



# McHENRY COUNTY

TRANSIT PLAN FINAL REPORT

TRANSIT PLAN PREFERRED  
CONCEPT

JANUARY 2019

# McHenry County Transit Plan

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Preferred Concept Report  
January 2019

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# TRANSIT PLAN PREFERRED CONCEPT

## I. Introduction

In January of 2018, McHenry County initiated the McHenry County Transit Plan Update. The objective of the Transit Plan Update is to report on the change in conditions since the transit component of the McHenry County 2040 Transportation Plan was completed in June 2013, to verify whether transit service recommendations in that Plan still meet current conditions, and to recommend new transit services and technologies.

There are three transit modes operating in the County:

- **Fixed Route Bus Service:** Four bus routes are operated by Pace Suburban Bus. Additionally, as required by the Americans with Disabilities Act (ADA), ADA paratransit service is provided within three-quarters of a mile of fixed route bus service in the County.
- **Demand Response:** The MCRide dial-a-ride program has general public service in some areas of the County. There is also some demand response that is only available to seniors and individuals with disabilities. McHenry County, townships and municipalities in the County help to fund the MCRide program.
- **Commuter Rail:** Metra operates one train line in the County, with two branches.

Three reports led to the development of the path forward for public transit in the County (hereafter referred to as the preferred concept).

- The [Existing and Future Conditions Report](#) provides current and projected demographic, employment, and transit information that was used to help plan future transit changes in the County.
- Using a variety of communication tools, there was extensive outreach to all areas of the County to determine what the mobility issues are and to identify how people desire to move around and through the County. These opinions were gathered at community events, through focus groups and stakeholder interviews, by way of a project website and through a community survey. The [Public Engagement Report](#) captures the input received to date with the purpose of informing the preferred concept.
- Finally, the [Concept Discussion Report](#) was organized around four distinct approaches to future transit in McHenry County. These approaches, using information from the public and existing and future conditions in the County, were further synthesized into four distinct concepts. The concepts are designed to guide decisions made by stakeholders, elected officials, and the McHenry County Division of Transportation (DOT) to an achievable end goal. These concepts were presented to focus groups, County's Public Transportation Advisory Committee (PTAC) and the County Board's Transportation Committee. From their input, a preferred concept was developed which is the subject of this report.

This preferred concept will give guidance on incremental improvements in transit service in the County, rather than having those decisions being made in a reactive way with no guiding principle behind them.

## II. Preferred Concept

The preferred concept was developed as a combination of the four concepts in the Concept Discussion Report; no one concept was deemed strong enough to achieve the five goals shown below:

- Make transit more relevant in the lives of today's County residents
- Increase transit ridership and access
- Increase the efficiency of transit
- Use advanced and forward thinking technology to attract new users to transit
- Add additional amenities to improve the quality of transit service delivery

This concept will be designed to be implemented in stages. The first stage will include recommendations that have little to no cost, or are cost neutral using the baseline operating cost of \$4.0 million for bus related transit (not including Metra) in the County (\$1.9 million for MCRide and the rest of what Pace currently spends on fixed routes serving the County<sup>1</sup>). These recommendations are proposed to be implemented in the next one to two years. The second stage will not be bound by the current transit budget, but would be within the realm of what is reasonably possible if transit funding increases in the RTA service area or McHenry County. These recommendations would be designed to be implemented within the next five years.

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The third stage is designed to be unbound by funding constraints, and is meant to be a goal for the transit system in the County to aspire to. This should not be read as impossible—the County should keep in mind this stage when implementing previous stages in order not to preclude their feasibility at a later date.

Each stage will be divided in the following way:

- General recommendations
- Demand response recommendations
- Fixed route recommendations
- Metra recommendations

These sections will also include actions that need to be taken by the County before the recommendations are implemented. This will mean that there is local buy-in to help in the long-term success of these recommendations. In order for any recommendation needing Pace's cooperation to be implemented, a standing meeting between County, Pace, and the RTA staff should be scheduled.

<sup>1</sup> Does not include Route 809, which at the time of this report's publication, is anticipated to be eliminated; does include Route 570 weekday service which, while not currently serving the County, is proposed to do so in the future.

