

# McHenry County Transit Plan Implementation Task Force

## Agenda

McHenry County Transit Plan  
Implementation Task Force

**DATE:** July 28, 2010

**TIME:** 2:00 p.m. – 3:30 p.m.

**LOCATION:** McHenry County Administration Building, Conference Room A  
667 Ware Road, Woodstock, IL 60098

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**1. Call to Order** – Jason Osborn (McHenry County DOT)

**2. Public Participation/Open Comment Period**

**3. Transit Grant Program Progress Report** – Sarah Lutz (McHenry County DOT)

- Algonquin Township – Anna May Miller (Algonquin Township Road District)
- City of Marengo – Josh Blakemore (City of Marengo)
- Faith in Action of McHenry County – Howard Rigsby (FIAMC)
- Northern Illinois Special Recreation Association – Jim Wiseman (NISRA)
- Veterans Assistance Commission – Mike Iwanicki (VAC)
- McHenry County / Pilot program – Jason Osborn (McHenry County DOT)

**4. Other Business**

- RTA Funding Programs: Report on Applications – Jason Osborn (McHenry County DOT)
- Senior Services Grant Applications – Jason Osborn (McHenry County DOT)
- Report from June 23 Coordinated Transportation Meeting at Pace Headquarters – Sarah Lutz (McHenry County DOT)
- Transit Grant Program Consideration of Data Collection Needs – Jason Osborn (McHenry County DOT)

**5. Next ITF Bimonthly Meetings**

Next meeting: Wednesday, September 22, 2010, 2:00 p.m.

**6. Adjournment**

# McHenry County Transit Plan Implementation Task Force

## Minutes

### McHenry County Transit Plan Implementation Task Force

**DATE:** July 28, 2010

**TIME:** 2:00 – 4:00 p.m.

**LOCATION:** McHenry County Administration Building  
667 Ware Road, Woodstock  
Conference Room A

#### Action Items

1. Increase visibility of Implementation Task Force through web presence and inclusion in township/municipal websites and newsletters – Sarah Chadderdon
2. Add origin/destination cluster analysis to Transit Grant Program Summary – Sarah Chadderdon
3. Submit grant application on behalf of pilot program to Senior Services Grant Commission – Jason Osborn

#### Attendees

*Algonquin Township:* Anna May Miller

*City of Crystal Lake:* Brad Mitchell

*City of Marengo:* Josh Blakemore

*City of Woodstock:* Roscoe Stelford

*Dorr Township:* Bob Pierce

*Grafton Township:* Betty Zirk, Pam Fender

*McHenry County Staff:* Jason Osborn, Sarah Chadderdon, John Labaj

*McHenry Township:* Frank DeVita

*Northeastern Illinois Area Agency on Aging:* Donna Copeland Hill

*Northern Illinois Special Recreation Association:* Jim Wiseman

*Pace:* Mary Donner, Brad Logan, Sally Ann Williams, Katie McNeff

*Pioneer Center:* Tom Riley

*Thresholds:* Richard Schlottman

*Veterans Assistance Commission:* Michael Iwanicki

Sarah Chadderdon from the McHenry County Division of Transportation called the meeting to order at 2:02 p.m. The attendees all introduced themselves. Jason Osborn from the Division of Transportation noted that there were no members of the public present and indicated that additional publicity might be prudent for this task force to increase public involvement. Pam Fender from Grafton Township suggested that townships and municipalities could include information about the task force's meeting in newsletters and on websites as a way to increase visibility.

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Ms. Chadderdon began the Transit Grant Program Progress Report by presenting the July 2010 Transit Grant Program Summary, provided as a handout at the meeting. Jim Wiseman from NISRA indicated that many of their clients also use local services (such as municipal dial-a-rides) to access programs and services or to access pickup points for program transportation. Ms. Fender inquired if NISRA had need for local pickups in Grafton Township and Mr. Wiseman indicated that information on local services is included in program registration brochures for clients who may need those services. Mr. Osborn thought that it might be helpful for future analysis to look at origins and destinations that are within a mile of each other to identify clusters of activity.

