

IV. Travel Patterns

In order to better understand the potential for transit services, it is important to look at where people travel within and outside of the county, both for work trips and other purposes. In order to do so, Journey to Work data from the U.S. Census and information from the Chicago Metropolitan Agency for Planning (CMAP) was analyzed. CMAP’s Household Travel Inventory information from 2008 provided information about why McHenry County residents travel as they do. The following sections summarize these travel patterns.

A. Employment and Residence Locations

The mean travel time to work in McHenry County is approximately 34 minutes, compared to 28 minutes for Illinois. According to the 2000 U.S. Census, McHenry County workers were employed in 103 different counties in Illinois, Wisconsin, and several other states. Year 2000 Journey to Work data currently remains the most reliable census data regarding travel patterns. Table 4 shows the five counties with the largest number of McHenry County residents working in them. The majority of McHenry County residents (51%) work within the county. Cook County, which includes Chicago and other major employment areas, draws 24% of the workers from McHenry County. Lake County, which is directly east of McHenry County, draws 13% of all McHenry County workers.

Table 4: Employment Locations of McHenry County Residents

Work County	% of Total Working McHenry County Residents
McHenry County	51%
Cook County	24%
Lake County	13%
Kane County	7%
DuPage County	3%

Source: U.S. Census

Table 5 shows the counties with the highest totals of residents working in McHenry County. The majority of workers (70%) in McHenry County are residents of the county.

Table 5: Residence Locations of McHenry County Workers

Residence County	% of Total Workers in McHenry Co.
McHenry County	70%
Lake County	6%
Cook County	5%
Kane County	5%
Walworth County (WI)	3%
Boone County	3%
Winnebago County	2%
Kenosha County (WI)	2%

Source: U.S. Census

B. Intra-County Work Flows

Figures 14 and 15 display the origin and destination zones of major flows of work trips by automobile within McHenry County. From Figure 14, the following intra-county travel patterns can be seen:

- The area around Crystal Lake, Algonquin and Cary generates many local work trips;
- McHenry and Woodstock also generate significant numbers of work trips;
- Hebron, Harvard, and Marengo display flows of workers to Woodstock;
- Johnsburg shows flows to McHenry; and
- Marengo shows flow to Huntley.

Many of the major flows occur along the Route 14 corridor, demonstrating the importance of this corridor for travel in the county.

By 2030, many of the same overall flow patterns can be seen occurring in McHenry County. However, there is a significant increase in the levels and areas where the major flows originate. In the future, there are still major flows in the Crystal Lake/ Algonquin/ Huntley area. In addition to the local trips between these areas, there is also a large number of trips to this area from McHenry, Wonder Lake, and Woodstock. Also, there are increased trips in the future from Harvard to Woodstock and from Marengo to Woodstock and the Route 14 corridor in general. New areas of trip origins seen in 2030 are in both the north central area and the northeast area of the county. The north central area trips flow to Woodstock, and the northeast trips flow to the McHenry area. In the future, it is apparent that growth is expected in both the level of employment in existing employment areas, as well as population growth in many parts of the county.

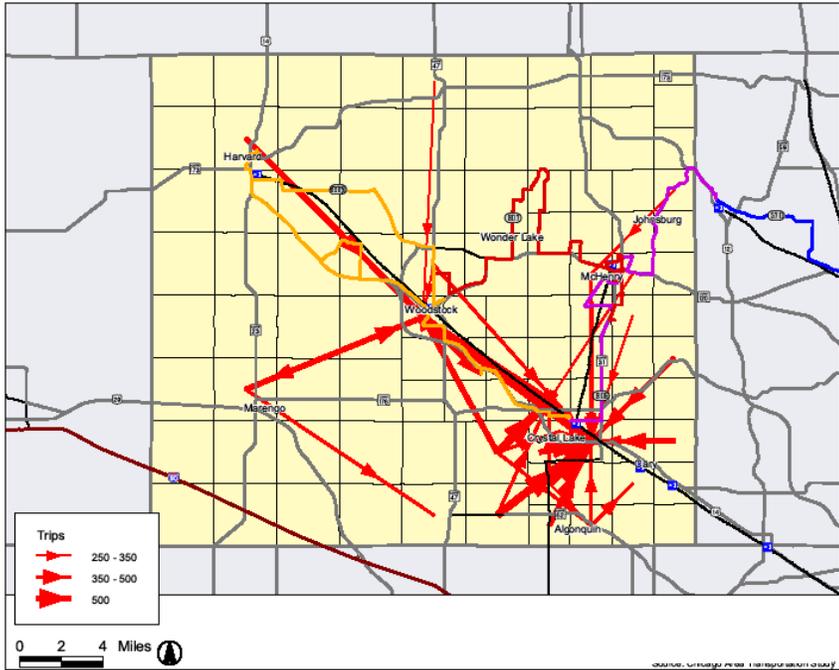


Figure 14: Home to Work Flows in McHenry County, 1999

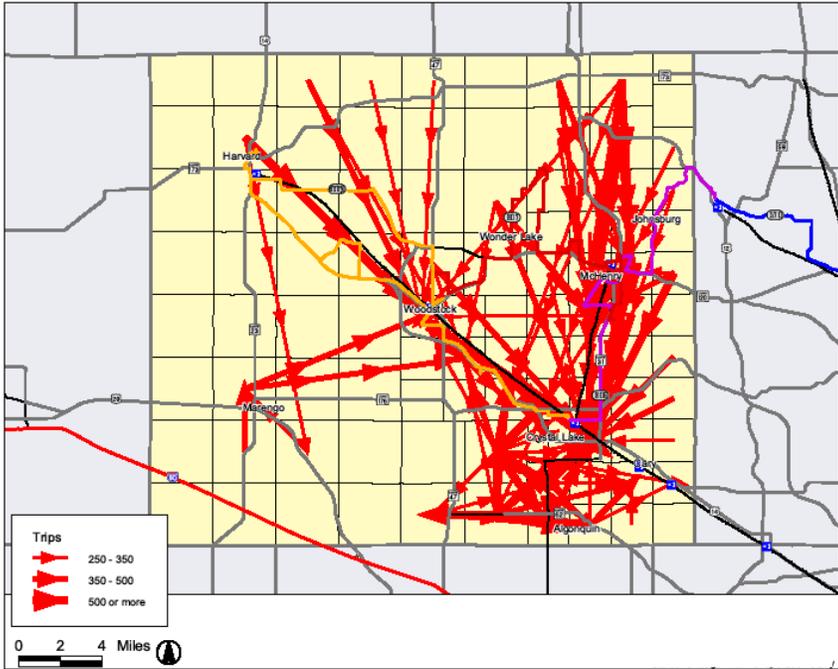


Figure 15: Home to Work Flow in McHenry County, 2030

C. Non-Work Travel

People travel within McHenry County not only to drive to work, but also to drive to destinations for non work trips (shopping, medical appointments, etc.) The origins and destinations of these flows in 1999 and 2030 are shown in Figures 16 and 17. In 1999, the non-work auto trips center around four locations: Marengo, Woodstock, McHenry and the Crystal Lake/ Algonquin/Cary area. Each of these zones has significant numbers of trips occurring in and around the area, as well as trips between areas, with the exception of Marengo which only has large numbers of trips occurring in the surrounding area.

By 2030, the four locations from 1999 are still major attractors of non work trips. However, there are also new locations attracting and generating large numbers of trips. In 2030, Harvard appears as both a generator and attractor. Trips from the surrounding area are attracted to Harvard, and trips go to Woodstock, Marengo, and locations outside of the county from Harvard. Woodstock, McHenry, and the Crystal Lake / Algonquin / Cary / Fox River Grove area continue to be both generators and attractors of non-work trips. By 2030, the flows and the number of origin zones have increased, due to an increase in population and an increase in trip attractors in these places. Also in 2030, Johnsburg and other areas in the northeast corner of the county have appeared as areas generating significant numbers of non-work trips, mainly to McHenry.