## **A. First Stage (2019 to 2020)**

### *General Recommendations*

- Distinctive designations or signage should be added to buses to clearly differentiate MCRide from fixed route services. This is particularly important when cutaway vehicles are used for fixed routes. Buses should either be a different colored vehicle or have route signs or MCRide logos attached, depending on their current use.
- Due to the challenges in accessing bus stops on foot in the County, bike racks should be installed on all fixed route vehicles (only Route 550 sports them now). Adding bike racks would help solve the “last mile” problem in transit usage. In addition, adding bike racks could open up access to recreational biking in the County.
- It would be helpful if Pace translated the McHenry County brochures and information into Spanish and conducted more outreach to the Spanish-speaking community. This can be accomplished either by identifying community liaisons or through direct contact, in order to reach a more diverse clientele in the County. This outreach should include information on how to use transit (Metra, Pace, and MCRide). This could take the form of brochures, pamphlets, or instructional videos posted on the County website.
- More targeted outreach needs to be done with the general public, educating them on how to travel on MCRide. One solution would be to produce an instructional video on how to do this (the video should be in both English and Spanish). As part of this outreach, a County-focused marketing campaign should be instituted to help improve the image of transit and promote ridership.
- Communities in the County should insert language in their municipal codes that prioritizes new sidewalk construction within one quarter mile of a transit stop. In addition, approval of new developments such as independent senior living facilities, social service agencies, and affordable housing should be contingent on whether they are located within walking distance of a bus stop of Metra station.
- Communities in the County should require developers of new independent senior living facilities and affordable housing units to provide a financial contribution to offset the cost of providing dial-a-ride transit to their residents.

### **ACTION ITEMS**

- The County would need Pace’s cooperation if schedules are to be translated, bike racks installed on buses, and vehicles altered to indicate that they are being used by fixed routes.
- The County would need to be vigilant when comprehensive plans are being updated. The County should develop standard language to be inserted into the plans to encourage transit supportive development and then proactively reach out to planners and elected officials to ensure that this language is inserted in these plans.

The cost for these improvements would be negligible. When new vehicles are purchased for the MCRide program, these should include bike racks. Pace already has the ability of adding signage to vehicles (they do this on larger vehicles already when putting advertisements on them). Fixed route schedules can be translated when they come up for reprinting.

#### *Demand Response Recommendations*

- To more efficiently serve rural riders west of Illinois Route 47 and north of Illinois Route 120, demand response trips should be organized into three “routes” to help move riders in these areas more efficiently. Pick up and drop off eligibility would remain the same. For instance, on the proposed Harvard-Woodstock “route”, no pick ups or drop offs would be made in Hartland Township (which is not a MCRide partner) other than at the current “point destinations” in that township. These “routes” would work as follows:
  - A rider would call up to request a ride from Richmond to Spring Grove to an address within a mile of US 12 at 9:00 AM on a Wednesday, with a return at 1:00 PM. The dispatcher would ask the rider if they were flexible, and then offer them a trip on the “route” leaving Richmond at around 6:55 AM getting to Spring Grove 15 minutes later, returning at 12:34 PM.
  - To encourage ridership on the MCRide “routes”, the fare would be set such that it is less than a normal demand response fare and closer to that of a fixed route.
  - One of two things happens: The rider, if their schedule is flexible, chooses to ride this “route” and the trip is booked. If the rider cannot alter their schedule, then they do not choose the “route” and they book a MCRide trip at 9:00 AM as they would normally.

The schedules of the proposed trips on these “routes” are shown below and Figure 2 shows the corridors served. The existence of these “routes” does not preclude scheduling trips at other times or to other locations in these corridors. These “routes” are only designed to reduce the number of trips at times other than the ones shown below<sup>2</sup>.