Ms. Chadderdon continued the Transit Grant Program Summary with information about the Veterans Assistance Commission (VAC), pointing out that 10% of home locations of veterans using VAC transportation were in Hebron. Mike Iwanicki from the VAC explained that veterans in Hebron are housed at Transitional Living Services' (TLS) New Horizons home for veterans, and that TLS uses a vehicle to transport veterans from that home to the Woodstock pickup point for VAC transportation. Mr. Iwanicki also briefly mentioned a new facility that TLS is working on that is a long-term care center for veterans with post-acute polytraumas in Rockford.

Ms. Chadderdon provided brief progress reports for Faith in Action and the pilot program.

Anna May Miller from Algonquin Township Road District conveyed that their staff member coordinating data management and reporting for their service is finalizing the information on the first six months of service and they will begin drawing down on the grant program funds shortly.

Josh Blakemore from Marengo indicated that they expect service to start up on August second, as Pace confirmed, and that they are planning to focus promotion and outreach on current riders as those folks are the people who need and will use the service the most.

Mr. Wiseman stated that NISRA is working on getting up-to-date with their data reporting and that the data for the summer months will show an up-tick in use because of transportation to various summer camps.

Mr. Iwanicki shared information about an outing for veterans to an upcoming Kane County Cougars game that will use VAC vehicles to transport veteran attendees. The veterans will be recognized during the day's events at the stadium.

Regarding the pilot program, Mr. Osborn noted that the County and municipalities haven't heard any complaints in the recent months and that each month of service for the pilot has seen greater ridership without an equal growth in costs, which indicates greater efficiency. County staff (Mr. Osborn and Ms. Chadderdon) were able to visit Pace's McHenry call center that morning to learn more about the scheduling software in action and to see call center operations firsthand. They also had an opportunity to meet briefly with one driver who showed them the basics of a mobile data terminal as that

## McHenry County Transit Plan Implementation Task Force

technology is used on several vehicles dispatched out of the McHenry call center. Brad Logan from Pace had mentioned that the McHenry call center might be better prepared compared to other call centers in case of a data/communications disruption because many of the staff members know how to manage the system with and without the benefit of improved technology such as scheduling software and the mobile data terminals.

Mr. Osborn moved to other business and provided a summary of the grant projects involving transit and transportation that the Division of Transportation has been pursuing. First, McHenry County applied for a RTA planning grant to study existing and potential transit in the southeast area of the County as well as the fixed routes in terms of the market for transit and potential restructuring opportunities.

The County submitted two additional grant applications to the RTA for the Job Access and Reverse Commute (JARC) program and the New Freedom (NF) Initiative. The goal of these grants would be to enable greater coordination in the geographic area of the pilot program through restructuring existing contracts and to expand service into Greenwood Township. Under the grant, funds will be used to offset the cost of work trips for people who meet income eligibility requirements and to offset the cost of trips for those who meet disability eligibility requirements. For all three RTA grants (planning, JARC, and NF) the RTA will discuss a preliminary program of projects at its August 19 Board Meeting.

Mr. Osborn began a discussion of a potential application for the pilot program to the McHenry County Senior Services Grant Commission. The application would be to offset some program costs that are related to seniors and includes Dorr Township, Greenwood Township, and McHenry Township. John Labaj from McHenry County Administration recounted that the senior services program's main goal, from the state enabling legislation, is to prevent institutionalization of seniors. Mr. Osborn described the previous application from 2007 and the history of the pilot program. The current application would seek \$200,000 for the program.

A discussion followed that clarified the pilot program's structure and the services that would be available to seniors through this coordinated effort. The County Division of Transportation would be the grant recipient from the County's Senior Services Grant Commission. The Division of Transportation distributes the funds to two service operators – Pace and McHenry Township. Each service operator provides their own vehicles and trains, tests, and pays their own drivers. The two other participating townships pay the Division of Transportation a per-trip cost for their eligible riders.