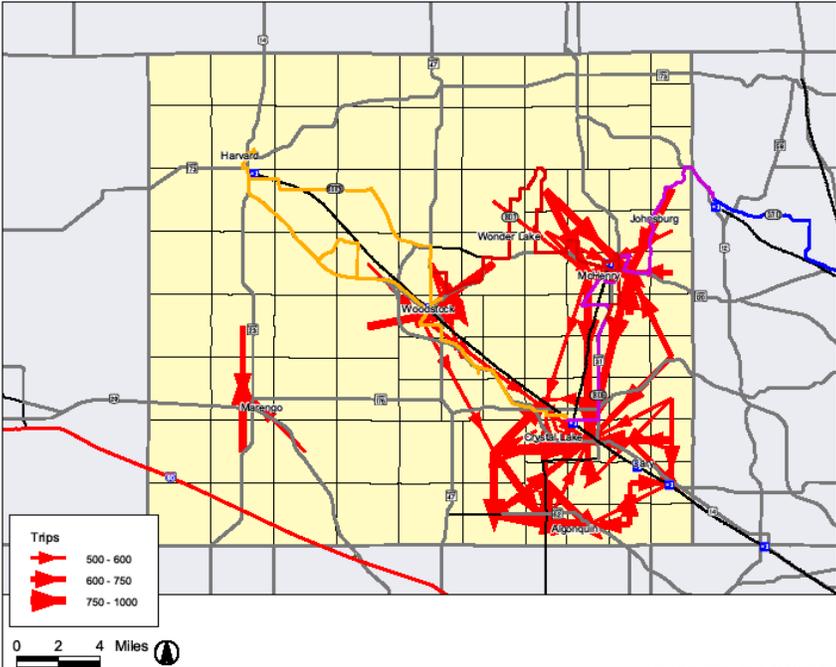


Figure 16: Home to Other Flows in McHenry County, 1999

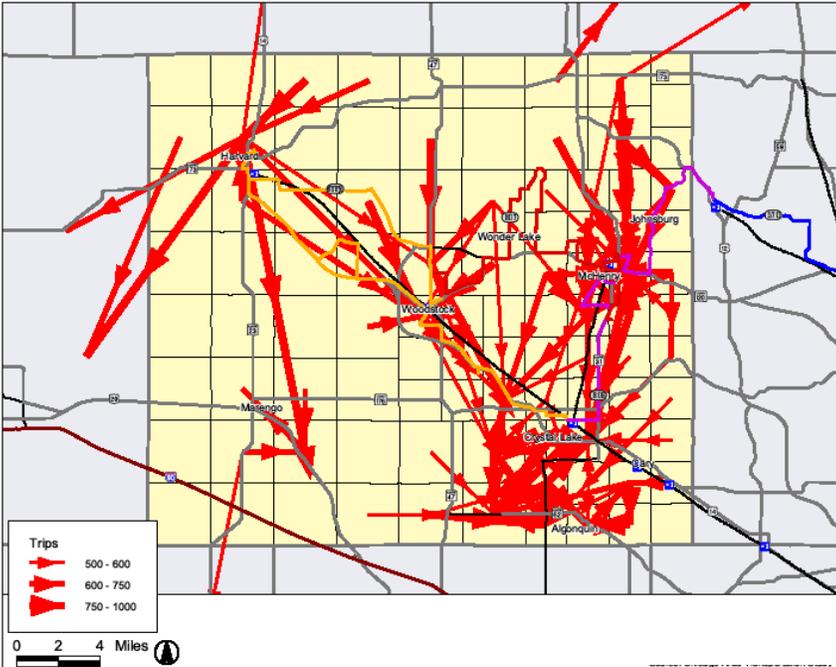
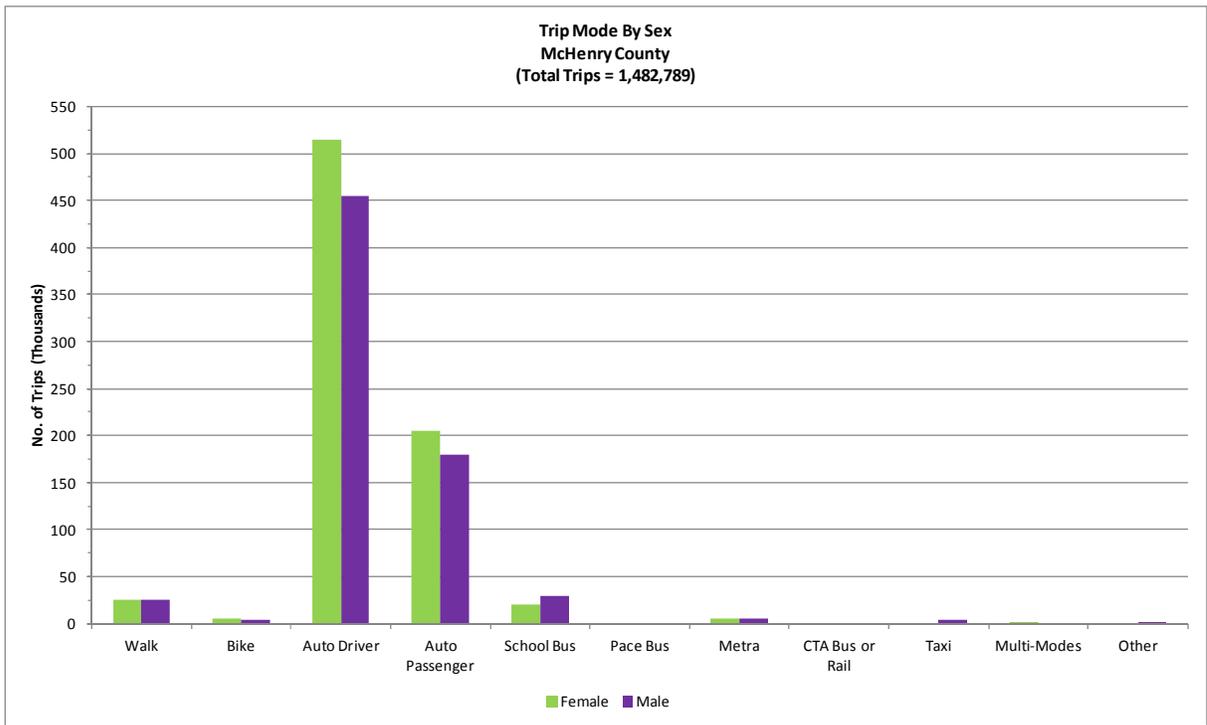


Figure 17: Home to Other Flow in McHenry County, 2030

D. Household Travel Inventory

CMAP completed a comprehensive travel and activity survey for northeastern Illinois between January 2007 and February 2008. A total of 10,552 households participated in either a 1-day or 2-day survey, providing a detailed travel inventory for each member of their household on the assigned travel day(s). The resulting distribution of the sampled population closely matched northeastern Illinois' household population by county. The survey aimed to determine large-scale travel patterns throughout the Chicago region.

Figure 18 shows the mode of travel that McHenry County residents use. Auto driver is the primary mode, followed by auto passenger, walking, and school bus.

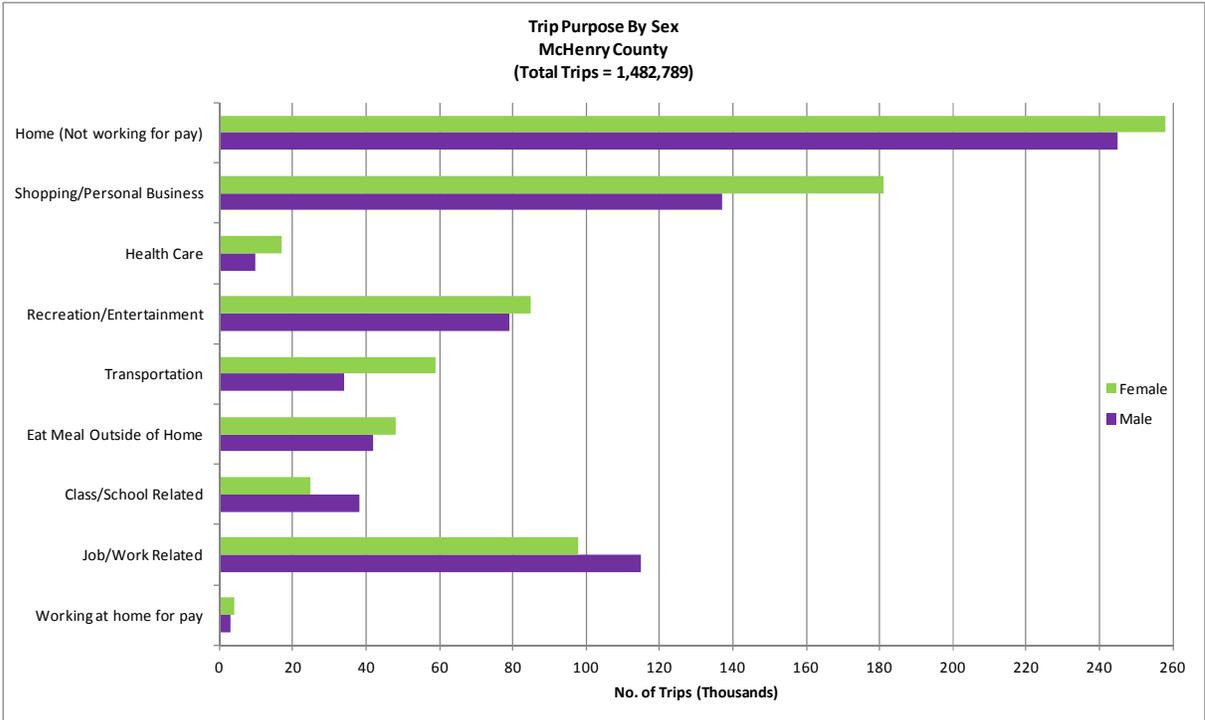


Source: CMAP Travel Tracker Survey Summary, 2010

Figure 18

CMAP's survey found that in McHenry County, Pace's biggest mode share is for health care trips. Metra's greatest mode share is for work-related trips. County residents primarily use an automobile for travel regardless of the reason for a trip.

In contrast to Figure 18, Figure 19 displays the trip purpose regardless of mode. Trips to home are predominant, followed by shopping/personal business, work-related, and recreation/entertainment. Health care trips are minimal compared to other trip purposes.



Source: CMAP Travel Tracker Survey Summary, 2010

Figure 19

The travel survey conducted by CMAP allows comparisons between McHenry County and other northeast Illinois counties. Table 6 shows that McHenry County has the greatest percentage of travelers driving alone with 84%. Metra is used by 3.3% of McHenry County residents, while the bus is used by 0.2%.

Table 6: Journey to Work Mode Choice 2008 Survey by Worker’s County of Residence

County of Residence	Drove alone	Carpool	Bus	CTA Train	Metra	Bicycle	Walk to Work	Other
Cook County	58.6%	14.3%	8.0%	7.6%	5.4%	1.6%	4.0%	0.5%
DuPage County	76.5%	9.8%	1.1%	0.4%	9.5%	0.6%	2.0%	0.1%
Grundy County	*	*	*	*	*	*	*	*
Kane County	79.0%	16.4%	1.1%	0.1%	2.7%	0.2%	0.4%	0.1%
Kendall County	*	*	*	*	*	*	*	*
Lake County	76.8%	14.9%	0.8%	0.0%	6.1%	0.0%	1.2%	0.2%
McHenry County	84.0%	10.5%	0.2%	0.2%	3.3%	0.0%	1.6%	0.2%
Will County	75.4%	17.4%	0.2%	0.1%	5.3%	0.2%	0.3%	1.0%
Region	66.2%	14.0%	5.1%	4.7%	5.7%	1.1%	2.9%	0.4%

Source: CMAP Chicago Regional Household Travel Inventory

Table 7 shows that the CMAP travel survey mode choice results are similar to census data at the county level.

