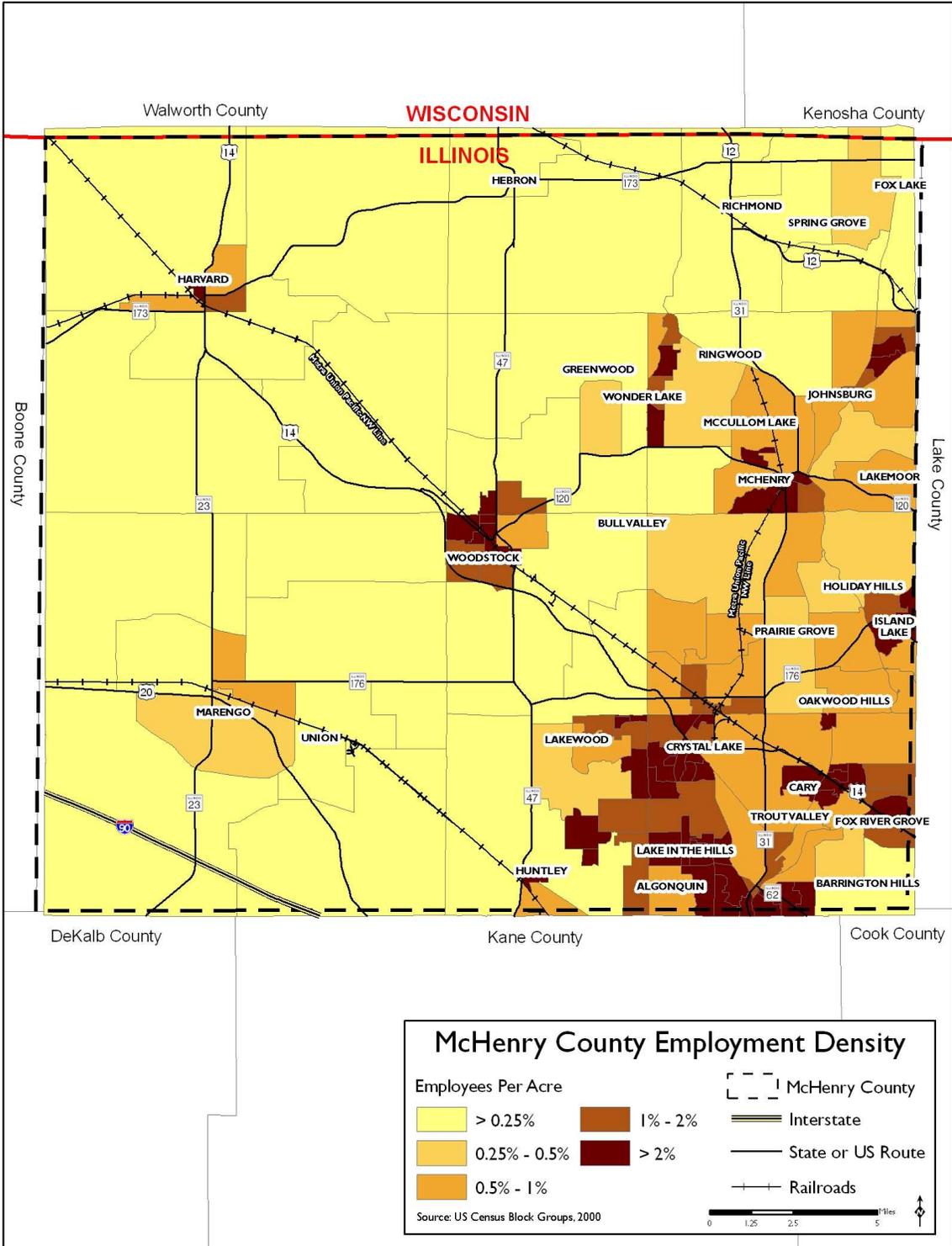


Figure 9

Table 3: Employment in Municipalities

Municipality	Employment		
	2000	2010	Percent Change 2000-2010
Crystal Lake	25,549	28,813	13%
McHenry	15,340	21,658	41%
Woodstock	14,945	16,206	8%
Algonquin	2,404	9,879	311%
Cary	6,432	8,270	29%
Huntley	935	4,886	423%
Fox Lake	41	4,432	10711%
Lake in the Hills	3,071	4,152	35%
Marengo	5,642	4,024	-29%
Spring Grove	812	3,907	381%
Harvard	2,528	3,107	23%
Richmond	640	2,505	291%
Johnsburg	1,340	2,466	84%
Port Barrington	1	1,659	165833%
Prairie Grove	349	1,624	365%
Barrington Hills	200	1,347	573%
Union	0	1,311	n/a
Wonder Lake	50	1,211	2323%
Fox River Grove	748	1,160	55%
Lakemoor	215	1,033	381%
Island Lake	154	998	548%
Ringwood	230	939	308%
Hebron	268	662	147%
Lakewood	68	387	469%
Bull Valley	90	387	330%
Trout Valley	263	352	34%
Oakwood Hills	2	260	12880%
McCullom Lake	35	114	226%
Greenwood	39	94	140%
Holiday Hills	20	86	328%

Source: U.S. Census, CMAP

G. Household and Employment Forecasts

1. Household Projections

In addition to the current location of McHenry County households and population, estimates about where people will be living in the next 30 years have been developed. The map from 2010 in Figure 10 shows the concentration of households in the eastern and southeastern portion of the county. There are also pockets of dense population in Harvard, Marengo, and Woodstock. Looking forward to 2040, the concentrations of households are in similar locations, but are projected to intensify and grow larger as show in Figure 11.

2. Employment Projections

Estimates about McHenry County's employment have also been projected out to 2040. Based on the current projections, the general areas of employment sites appear to remain consistent between 2010 and 2040. However, the number of jobs increases and the location of those jobs expands outward from existing job centers. The greatest concentration of employment is in the eastern and southeastern part of the county. Also, there is some employment concentration in Harvard and Marengo. One key difference between the 2010 Employment Estimates and the 2040 Employment Forecast is along US 14 and the Metra/Union Pacific Northwest line. Employment expands along this corridor in the 2040 forecasts. Refer to Figures 12 and 13.