Further discussion detailed that the pilot program exists in its current structure as a partnership between willing participants. All currently participating and committed agencies have funds dedicated to the program. It is indeed still in "pilot" form as service has been operating for just over five months. The grant applications to the RTA and to the Senior Services Grant Commission are first steps in improving and slightly expanding the pilot program. Beyond the year (two years in the case of RTA grants) funded by these grants, if awarded, the pilot program structure is still somewhat unknown. Questions that need further investigation include benefits and disadvantages with regard to economics

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and to client experiences as well as a workable mechanism for incorporating additional townships or municipalities into the program. In addition, the RTA planning grant, if awarded, may help clarify for all agencies in the County just what might be the transit service that is most needed and efficient.

Mr. Osborn received concurrence from those in attendance to proceed with the Division of Transportation's application to the Senior Services Grant Commission as it is currently structured for the pilot program, acknowledging that there are many questions still to be answered in the future about transit service in the County.

Ms. Fender from Grafton Township brought up another issue that warrants future study and partnership: several townships and municipalities are experiencing demand for services across the Kane/McHenry County border. Pace hosted a meeting on June 23 for Counties providing transit service that should begin the discussion for better coordination across these borders. Mr. Osborn added that the pilot program includes the point destination of the Fox Lake Metra station that serves as a transfer point between McHenry County and Lake County services. Also, the RTA planning grant, if awarded, would explore the coordination and transfer opportunities along County borders. Donna Copeland-Hill from the Northeastern Illinois Area Agency on Aging indicated that townships or municipalities along the Kane County border might be interested in attending Ride in Kane and Kane County Paratransit Coordinating Committee meetings to find out more about coordination opportunities.

Mr. Osborn then turned the discussion to the future of the County's Transit Grant Program. The first phase of the grant program (in 2009) awarded funds to initiate data collection and reporting and to foster coordination among services. The discussion led to the conclusion that the future of the transit grant program would be tabled for six months to give time for current initiatives and applications to play out. In the meantime, if agencies have ideas or suggestions for programs they are welcome to bring ideas to this group for discussion and consideration.

A last few announcements covered the upcoming update of the McHenry County Highway map (with the reverse side to feature transit service information); a County application to the TIGER planning grant program seeking funds for designing bicycle, pedestrian, and future transit service accommodation in the Randall Road corridor; and the McHenry County Long-Range Transportation Plan process which should begin in several months. The Kane County Long-Range Transportation Plan process is underway, and Ms. Chadderdon shared info on their Transit Plan open house coming up on August 9 from 4:00 p.m. to 7:00 p.m. in the auditorium at the Kane County Government Center located at 719 Batavia Avenue, Geneva, Illinois, to present their recommended system improvement strategies.

The next meeting of the Implementation Task Force is scheduled for Wednesday, September 22 at 2:00 p.m., at the County Administration Building – Conference Room A. Mr. Osborn adjourned the meeting at 4:00 p.m.

# Transit Grant Program Summary – July 2010

## Northern Illinois Special Recreation Association

Full trip data received for Dec 09-Apr 10

Over this time period:

- Average of 1100 trips each month
- 503 registered riders
- Approximately unique 99 public locations served

<b>Number of NISRA Trips Generated per Month (average of Dec 09-Apr 10)</b>		
<b>Top Locations</b>	<b>City</b>	<b>Monthly Trips Generated</b>
NISRA	Crystal Lake	332
Pioneer Center	McHenry	257
Hannah Beardsley Middle School	Crystal Lake	130
The Centre	Elgin	107
Crystal Bowl	Crystal Lake	88
Dundee Recreation Center	Dundee	77
Sheltered Village	Woodstock	71
Woodstock Recreation Center	Woodstock	69
Private Residences	Various	66
AID Center	Elgin	64
Classic Cinemas	Woodstock	58
McHenry Government Center	McHenry	58
Nunda Township	Crystal Lake	53