Table 7: Comparison of Decennial Census and American Community Survey

	Cook		DuPage		Kane		Kendall		Lake		McHenry		Will	
	CTPP	ACS	CTPP	ACS	CTPP	ACS	CTPP	ACS	CTPP	ACS	CTPP	ACS	CTPP	ACS
Total Workers (thousands)	2,371	2,378	469	466	193	235	28	44	317	342	133	154	242	315
Drove alone	62.9	63.9	79.6	79.3	79.8	79.1	82.8	84.1	76.4	78.7	82.4	81.6	82.9	81.3
Carpool	12.2	10.0	7.6	7.2	11.5	11.3	8.8	7.9	10.2	8.4	8.6	8.2	8.3	8.6
Bus	7.8	8.9	0.3	0.4	0.9	0.6	0.2	0.2	0.6	0.8	0.3	0.4	0.4	0.4
CTA Rail	5.7	5.3	0.2	0.4	0.1	0.0	0.0	0.4	0.1	0.3	0.1	0.2	0.2	0.3
Metra	3.2	3.2	6.1	5.5	1.8	2.0	1.9	2.3	3.7	2.8	2.7	2.4	3.4	3.7
Bicycle	0.4	0.6	0.3	0.4	0.2	0.4	0.1	0.2	0.1	0.2	0.2	0.2	0.1	0.2
Walked	4.0	3.9	1.8	1.7	1.6	1.6	1.1	0.8	2.9	2.3	1.3	1.3	1.1	1.0
Other means	1.2	1.2	0.6	0.8	0.9	0.9	0.2	0.6	1.8	1.5	0.6	0.6	0.6	0.9

Sources: 2000 Decennial Census (CTPP) and 2005-2007 American Community Survey (ACS).

Source: CMAP

The travel patterns in McHenry County pose challenges to successful transit service in the county. Given that the automobile is the primary mode of travel, transit improvements can fill needs for those who cannot travel by automobile or would prefer to use alternative modes.

V. Existing Transit Services

A. Pace Fixed Route Services

Pace operates three fixed route buses in McHenry County (see Figure 20). These routes have been operating in McHenry County since the 1960s prior to the creation of Pace. They are:

- **Route 806- Crystal Lake to Fox Lake** – This route provides rush hour service during the weekday between Crystal Lake and Fox Lake via McHenry and Johnsburg. Service is provided to Horizons, Pioneer Center, Centegra Medical Center, McHenry H.S. West Campus, McHenry H.S. East Campus and Fox Lake Town Centre. The Metra Stations in Crystal Lake and Fox Lake are also served by this route. Midday service is provided by Paratransit. There is no weekend service.
- **Route 807 – Woodstock to McHenry via Wonder Lake** – This route provides weekday rush hour service between Woodstock and McHenry via Wonder Lake. Service is provided to McHenry County Courthouse, McHenry City Hall, McHenry Commons, McHenry Market Place, Marion Central High School and the Metra Stations in Woodstock and McHenry. Midday service is provided by Paratransit. There is no weekend service.
- **Route 808- Crystal Lake to Harvard** – This route provides rush hour service between Crystal Lake and Harvard via Woodstock. Service is provided to Harvard Community Hospital, Memorial Hospital (Woodstock), McHenry County Senior Citizens Council, McHenry County College and the Metra Stations in Harvard, Woodstock and Crystal Lake. Midday service is provided by Paratransit. There is no weekend service.

Table 8 shows the service frequency of each of the routes:

Table 8: Fixed Route Service Frequency

Pace Route Service Frequency	
	Weekday
Route 806- Crystal Lake to Fox Lake	AM Peak: Three trips PM Peak: Two trips Midday: Paratransit service
Route 807 – Woodstock to McHenry via Wonder Lake	AM Peak: Two trips EB, three trips WB PM Peak: Two trips Midday: Paratransit service
Route 808- Crystal Lake to Harvard	AM Peak: Three trips PM Peak: Three trips EB, four trips WB Midday: Paratransit service

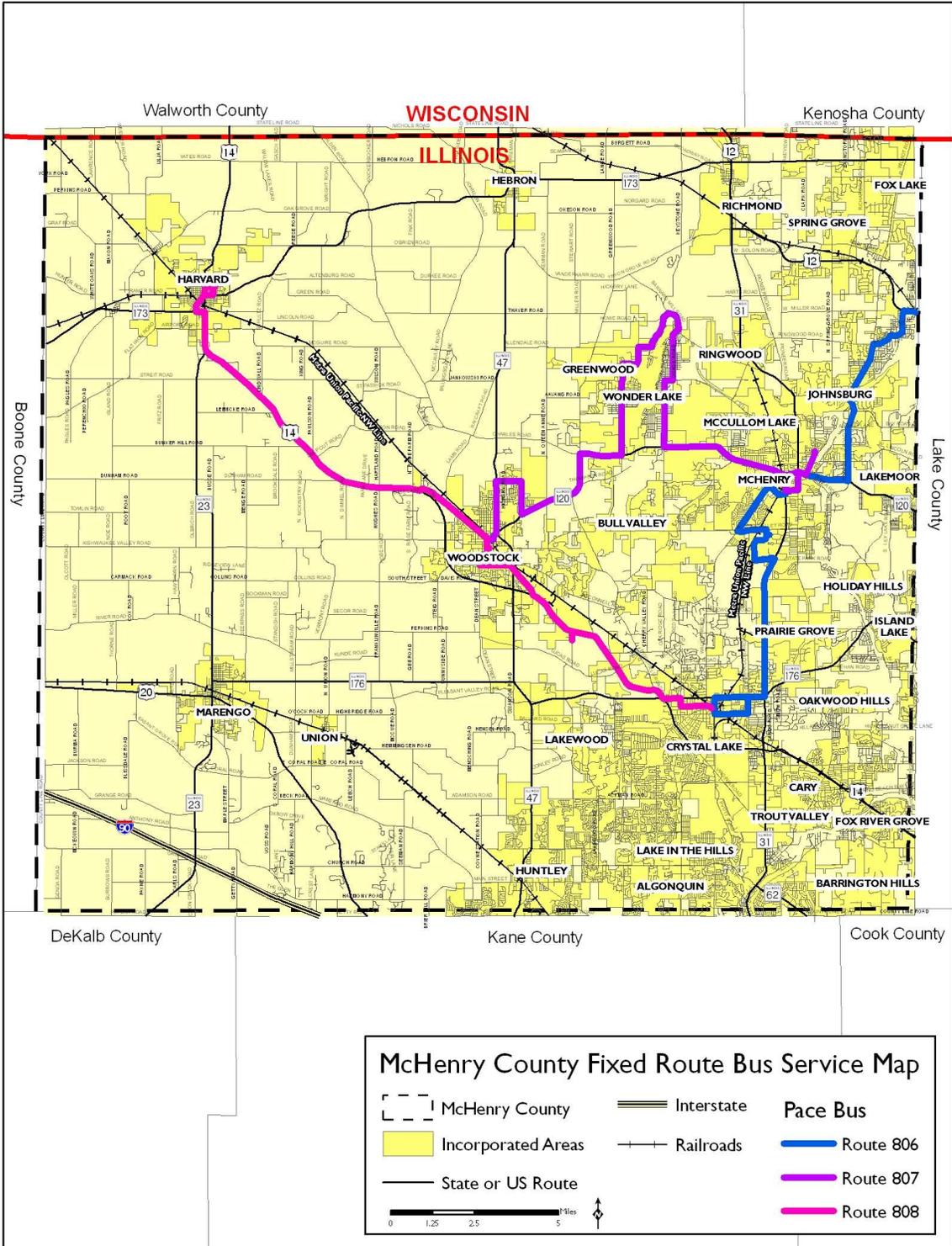


Figure 20

Monthly ridership for 2010 and 2011 on the three Pace routes is shown in Table 9. As shown, ridership on all three of the routes has increased between 2010 and 2011 between 17 and 18 percent for the period January to October. Overall ridership for 2011 is the lowest on Route 806 at 13,089 total riders for the ten month period. Ridership on Route 807 is slightly higher than ridership on Route 208.

Pace operates a flag stop system for bus routes within the study area. Buses may stop upon signal to the driver at any intersection along the route where it is safe to do so. Heavier utilized stops are typically marked with a bus stop sign and sometimes a passenger shelter. Manual on-off counts for each of these routes are available and will be analyzed during the next phase of the study to determine where there are more boardings and alightings along the route. This information will be used to recommend any routing adjustments to the fixed route services.



Table 9: Total Monthly Ridership 2010-2011 on Pace Fixed Routes

Route	Year	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Sub Total	Nov	Dec	TOTAL
806	2010	951	1,006	1,116	1,073	967	1,139	1,159	1,139	1,309	1,370	11,229	1,200	1,427	13,856
806	2011	1,090	947	1,201	1,304	1,382	1,529	1,387	1,514	1,484	1,251	13,089	Not Available		
	% Change	+14.6	-5.9	+7.6	+21.5	+42.9	+34.2	+19.7	+32.9	+13.4	-8.7	+16.6			
807	2010	1,614	1,552	1,510	1,400	1,270	1,074	1,333	1,074	1,491	1,608	13,926	1,613	1,436	16,975
807	2011	1,699	1,504	1,844	1,585	1,843	1,568	1,395	1,656	1,684	1,636	16,414	Not Available		
	% Change	+5.0	-3.0	+22.1	+13.2	+45.1	+46.0	+4.6	+54.2	+12.9	+1.7	+17.9			
808	2010	1,217	1,330	1,413	1,417	1,096	1,154	1,247	1,154	1,739	1,814	13,581	1,702	1,491	16,774
808	2011	1,543	1,528	1,831	1,603	1,673	1,337	1,176	1,481	2,026	1,824	16,022	Not Available		
	% Change	+26.8	+14.9	+29.5	+13.1	+52.6	+15.9	-5.7	+28.3	+16.5	+6	+18.0			

B. Demand Response Services

Demand response service requires that a passenger reserve a ride in advance. Unlike fixed-route service, in which buses travel the same route in a regular pattern and pick up any waiting passengers, demand response vehicles make only pre-arranged trips for riders who are eligible for the particular service. Demand response services in McHenry County are shown in Figures 21-23. A series of three maps is used for clarity to clearly show services that overlap one another.