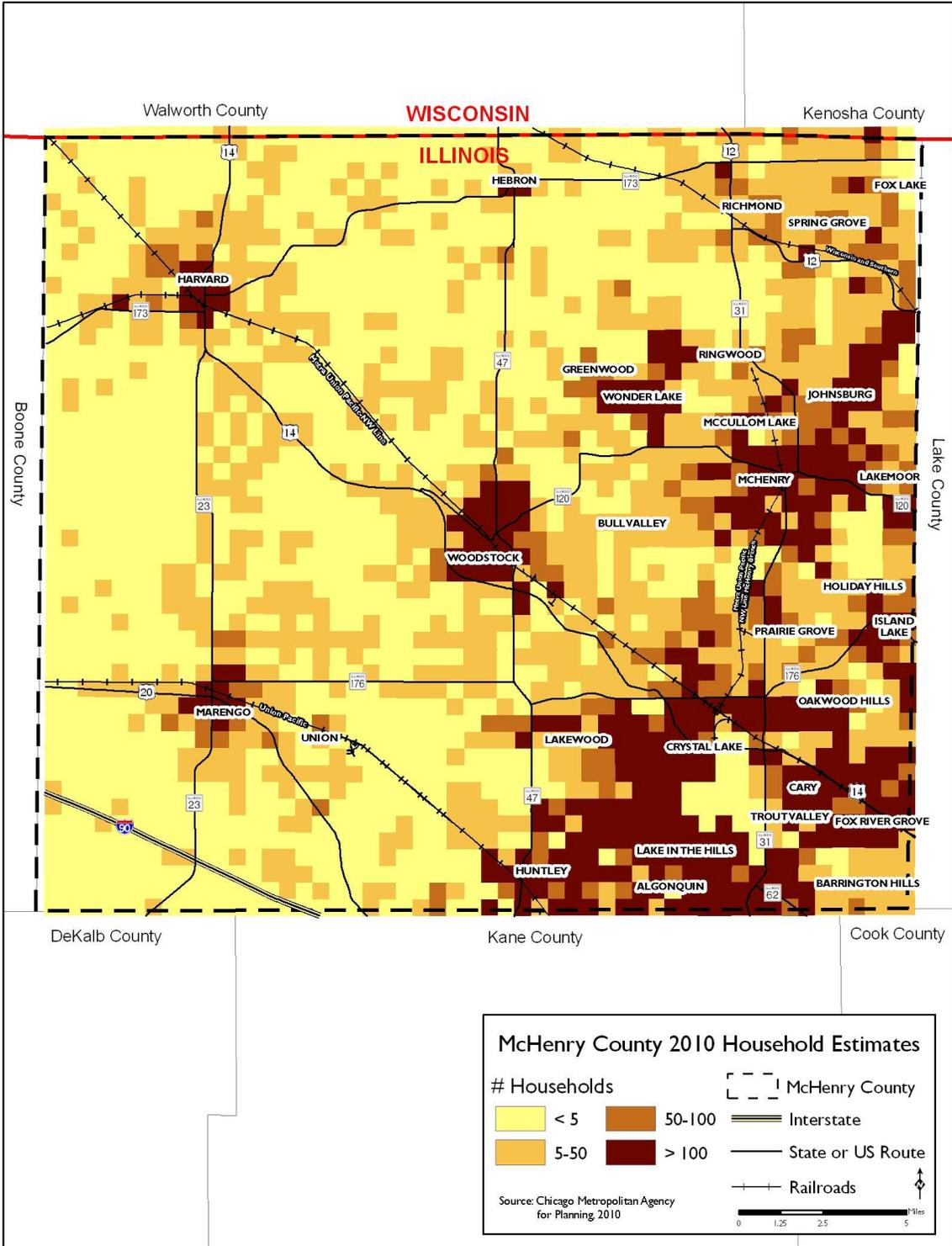


Figure 10