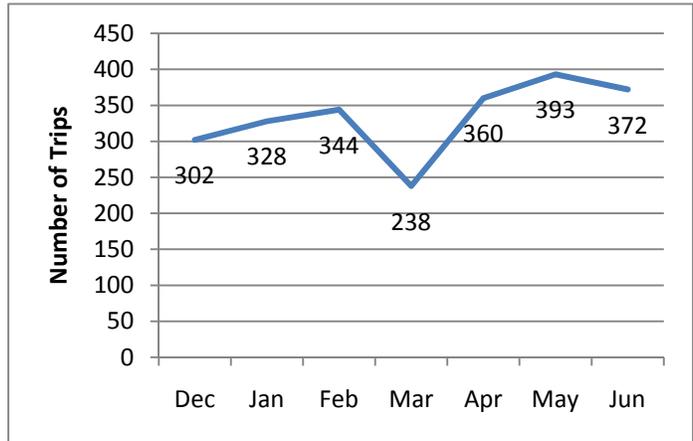
Largest trip flows: Origin → Destination: % of all trips

- Pioneer Center (McHenry) → Crystal Bowl (Crystal Lake): 6.79%
- AID Center (Elgin) → Woodview Lanes (Elgin): 3.61%
- Pioneer Center (McHenry) → Edgetown Bowl (Woodstock): 2.34%
- Pioneer Center (McHenry) → Nunda Township (Crystal Lake): 2.29%
- Nunda Township (Crystal Lake) → Pioneer Center (McHenry): 2.25%
- Pioneer Center (McHenry) → Woodstock Recreation Center: 1.81%
- Woodstock Recreation Center → Pioneer Center (McHenry): 1.81%
- NISRA (Crystal Lake) → The Centre (Elgin): 1.34%
- Classic Cinemas (Woodstock) → Pioneer Center (McHenry): 1.32%
- Pioneer Center (McHenry) → Classic Cinemas (Woodstock): 1.28%
- The Centre (Elgin) → NISRA (Crystal Lake): 1.28%
- Hannah Beardsley Middle School (Crystal Lake) → Sheltered Village (Woodstock): 1.21%
- The Centre (Elgin) → AID Center (Elgin): 1.17%
- AID Center (Elgin) → The Centre (Elgin): 1.1%
- Sheltered Village (Woodstock) → Hannah Beardsley Middle School (Crystal Lake): 1.1%

**Veterans Assistance Commission**

Trip data received for Dec 09-Jun 10

- Average of 334 trips per month
- 85% of trips are for seniors 55 and over
- Service uses 4 pickup points – veterans access points on their own or arrange rides through Faith in Action. From April through June 2010, pickup points were accessed as follows:
  - Woodstock - 43%
  - Crystal Lake - 31%
  - McHenry West - 21%
  - McHenry VFW - 6%
- Home location distribution:
  - Woodstock - 23%
  - McHenry - 19%
  - Crystal Lake - 14%
  - Hebron - 10%
  - Fox River Grove - 9%
  - Lake in the Hills - 7%
  - Wonder Lake - 6%
  - Harvard - 4%
  - Spring Grove - 3%
  - Algonquin - 1%
  - Cary - 1%
  - Johnsburg - 1%
  - Marengo - 1%
  - Richmond - 1%