There are two types of demand response service, listed below operating in McHenry County - Dial-a-Ride and ADA Paratransit. Pace sponsors some demand response services completely. For other local townships and municipality operated service, Pace provides some subsidy. Pace-operated demand response services in McHenry County are dispatched centrally from a facility in McHenry.

I. Pace Operated Dial-a-Ride Services

Pace operates the following dial-a-ride services in McHenry County:

- City of Crystal Lake Dial-A Ride
- City of Marengo
- City of McHenry
- McHenry County Pilot Program
- Midday Intercommunity Dial-A Ride
- Pioneer Center
- Southeast McHenry County
- City of Woodstock

Funding for these services vary. The Pioneer Center purchases the service from Pace. For the municipal services of Crystal Lake, City of McHenry, Southeast McHenry, Marengo and Woodstock, Pace operates the service but the municipalities cost share and provide subsidies. For the McHenry County Pilot Program, the McHenry County Department of Transportation pays for the service. Pace pays for the Midday Intercommunity service and the Southeast McHenry County service.

Pioneer Center rides are strictly for their clients and mainly for work trips. The rest of the services are provided for the general public for any trip destination. For all of these services, Pace provides “cutaway vans” for service. These vans seat 12 persons and have a wheelchair lift.

Table 10 displays all of the data on the Pace operated dial-a-ride services. Additional information is provided after the table for the Midday Intercommunity Dial-a Ride service and the McHenry County Pilot Program.