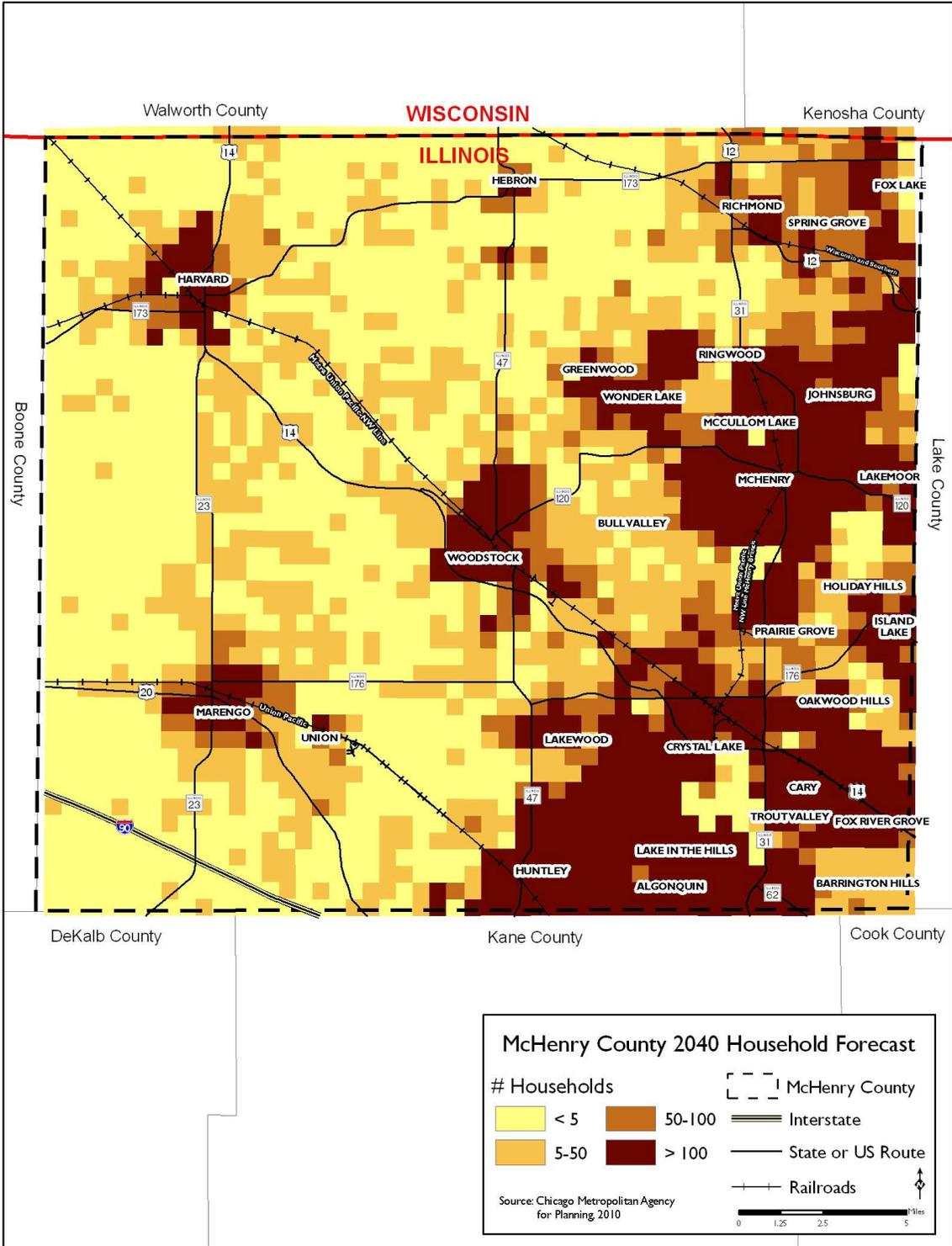


Figure 11