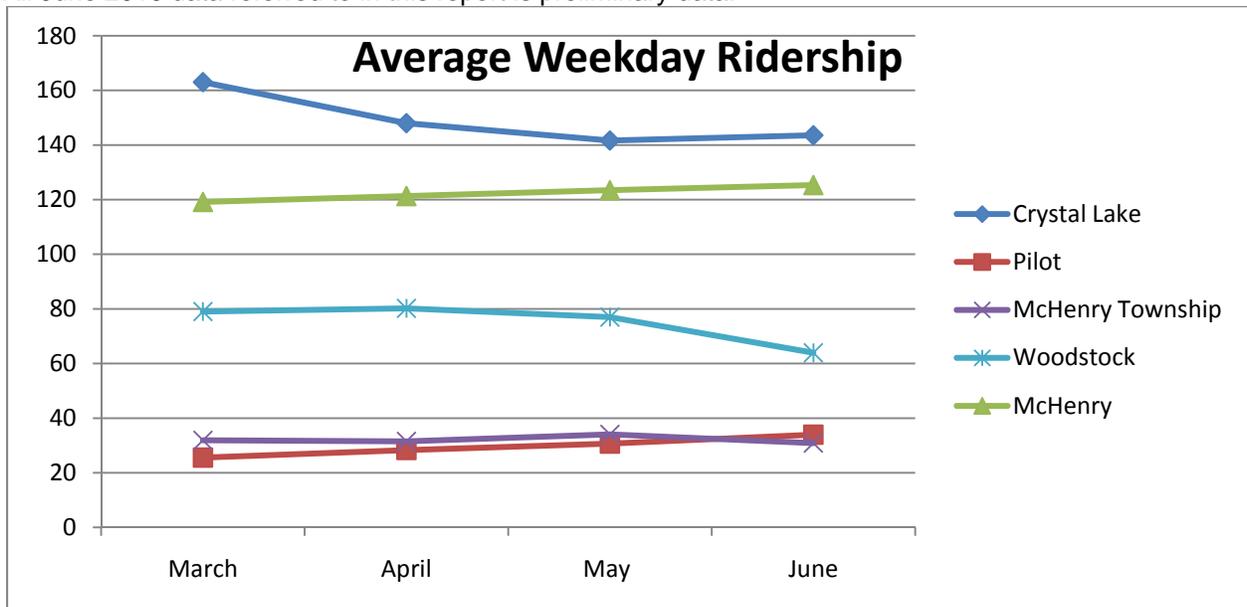


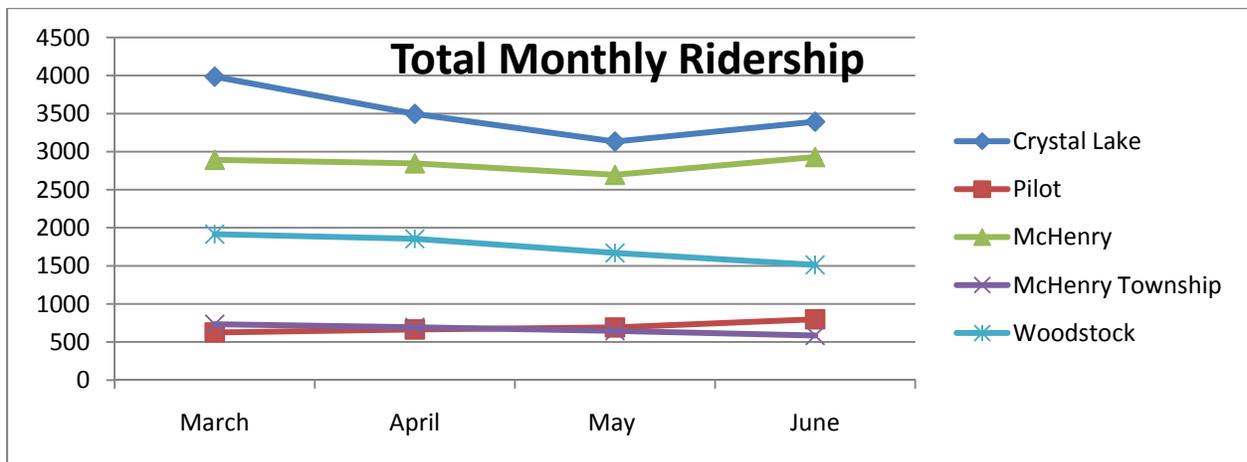
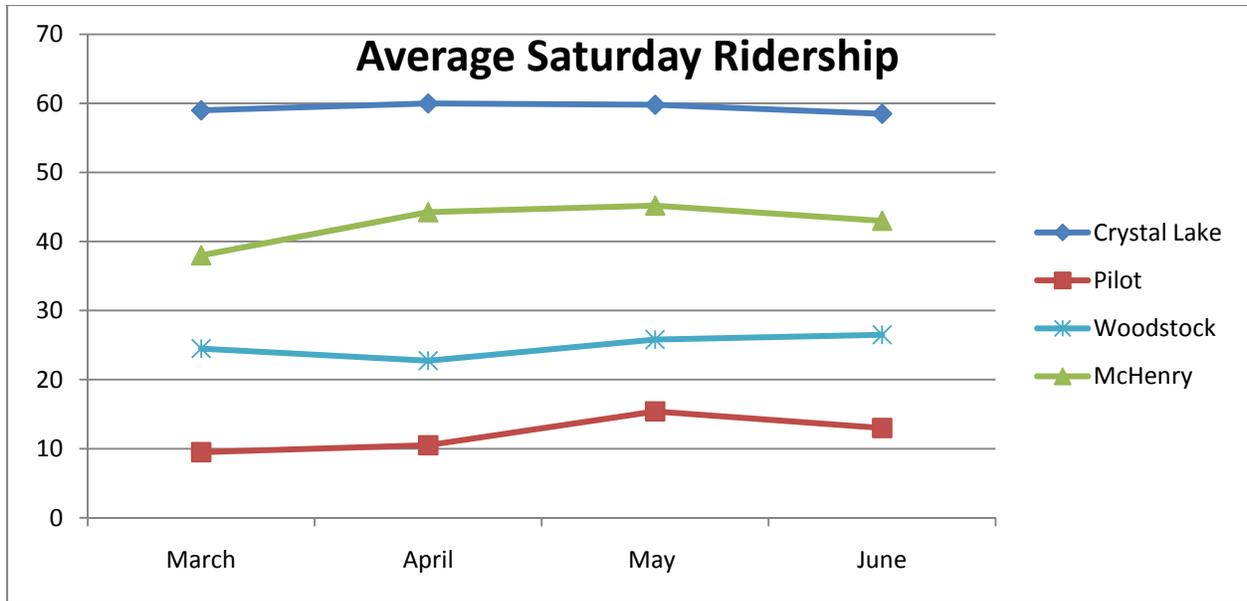
**Faith in Action of McHenry County**

Faith in Action submitted trip data from Dec 09-May 10. Some missing information with the recent data was discovered, so summary information will be included in the next regular report.

**Pilot Program**

All June 2010 data referred to in this report is preliminary data.





<b>Fare Type Summary*</b>	Crystal Lake	Pilot	McHenry	McHenry Township	Woodstock	<b>All Services</b>
General Public	45%	98%	23%	0%	22%	<b>35%</b>
Disabled	30%	0%	45%	3%	35%	<b>31%</b>
Senior	15%	0%	27%	96%	23%	<b>25%</b>
Student	6%	0%	0%	0%	16%	<b>5%</b>
FREE	3%	2%	5%	0%	3%	<b>3%</b>
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

\* Fare type data from March 2010 – June 2010

The denial summary below is based on denial data from April, May, and June of 2010.

<b>Average Monthly Denials</b>	Adversarial	Capacity	Eligibility
Crystal Lake	26	7	2
Pilot	16	18	1
McHenry	20	4	3
McHenry Township	5	16	0
Woodstock	15	7	1
All Services	82	52	6

**Percent of Completed Trips Reported As No Show, Cancel, or Late Cancel**

	No Shows		Cancels		Late Cancels	
	May	June	May	June	May	June
Crystal Lake	3%	2%	4%	4%	3%	2%
Pilot	8%	6%	31%	19%	6%	5%
McHenry	2%	2%	3%	3%	4%	4%
McHenry Township	1%	1%	18%	22%	1%	3%
Woodstock	9%	9%	10%	14%	5%	6%
All Services	4%	4%	8%	8%	4%	4%

# Chicago Tribune



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FINAL

TRIBUNE EDITORIAL



## 100 days until the reckoning

Gov. Pat Quinn, House Speaker Michael Madigan, Senate President John Cullerton and their legislative cronies clearly are content to be judged Nov. 2 by what they've done to address Illinois' worsening crises. Or by all they haven't. You hold their fate.