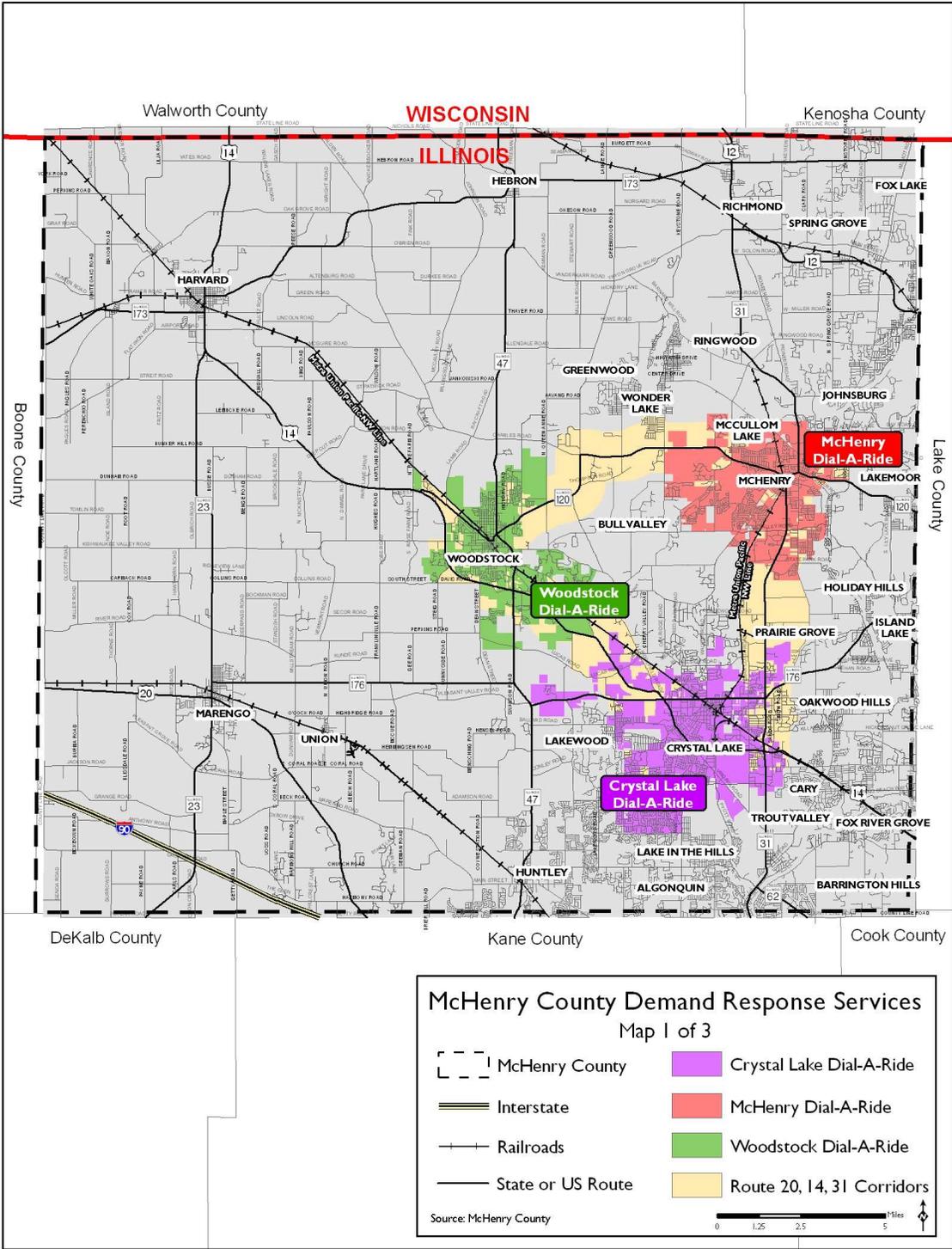


Figure 21

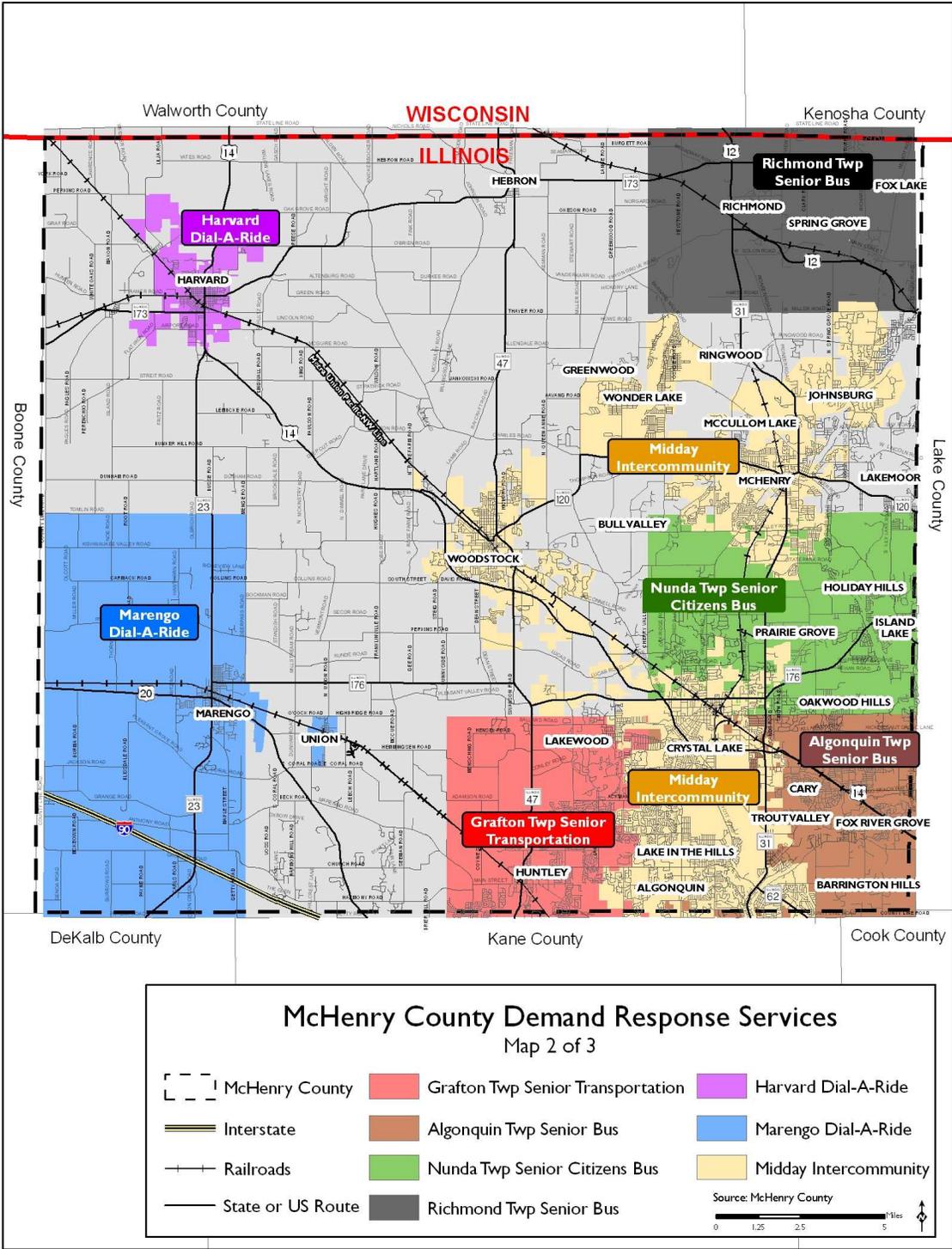


Figure 22

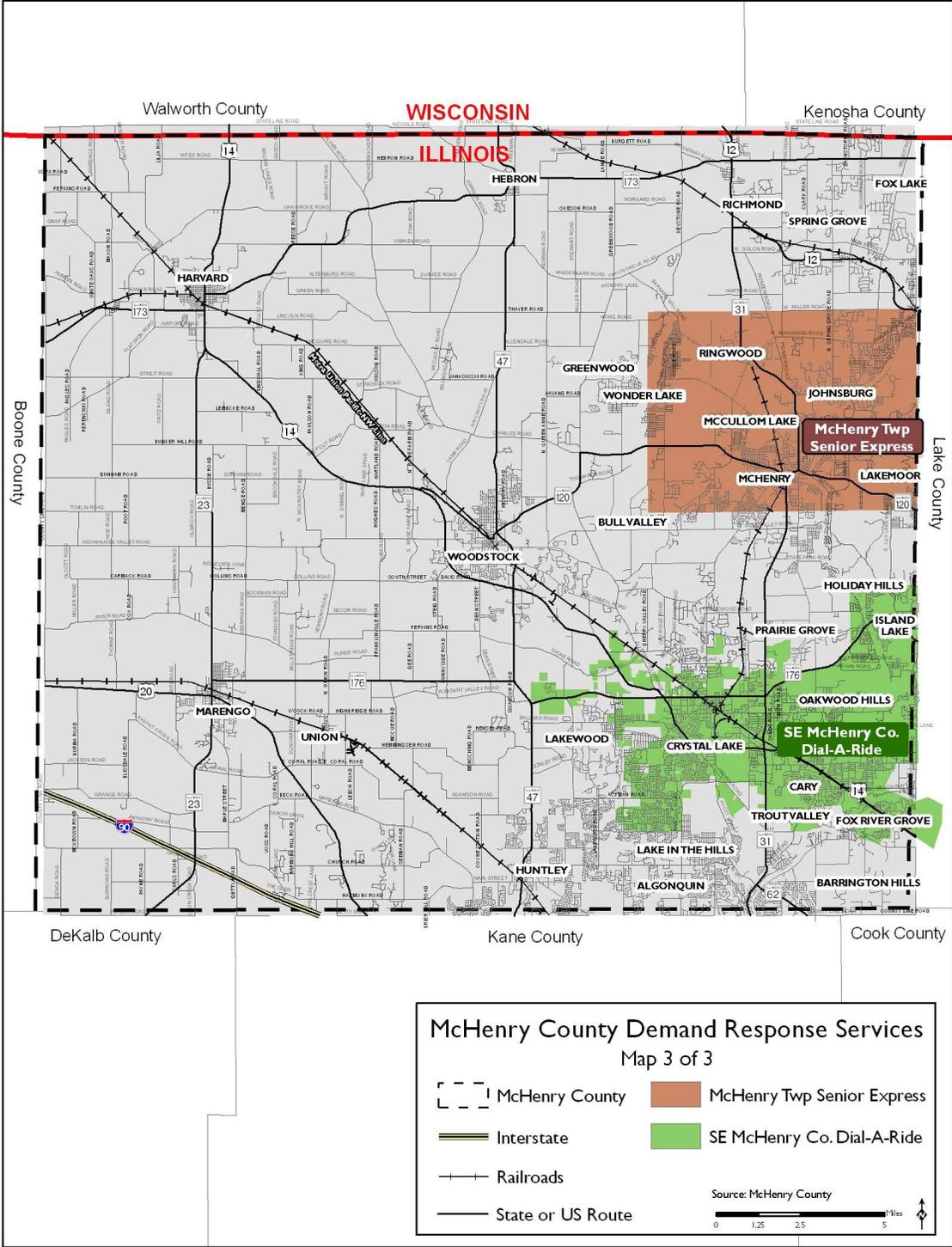


Figure 23

Table 10: Pace Dial-a-Ride Services

SERVICE NAME	SERVICE AREA	SERVICE HOURS	ELIGIBILITY	FARES	ADVANCED CALL-IN REQUIREMENTS
City Crystal Lake	City of Crystal Lake	M-F, 6:00 AM-6:30 PM; Sat. 9:00-4:30 PM	General Public	Seniors/disabled/students: \$0.75; others: \$1.50	30 minutes
City of Marengo	City of Marengo, Marengo Township, Riley Township, Village of Union	M-F, 9:00AM-5:00 PM SAT, 8:00 AM-12:00 PM	General Public	Seniors/disabled/students: \$0.75; others: \$1.50	1 hour weekday 1 day Saturdays
City of McHenry	City of McHenry and portions of McHenry Township	M-F, 6:30 AM-6:00 PM; Sat. 9:00 AM-4:30 PM (city only)	General Public	Seniors/disabled/students: \$0.75; others: \$1.75	1 hour
McHenry County Pilot Program	City of Crystal Lake, City of McHenry, City of Woodstock, Dorr Township, McHenry Township, Fox Lake Metra Station, Valley-Hi Nursing Home, McHenry County Division of Transportation, and points in between	M-F, 6:00 AM-7:00 PM; Sat. 9:00 AM-5:00 PM	General Public; Disabled and Senior only for Dorr Township and McHenry Township	\$3.00	M-F, up to 7 days in advance
Midday Intercommunity	Between Crystal Lake and Spring Hill Mall, including Algonquin and Lake-in-the-Hills east of Frank Rd. only; between Crystal Lake and McHenry; between Woodstock, McHenry, Wonder Lake and Crystal Lake; and between Woodstock and Crystal Lake.	M-F, 9:00AM-3:00 PM	General Public	Seniors/disabled/students: \$1.00; others: \$2.00	1 day
Pioneer Center	Throughout the County	M-F, 6:30 AM – 5:30 PM	Clients of Pioneer Center	\$2.00	Subscription service
Southeast McHenry County	Within and between Cary, Fox River Grove and the area defined as west of the McHenry/Lake County border, north of Three Oaks Road, east of Pingree Road, and a line south and east of Route 176, Hiline Road and Sunset Drive, to and from Crystal Lake	M-F, 6:00 AM-5:00 PM	General Public	Seniors/disabled/students: \$1.00; others: \$2.00	1 day
City of Woodstock	City of Woodstock	M-F, 6:00AM-4:30 PM SAT, 9:00 AM-2:30 PM	General Public	Seniors/disabled: \$1.00; students: \$1.50; others: \$2.00	1 day, M-F SAT- reservation made M-F

Midday Intercommunity Service

The Midday Intercommunity service is a dial-a-ride service provided during the midday for the communities whom are normally served by Pace fixed route. Historically, there has not been enough demand to provide fixed route all day. This service operates between Crystal Lake and Spring Hall 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.

McHenry County Pilot Program

The pilot program began service in February 2010 as part of the implementation of the 2005 McHenry County Transit Plan in response to a need to provide services between communities. This program is an overlay service between existing community dial-a-rides operated by Pace for the communities of Crystal Lake, McHenry and Woodstock, and is available to the general public. The service also provides additional opportunities for seniors and people with disabilities in McHenry Township and unincorporated Dorr Township. The overlay service enables more options for travel between those areas and expands the service area and hours of service. Community dial-a-rides in each of those communities continue to operate independently of the pilot program. The hours of operation for the county service are Monday – Friday, 6:00 a.m. to 7:00 pm. and Saturday from 9:00 a.m. to 5:00p.m.. There is no Sunday service. Users of the service must be on the County’s registration list.

Ridership for 2010 and the first 10 months of 2011 for the Pace operated services is shown in Table 11. Ridership in Crystal Lake and Woodstock is down significantly. The drop in ridership in these two communities is most likely the result of the County Pilot Program which serves both of these communities and provides residents with the opportunity to travel outside their communities and thus allowing for more flexibility and longer service hours. Ridership for the City of McHenry which also is served by the Pilot Program, however, has increased 6.6%. Ridership has increased for all other services.

Figure 24 shows the trips that were made on the Pilot Program for the month of September, 2011. As shown, the trips with the greatest number (over 850 trips) are between Woodstock and Crystal Lake. Other significant trip patterns (300 to 850) are between McHenry and Woodstock, McHenry and Crystal Lake, McHenry and Wonder Lake, and Wonder Lake to Johnsburg.

2. Future MCRide Service

The County’s Pilot Program and the dial-a-ride services in Crystal Lake, McHenry, and Woodstock will be combined into a new service called MCRide in February 2012. This service will be supported through Job Access and Reverse Commute and New Freedom grants administered by the RTA. Trip reservations will be allowed between 24 hours and one hour in advance. Service hours will be weekdays 6:00 AM – 7:00 PM and Saturdays 9:00 AM – 5:00 PM. The general public will be able to travel to and from incorporated areas of Crystal Lake, McHenry, and Woodstock; Valley Hi Nursing Home and McHenry County Division of Transportation; Fox Lake Metra station; and within three-quarters of a mile of Route 120 between Woodstock and McHenry, Route 14 between Woodstock and Crystal Lake, and Route 31 between Crystal Lake and McHenry. In addition, seniors and people

with disabilities will be eligible for trips to all the previously mentioned service areas, as well as to Greenwood Township, McHenry Township, and Unincorporated areas of Dorr Township.