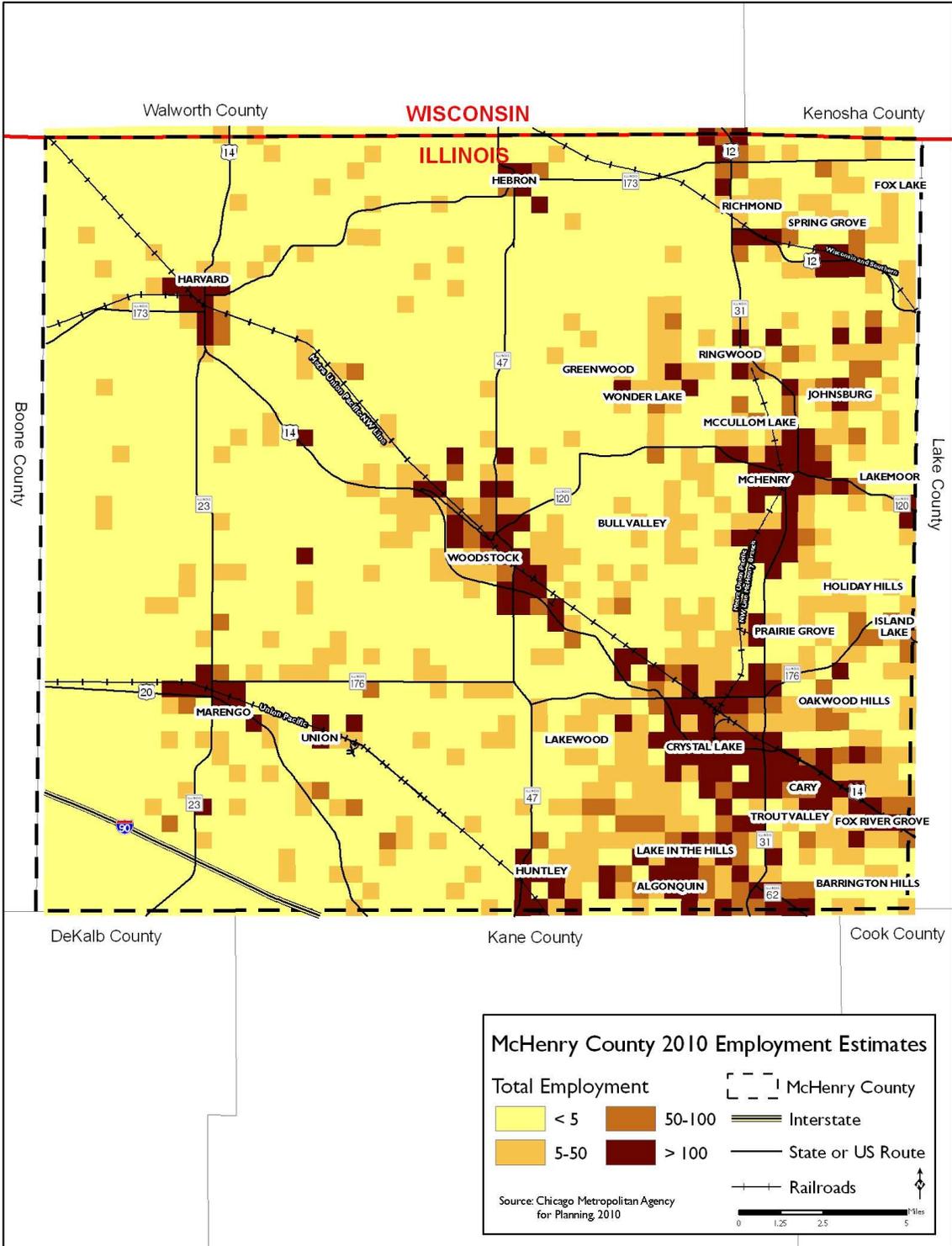


Figure 12