The Democrats who run Springfield are on vacation. They'll avoid all responsibility all week of

# Suburbs prioritize mass transit

## TRIBUNE/WGN POLL: In a first, suburban and city residents favor train, bus investment over roads

By Jon Hillekewich  
TRIBUNE REPORTER

Reflecting the increasing strain of gridlocked traffic, a majority of Chicago-area residents think improving bus and train service is so important to the region that repairing and expanding expressways and toll roads should take a back seat, a Tribune/WGN poll shows.

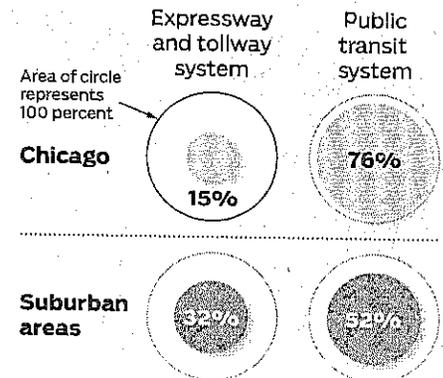
For the first time since public opinion polls started asking the question at least a decade

ago, most suburbanites support investing more in mass transit than roads, sharing the long-held stance of a large majority of city residents, the poll found. Suburban residents also said they are driving less and taking more advantage of expanded suburban train and bus service in communities where the automobile has been king.

Drivers who said they would back spending more on mass transit cited the growing stress

Please turn to Page 15

Q: Which should have greater priority, improving/adding to expressways and tollways, or to the public transit system?

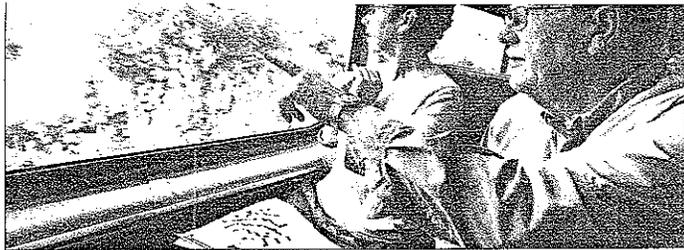


SOURCE: Market Shares Corp. poll of 800 heads of household in Chicago's six-county area, interviewed July 8-14. Margin of error is +/- 3.5 percentage points. "Don't know" answers not shown.

TRIBUNE

## FLOODS WALLOP CHICAGOLAND





Marty Owens and husband Jim Ceithaml ride Metra into Chicago. Ceithaml wants a sub-urb-to-suburb transit system. ANTONIO PEREZ/TRIBUNE PHOTO

## Suburbs now push for transit

Continued from Page 1

associated with congestion, high gasoline prices; and, to a lesser degree, the environmental and financial benefits of riding transit instead of inhaling belching emissions from cars.

Jim Ceithaml, a semiretired teacher from Elgin, said he has given up driving.

"I wish the mass-transit system were expanded a lot," he said, particularly suburb-to-suburb service promised for years.

"The problem with Metra is that it is a spoke system without a wheel," Ceithaml said, noting that the only way to get from one suburb to another on a different Metra line is to travel to downtown Chicago, switch trains and head back out. "Why don't we have an around-Chicago rail line?"

Fifty-two percent of suburbanites said they agree with investing more of limited government resources in public transit, versus 32 percent who chose improvements to highways and toll roads. In a 1999 Tribune poll, 34 percent of suburban residents said more should be spent on mass transit than on roads.

Even in the collar counties, half said public transit deserves a higher priority in spending decisions.