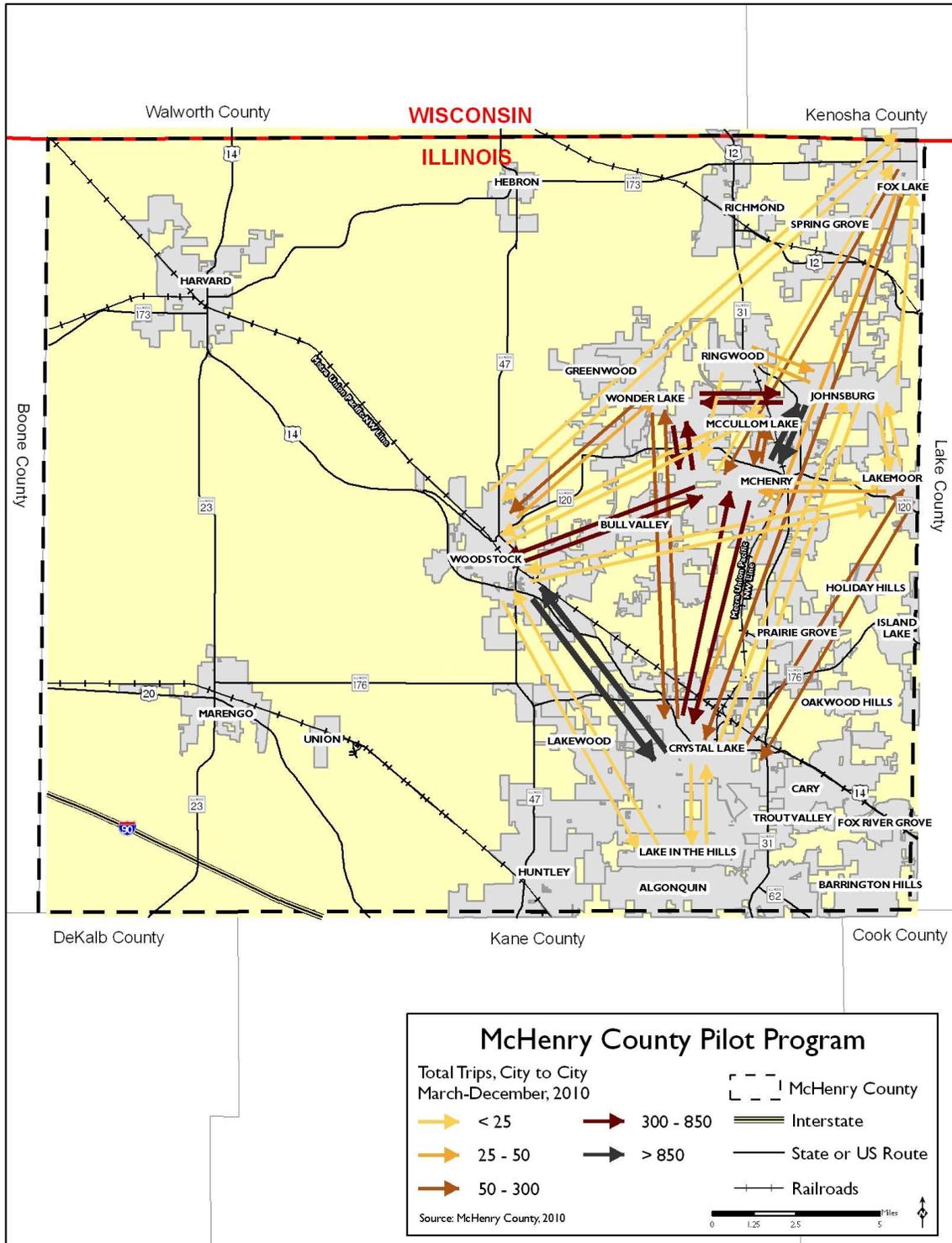


Figure 24

3. Other Dial-A-Ride Services

Other communities and townships in the county pay for and operate their own dial-a-ride services. These services are listed below and their service characteristics are listed in Table 12.

- Algonquin Township Senior Bus
- Grafton Township Senior Transportation
- City of Harvard
- McHenry Township Senior Express
- Nunda Township Senior Citizens Bus
- Richmond Township Senior Bus

For the Harvard service, the city operates the service but Pace provides a small annual subsidy and one vehicle to use to operate the service. For the McHenry Township Senior Express service, Pace provides the vehicles and also takes the reservation calls in their call center.

Table 11: 2010-2011 Total Monthly Ridership

Service	Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	SUBTOTAL	Oct	Nov	Dec
Crystal Lake	2010	4,287	3,953	3,986	3,496	3,132	3,393	3,454	3,842	3,659	3333,202	3,536	3,358	3,548
	2011	3,677	3,189	3,618	3,098	2,828	2,759	2,544	3,022	3,246	27,981	3,425	Not available	
	% change	-14.2	-19.3	-9.2	-11.4	-9.7	-18.7	-26.3	-21.3	-11.3	-15.8	-3.1		
Marengo	2010	236	211	237	270	209	209	214	208	215	2,009	227	265	238
	2011	251	182	244	188	240	230	229	232	247	2,043	Not available		
	% change	+6.4	-13.7	+3.0	-30.4	+14.8	+10.0	+7.0	+11.5	+14.9	+1.7			
City of McHenry	2010	2,648	2,617	2,893	2,846	2,695	2,929	2,855	2,928	2,777	25,188	2,687	2,800	2,945
	2011	2,765	2,508	3,192	2,876	2,869	3,075	2,680	3,163	2,984	26,112	3,172	Not available	
	% change	+4.4	-4.2	+10.3	+1.1	+6.5	+5.0	-6.1	+8.0	+7.5	+3.7	+18.0		
McHenry County Pilot Program	2010		229	626	665	691	799	709	819	875	5,413	800	719	609
	2011	692	726	881	830	788	881	850	992	1,025	6,973	1,292	Not available	
	% change	N/A	+217.0	+40.7	+24.8	+14.0	+10.3	+19.9	+21.1	+17.1	+28.8	+61.5		
Midday Intercommunity	2010	979	856	902	734	675	307	785	770	677	6,685	838	725	649
	2011	1,057	946	1,303	1,161	1,204	1,265	1,343	2,047	1,857	12,183	Not available		
	% change	+8.0	+10.5	+44.5	+58.1	+78.4	+312.0	+71.1	+165.8	+174.3	+82.2			
Pioneer Center	2010	3,300	3,403	3,329	3,508	3,327	3,600	3,671	3,634	3,584	31,356	3,567	3,470	2,860
	2011	3,418	3,049	3,992	3,457	3,427	3,697	3,257	3,842	3,462	31,601	Not available		
	% change	+3.6	+10.4	+19.9	-1.5	+3.0	+2.7	-11.3	+5.7	-3.4	+0.8			
Southeast McHenry	2010	517	534	612	588	613	586	487	522	627	5,086	642	623	578
	2011	574	530	674	614	608	544	501	646	678	5,369	Not available		
	% change	+11.0	-0.7	+10.1	+4.4	-0.8	-7.2	+2.9	+23.8	+8.1	+5.6			
Woodstock	2010	2,572	2,111	1,916	1,855	1,669	1,513	1,605	1,486	1,586	16,313	1,485	1,423	1,544
	2011	1,579	1,371	1,482	1,370	1,405	1,365	1,248	1,344	1,468	12,632	1,557	Not available	
	% change	-38.6	-35.0	-22.7	-26.2	-15.8	-9.8	-22.2	-9.6	-7.4	-22.6	+4.8		

Table 12: Other Dial-a-Ride Services

SERVICE NAME	SERVICE AREA	SERVICE HOURS	ELIGIBILITY	FARES	ADVANCED CALL-IN REQUIREMENTS
Algonquin Township Senior Bus	Algonquin Township	M-F, 7:00 AM-4:00 PM	Seniors and Disabled	\$2.00 one way	Minimum 24 hrs in advance
Grafton Township Senior Transportation	Grafton Township and Village of Huntley	M-F, 9:00 AM-3:00 PM	Seniors and Disabled	\$1.00-\$3.00 one way based on destination	Minimum 24 hrs in advance
Harvard Dial-A-Ride	City of Harvard	T-TH, 9:00 AM-3:00 PM	General Public	Seniors/disabled/students: \$1.00; others: \$2.00	30 minutes
McHenry Township Senior Express	McHenry Township area	M-F, 8:00 AM-3:00 PM	Seniors	\$1.00 one way	Minimum 24 hrs in advance
Nunda Township Senior Citizens Bus	Nunda Township	M-F, 7:00 AM-2:00 PM	Seniors and Disabled	\$1.00 one way	Minimum 24 hrs in advance
Richmond Township Senior Bus	Richmond Township	M-F, 8:00 AM-3:30 PM	Seniors	\$2.00-\$5.00 round trip based on destination	Minimum 24 hrs in advance

4. Specialized Services

In addition to the dial-a-ride-services provided by Pace, townships, and municipalities, there are a variety of non-profit or social service agencies that also provide paratransit services for their clients. These specialized services are shown in Table 13. They provide service during various hours and locations throughout the County.

Table 13: Information on Specialized Services

Service Name	Service Area	Eligibility
Centegra Patient Express	varies	Centegra Health Systems Patients.
Faith in Action	McHenry County/Sun City	Seniors
Family Alliance Transportation	McHenry County	Clients of day health services
Family Alliance Medcar and Service Car	McHenry County-from home to medical appointments	Public aid certified clients in McHenry County
Good Shepherd Courtesy Van	Home to Good Shepherd Hospital	Patients of Good Shepherd Hospital in wheelchairs
Hebron Community Bus Service	Village of Hebron and surrounding area	General public, 16 years and older
Northern IL Special Recreation Association	varies	Participants in NSRA programs
Pioneer Center and PADS Transportation	varies	Clients
Senior Services Associates	varies	Seniors
Veterans Assistance Commission	To North Chicago VA Hospital	Honorably discharged veterans living in McHenry County

5. ADA Paratransit

ADA paratransit service is required by the federal Americans with Disabilities Act. Only persons who are certified by the Regional Transportation Authority as a person with a disability are eligible to ride this service. Trips are only provided at the same times and within the same geographic areas as fixed route bus service. ADA paratransit service operates within a ¾ mile corridor around each fixed route, and is available during the same days and hours as bus service is.