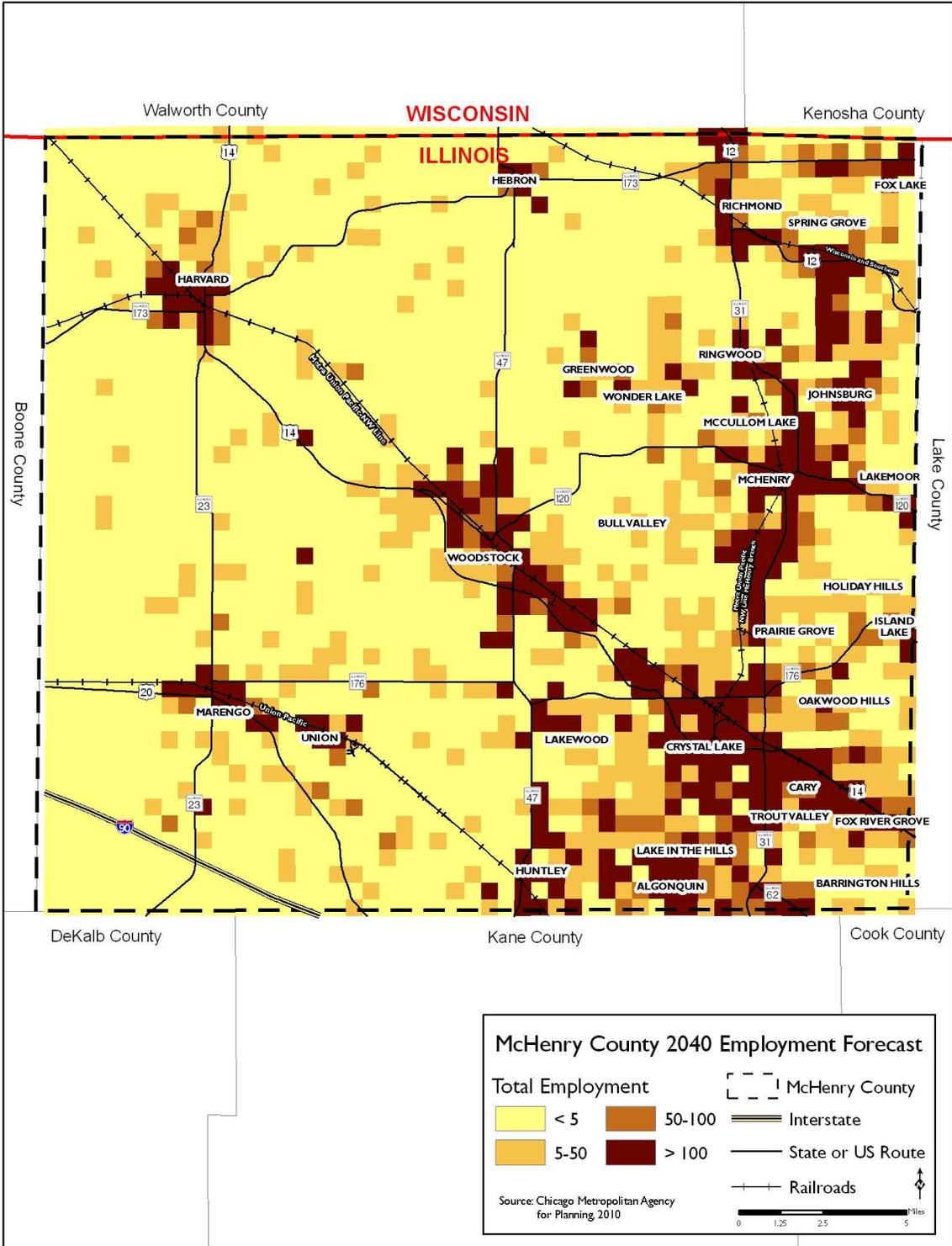


Figure 13