The director of a Chicagoland civic organization called the poll results "phenomenal."

"People are seeing that a car-oriented culture is limiting economic development and quality of life in the region," said Frank Beal, executive director of Chicago Metropolis 2020, which promotes social and economic ideas for the 21st century. "There is a general recognition that friends, neighbors and family see what is happening around

the country but not here. Phoenix, Ariz., has a light-rail system."

The opinions represented in the poll mark a reversal from the prevailing attitude dating to the 1970s in the suburbs. Then, residents and elected officials complained that there wasn't enough transit service to justify the amount of taxes collected outside Chicago to subsidize mass transit. They opposed seeing any of their tax dollars going to the Chicago Transit Authority.

But worsening traffic congestion — the Chicago area is one of the three most gridlocked regions of the U.S. — may have a lot to do with the shift in public opinion.

Drivers using the Eisenhower Expressway (Interstate Highway 290) since the spring have suffered through some of the longest travel times in memory when some lanes were closed for a resurfacing project. It got so bad that even some of the most die-hard motorists parked their cars and rode the train, boosting Metra ridership on several rail lines.

Traffic congestion is worse than it was five years ago, according to 45 percent of suburban residents in the Tribune/WGN poll, conducted July 8-14, and a slightly smaller percentage of Chicagoans who were polled. Only 13 percent of city and suburban residents — men and women equally — said the stress caused by traffic congestion is not as high as it seemed a few years ago.

Overall, 33 percent said they haven't noticed a change.

About half the drivers polled said they have changed their driving habits because of rising gas prices. Environmental concerns motivated four in 10 drivers to drive less.

Rebecca Davies said she considers herself "a big greenie. I try to do my bit." But it's more difficult to get around in La Grange compared with years ago, when

she lived in Chicago's Lincoln Park neighborhood and rode the "L" to work in the Loop.

Davies is a stay-at-home mom now, hauling around her 8-year-old twins in a hybrid SUV. She takes Metra whenever she goes downtown because traffic congestion "can be pretty awful" and parking is expensive and hard to find, she said. Otherwise, she and the kids walk to a lot of places in La Grange, although she confesses that "I drive more than I would probably like to."

Pace buses passing through Davies' neighborhood "zip through on their way to someplace else," she said. "They are not local buses that can take you to the grocery store."

It remains to be seen whether the pro-transit consensus that appears to be forming across the region will prompt elected officials to shift more money to mass transit.

For decades, 80 percent of federal money for ground transportation has typically been allocated to roads and 20 percent to mass transit.

But numerous factors could limit any efforts to spend more money on mass transit. The inconsistency of CTA service and the widespread perception that the transit agency wastes money and serves as a job-creating patronage haven for Mayor Richard Daley's administration will provide fodder to deny the CTA a windfall.

Metra, meanwhile, is mired in scandal over the corruption of its former executive director, Phil Pagano, who committed suicide in May after he was found to have enriched himself and top aides with illegal payouts from the commuter railroad.

The Pace suburban bus system has struggled with only partial success to reinvent itself and provide an attractive alternative to driving in the suburbs.

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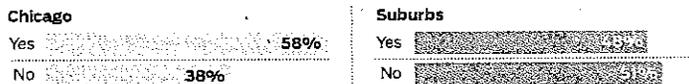
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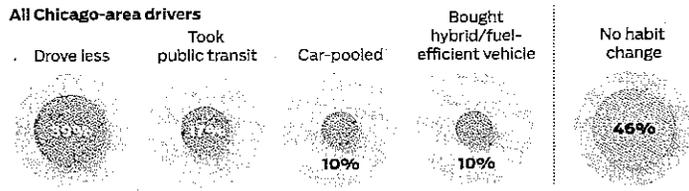
### TRIBUNE/WGN POLL

## How the environment and gas prices affected drivers

Q: Have gasoline prices caused you to change your driving habits?



Q: Have concerns about the environment caused you to change your driving habits?



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