This service is very limited in actual numbers of trips provided in McHenry County most likely because most demand is covered by the other dial-a-ride services in the County. Pace reports that the ADA paratransit service only accommodates one or two riders per day

C. Metra Services

Metra provides commuter service in the six county area. The Union Pacific-Northwest (UP-NW) Line provides service between Downtown Chicago and McHenry County. The train line operates from the Ogilvie Transportation Center to the City of Crystal Lake at which point it divides into two branches, with one branch continuing to travel northwest with a terminal station at Harvard and the other branch traveling directly north with a terminal station at McHenry. Refer to Figure 25.

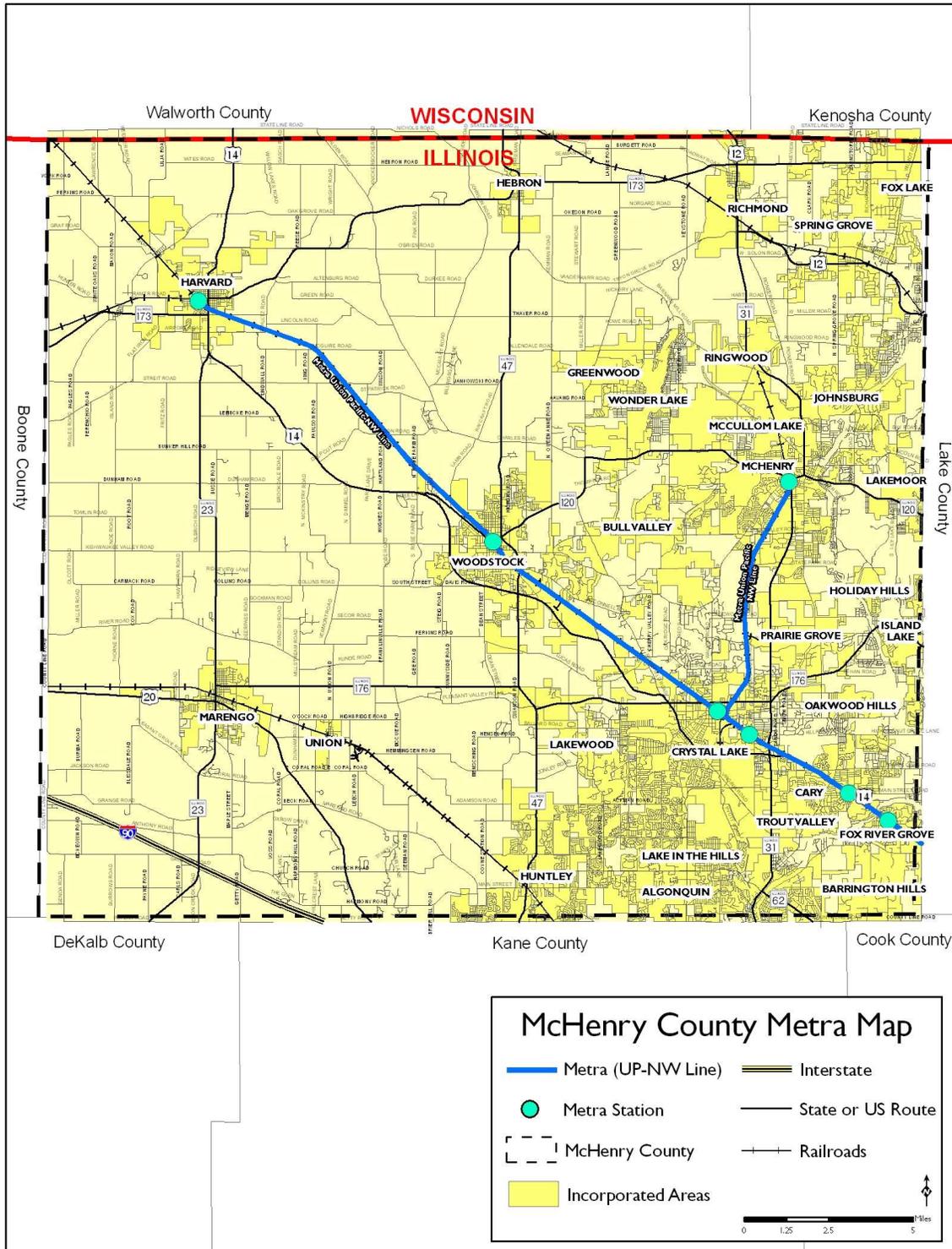


Figure 25

Stations along the UP-NW Line in McHenry County are located in Harvard, Woodstock, Crystal Lake, Pingree Road, McHenry, Cary, and Fox River Grove.

Service operates daily inbound to Chicago starting at 4:47 a.m., 5:47 a.m. and 5:50 a.m. from Crystal Lake, Harvard, and McHenry, respectively. Service from Crystal Lake inbound to Chicago is provided on a very frequent basis during the AM peak period and then hourly during the midday through evening until 9:00 p.m., at which point there is a three hour gap with the last train leaving from Crystal Lake to Downtown at 12:15 a.m. Service beginning at the terminal stations of Harvard and McHenry is not offered as frequently as from Crystal Lake. Service is approximately every 45 minutes in the AM peak leaving Harvard and then every three hours during the midday. Service from McHenry is only offered via three inbound trains in the A.M. during the weekday. There is no other service offered from the City of McHenry during any other parts of the day or evening.

Inbound service on Saturdays is provided on an hourly basis from Crystal Lake, every one to two hours from Woodstock, and at a similar frequency from Harvard. Service is provided every two hours on Sundays from Harvard. The train does not serve the McHenry Station on either Saturdays or Sundays.

Outbound service on the UP-NW Line from the Ogilvie Transportation Center begins at 5:55 a.m. arriving in McHenry at 7:30 a.m.. The first train to serve Harvard leaves Ogilvie Transportation Center at 7:30 a.m. arriving Harvard at 9:20 a.m. Service is provided hourly outbound throughout the midday, and then increases during the PM peak with the last outbound train leaving Downtown at 11:30 p.m. arriving in Crystal Lake at 12:55 a.m. Ten outbound trains serve the Harvard Station. There is very limited service to McHenry with only three PM outbound trains serving that station. On Saturdays, service is provided every hour to two hours to Harvard, with the last train leaving Downtown at 12:30 a.m. arriving in Harvard at 2:20 a.m.. Outbound service on Sundays is every two hours starting at 10:30 a.m. from Ogilvie Transportation Center with the last train leaving at 12:30 a.m. arriving at Harvard at 2:20 a.m. No trains stop at McHenry Station on the weekends.

The Metra Milwaukee District North (MD-North) Line provides service through Lake County which is adjacent to McHenry County on the east. . There is a station stop in Fox Lake, a village which is partially in McHenry County and partially in Lake County. The station is located at Nippersink Boulevard and Grand Avenue. The first inbound train leaves Fox Lake at 4:46 a.m. arriving downtown at 6:19 a.m.. Service is frequent during the AM rush but tapers down significantly during the midday and evening hours with a three hour gap between trains. Service inbound on Saturday is approximately every hour until 4:45 p.m. at which time there is a four hour gap in service until the next train. The last inbound train leaves Fox Lake at 10:25 p.m. On Sundays, service during the morning and afternoon from Fox Lake varies between every hour to two hours, until 4:45 p.m. when there is a four hour gap until the evening service resumes at 8:25 p.m.

The first outbound train leaving Chicago Union Station during weekday mornings with a terminus in Fox Lake is at 7:01 a.m. arriving in Fox Lake at 8:36 a.m. Trains continue to serve Fox Lake every two hours in the AM. until 4:40 p.m. when outbound trains to Fox Lake become more frequent during the PM rush, leaving from approximately every five minutes to twenty minutes. In the evening, service becomes hourly, with the last train leaving Downtown at 12:25 a.m. arriving at 1:59 a.m. On

Saturdays, outbound service is every hour to two hours with the first train leaving Downtown at 8:35 a.m. and the last train leaving at 12:25 a.m. On Sundays, service is approximately every two hours, with the same range of service as on Saturdays.

I. Ridership

Table 14 shows weekday ridership from 2006 on the Union Pacific–NW Line. As shown, of the seven McHenry County stations, ridership is greatest out of the Crystal Lake Station. The other communities rank as following for greatest to least inbound boardings:

- Crystal Lake
- Cary
- Pingree Road
- Woodstock
- Fox River Grove
- Harvard
- McHenry

Table 15 shows Average Daily Boardings Over Time. Boardings over time show that average daily boardings in 2006 are significantly greater than boardings in 1983 except at McHenry when boardings are the same. Ridership at most of the stations continued to grow consistently between 1983 and 2006. The Pingree Road Station opened in 2006.

TABLE 14: 2006 Weekday Ridership on Metra- UP/NW Line

Station	Mile Post	Inbound Trains		Outbound Trains		All Trains	
		Ons	Offs	Ons	Offs	Ons	Offs
Harvard	63.1	274	0	0	280	274	280
Woodstock	51.6	443	8	13	416	456	424
McHenry	50.6	101	0	0	94	101	94
Crystal Lake	43.2	1,337	39	33	1,360	1,370	1,399
Pingree Road	41.7	573	11	8	590	581	601
Cary	38.6	969	22	19	918	988	940
Fox River Grove	37.3	415	9	7	408	422	417
Barrington	31.9	1,642	96	82	1,703	1,724	1,799
Palatine	26.4	1,993	96	112	1,939	2,105	2,035
Arlington Park	24.4	1,531	80	83	1,554	1,614	1,634
<i>Arlington Heights Transfer</i>	22.8	0	0	89	89	89	89
Arlington Heights	22.8	2,181	122	136	2,199	2,317	2,321
Mount Prospect	20.0	1,496	85	94	1,484	1,590	1,569
Cumberland	18.6	346	56	47	368	393	424
<i>Des Plaines Transfer</i>	17.1	10	10	70	70	80	80
Des Plaines	17.1	890	229	195	833	1,085	1,062
Dee Road	15.0	427	14	19	391	446	405
Park Ridge	13.5	770	124	127	730	897	854
Edison Park	12.6	498	44	38	505	536	549
Norwood Park	11.4	245	58	44	274	289	332
Gladstone Park	10.1	102	10	1	70	103	80
Jefferson Park	9.1	416	350	370	401	786	751
Irving Park	7.0	282	224	213	303	495	527
Clybourn	2.9	290	702	479	186	769	888
Ogilvie Transportation Center	0.0	0	14,842	14,886	0	14,886	14,842
Total Passengers		17,231	17,231	17,165	17,165	34,396	34,396
Passenger Miles			403,825		425,012		828,837
Average Trip Length			23.4		24.8		24.1

Source: Metra. Count conducted Thursday, November 9, 2006 (Trip length shown in miles)

Table 15: Metra UP-NW Line Average Daily Boardings Over Time

Station	MP	1983	1985	1987	1989	1991	1993	1995	1997	1999	2002	2006
McHenry	50.6	101	74	199	115	131	179	162	154	159	140	101
Harvard	63.1	84	104	112	140	170	181	235	203	222	259	274
Hartland	56.0	7	--	--	--	--	--	--	--	--	--	--
Woodstock	51.6	166	183	308	289	327	365	357	314	349	415	456
Crystal Lake	43.2	907	954	1,084	1,105	1,248	1,316	1,463	1,495	1,501	1,579	1,370
Pingree Road	41.7	--	--	--	--	--	--	--	--	--	--	581
Cary	38.6	457	478	516	615	732	853	973	899	951	1,035	988
Fox River Grove	37.3	209	195	228	321	350	367	359	370	428	449	422
Barrington	31.9	1,564	1,631	1,945	1,838	1,748	1,859	1,831	1,758	1,745	1,724	1,724
Palatine	26.4	1,632	1,586	1,919	2,104	2,010	2,092	1,957	2,092	2,091	1,894	2,105
Arlington Park	24.4	1,430	1,479	1,834	1,845	1,829	1,945	1,957	1,980	1,904	1,665	1,614
Arlington Heights	22.8	2,764	2,727	2,953	3,179	3,129	3,001	2,833	2,572	2,579	2,496	2,317
Mount Prospect	20.0	2,146	2,220	2,253	2,147	2,073	2,055	1,899	1,754	1,804	1,655	1,590
Cumberland	18.6	685	567	546	604	537	559	543	520	523	393	393
Des Plaines	17.1	1,145	1,141	1,159	1,252	1,146	1,237	1,117	1,111	1,148	991	1,085
Dee Road	15.0	397	373	432	416	403	489	428	389	438	388	446
Park Ridge	13.5	908	850	801	917	818	900	820	874	922	932	897
Edison Park	12.6	383	328	360	425	402	544	518	541	547	593	536
Norwood Park	11.4	218	195	170	244	239	307	320	273	329	269	289
Gladstone Park	10.1	81	81	67	94	97	138	119	111	129	124	103
Jefferson Park	9.1	441	434	537	548	583	736	740	706	719	749	786
Irving Park	7.0	175	196	225	248	257	407	414	376	408	451	495
Clybourn	2.9	272	261	305	466	408	486	575	460	531	529	769
Ogilvie Transportation Center	0.0	13,737	13,517	15,037	15,778	15,809	16,516	15,954	15,253	15,603	14,542	14,886
Total UP Northwest		29,909	29,574	32,990	34,690	34,446	36,532	35,574	34,205	35,030	33,272	34,227

Table 16 shows the trains with the greatest inbound boardings. As indicated, the three trains with the highest boardings leave Harvard at 5:46 a.m., 6:22 a.m. and 7:08 a.m. respectively.

Table 16: Trains With Highest Inbound Boardings

Station	Train: Depart: Arrive Downtown: Mile Post	610 5:47 AM 7:22 AM		620 6:22 AM 8:01 AM		630 7:08 AM 8:41 AM	
		Ons	Offs	Ons	Offs	Ons	Offs
Harvard	63.1	57		51		68	
Woodstock	51.6	108	0	103	0	83	0
McHenry Branch	50.6						
Crystal Lake	43.2	214	11	164	7	186	4
Pingree Road	41.7						
Cary	38.6	176	3	160	1	132	1
Fox River Grove	37.3	88	0	79	1	53	2

Table 17 shows outbound trains in order of the highest ridership getting off in McHenry County leave downtown at 5:16p.m. , 4:45 p.m. and 3:45p.m. respectively.

Table 17: Trains With Highest Outbound Alightings

		Train: 625			631			641		
		Depart Downtown:	3:45 PM		4:45 PM		5:16 PM			
		Arrive:	5:24 PM		6:02 PM		6:46 PM			
Station		Mile Post	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Ogilvie Transportation Center		0.0	1,078		848		1,136			
Fox River Grove		37.3	1	41	0	118				
Cary		38.6	1	90	2	224				
Pingree Road		41.7	0	63	0	112				
Crystal Lake		43.2	8	141			3		323	
McHenry	Branch	50.6				68				
Woodstock		51.6	1	78			0		149	
Harvard		63.1		47						82

2. Parking

Each station has daily fee lots for Metra commuters. The Cary Station also has one lot that has permit spaces (170 spaces are permit spaces). Parking lots are maintained by the individual communities. Fees to park in each lot vary and are determined by the municipality.

Table 18 shows the number of parking spaces available at each station and the percent of spaces utilized on the day of the count. In all cases, except Pingree Road, there is additional capacity. The one parking lot at Pingree Road was reported to be 95% utilized. According to Metra, none of the stations in McHenry County have reserved overnight parking.

Table 18: Commuter Parking Information

STATION	NO. OF PARKING LOTS	NO. OF DAILY SPACES	% USED	NO. OF PERMIT SPACES	% USED
Harvard	5	221	75%	0	----
Woodstock	4	443	53%	0	----
McHenry	2	106	64%	0	----
Crystal Lake	13	1080	75%	0	----
Pingree Road	1	385	95%	0	----
Cary	4	453	76%	170	99%
Fox River Grove	4	306	76%	0	----
Fox Lake*	5	376	91%	35	34%

* Fox Lake is on the Metra Milwaukee District North Line Source: Metra, October 2009

3. Origin of Riders

Appendix A contains Tables A1- A8 that indicate the origins of riders using each of the Metra stations in McHenry County. The Crystal Lake and the Harvard Stations pull from the most diverse areas as compared to the rest of the stations in McHenry County. This is due to Harvard being the farthest out terminal station, drawing commuters from surrounding communities that do not have commuter rail service. Crystal Lake attracts a significant number of riders from different communities due to the fact it provides significantly more service as compared to McHenry and Harvard.

The majority of riders (30%) to the Harvard Station originate in Harvard. This station also attracts commuters from Roscoe (8%), Delavan, WI (6%), Rockford (5%), Poplar Grove (4%), Fontana, WI (4%) and 22 other communities. For the Crystal Lake Station, the majority of the riders (51%) live in Crystal Lake. Other communities that this station draws from include Lake in the Hills (11%), McHenry (7%), Woodstock, (6%) and 10 other communities.

Origins of riders indicates patterns of travel to and from the Metra stations and can be used to determine if bus services, including fixed route and dial-a-ride, can provide the linkages necessary for a complete transit trip from origin to destination.

4. Mode of Access

Tables 19 and 20 shows the mode of access for the stations in McHenry County on the UP N-W Line and for the Fox Lake Station on the Metra MD-W Line. “Drive alone” is the most favored response, but for the stations of Woodstock, Harvard, and McHenry this mode is less than what is reflected along the Line. “Dropped off” is the second highest category except in the case of the Woodstock Station where 16% of the commuters are “walking”. Walking is also higher for the Fox River Grove Station (12%) and the Cary Station at 9%, as compared to the other stations in McHenry County. For the Fox Lake Station, walking accounts for 5% of the riders.

Mode of Access to a Metra Station is reflective on a variety of factors, including land use and development patterns in the community and around the Metra station, the presence of sidewalks leading to the station, the availability of other modes of transit serving the station, and the condition and safety of the surrounding roadway system for other modes, such as bicycles.

Table 19: Mode of Access (2006) For Union Pacific – NW Line

Station	Mile Post	Fare Zone	Walk	Bike	Drive Alone	Carpool Driver	Carpool Psngr	Dropped Off	Taxi
Fox River Grove	37.3	H	12%	0%	69%	2%	3%	14%	0%
Cary	38.6	H	9%	1%	69%	2%	2%	16%	0%
Pingree Rd.	41.7	I	1%	1%	77%	5%	4%	12%	0%
Crystal Lake	43.2	I	6%	1%	71%	3%	3%	16%	0%
Woodstock	51.6	K	16%	2%	66%	2%	4%	10%	0%
Harvard	63.1	M	8%	0%	64%	5%	6%	15%	0%
McHenry	50.6	K	7%	0%	65%	1%	2%	23%	1%
TOTAL			8%	1%	69%	3%	3%	15%	0%
SYSTEM TOTAL			21%	1%	54%	2%	2%	14%	1%

Table 20: Mode of Access (2006) For Metra Milwaukee District – North Line

Station	Mile Post	Fare Zone	Walk	Bike	Drive Alone	Carpool Driver	Carpool Psngr	Dropped Off	Taxi
Fox Lake	49.5	J	5%	0%	68%	2%	2%	21%	0%
TOTAL			5%	0%	68%	2%	2%	21%	0%
SYSTEM TOTAL			21%	1%	54%	2%	2%	14%	1%

Source: Metra 2006 Origin-Destination Survey

Appendix A, Figures AI-A6, contain the Origins and Mode of Access Maps for each of the stations.