<sup>2</sup> These are not the only stops on these routes; rather, these checkpoints will help riders be confident of arriving at these

### MCRIDE "ROUTE" 1

	RICHMOND	SPRING GROVE	JOHNSBURG	MCHENRY	FOX LAKE
DAY	Int'l Wine and Cheese	Jewel	Library	North-western Hospital	Metra
M	6:55	7:10	-	-	7:23
T	6:55	7:10	7:21	7:45	-
W	6:55	7:10	-	-	7:23
Th	6:55	7:10	7:21	7:45	-
F	6:55	7:10	-	-	7:23
M	11:30	11:45	-	-	11:58
T	11:30	11:45	11:56	12:20 PM	-
W	11:30	11:45	-	-	11:58
Th	11:30	11:45	11:56	12:20 PM	-
F	11:30	11:45	-	-	11:58
M	5:15 PM	5:30 PM			5:43 PM
T	5:15 PM	5:30 PM	5:41 PM	6:05 PM	-
W	5:15 PM	5:30 PM			5:43 PM
Th	5:15 PM	5:30 PM	5:41 PM	6:05 PM	-
F	5:15 PM	5:30 PM			5:43 PM

FOX LAKE	MCHENRY	JOHNSBURG	SPRING GROVE	RICHMOND
Metra	North-western Hospital	Library	Jewel	Int'l Wine and Cheese
7:45	-	-	7:58	8:13
-	7:45	7:59	8:11	8:26
7:45	-	-	7:58	8:13
-	7:45	7:59	8:11	8:26
7:45	-	-	7:58	8:13
12:20 PM	-	-	12:33 PM	12:48 PM
-	12:20 PM	12:34 PM	12:46 PM	1:01 PM
12:20 PM	-	-	12:33 PM	12:48 PM
-	12:20 PM	12:34 PM	12:46 PM	1:01 PM
12:20 PM	-	-	12:33 PM	12:48 PM
6:10 PM	-	-	6:23 PM	6:38 PM
-	6:10 PM	6:24 PM	6:36 PM	6:51 PM
6:10 PM	-	-	6:23 PM	6:38 PM
-	6:10 PM	6:24 PM	6:36 PM	6:51 PM
6:10 PM	-	-	6:23 PM	6:38 PM

### MCRIDE "ROUTE" 2

	CHEMUNG	HARVARD	HARTLAND	WOODSTOCK
DAY	MART	METRA	VALLEY-HI	METRA
ALL	6:55	7:01	7:17	7:32
ALL	12:30 PM	12:45 PM	12:52 PM	1:07 PM
ALL	5:00 PM	5:50 PM	5:22 PM	5:37 PM

WOODSTOCK	HARTLAND	HARVARD	CHEMUNG
Metra	Northwest-ern Hospital	Library	Jewel
7:40	7:55	8:10	8:16
1:15 PM	1:30 PM	1:45 PM	1:51 PM
5:50 PM	6:05 PM	6:20 PM	6:26 PM

### MCRIDE “ROUTE” 3

	MARENGO	UNION	WOODSTOCK	CRYSTAL LAKE
DAY	Wayne's	Quick Mart	Metra	Metra
M	7:05	7:17	-	7:44
T	7:05	7:17	7:40	-
W	7:05	7:17	-	7:44
Th	7:05	7:17	7:40	-
F	7:05	7:17	-	7:44
M	12:10 PM	12:22 PM	-	12:49 PM
T	12:10 PM	12:22 PM	12:45 PM	-
W	12:10 PM	12:22 PM	-	12:49 PM
Th	12:10 PM	12:22 PM	12:45 PM	-
F	12:10 PM	12:22 PM	-	12:49 PM
M	4:55 PM	5:07 PM	-	5:34 PM
T	4:55 PM	5:07 PM	5:30 PM	-
W	4:55 PM	5:07 PM	-	5:34 PM
Th	4:55 PM	5:07 PM	5:30 PM	-
F	4:55 PM	5:07 PM	-	5:34 PM

CRYSTAL LAKE	WOODSTOCK	UNION	MARENGO
Metra	Metra	Quick Mart	Wayne's
7:59	-	8:21	8:30
-	7:59	8:26	8:35
7:59	-	8:21	8:30
-	7:59	8:26	8:35
7:59	-	8:21	8:30
1:04 PM	-	1:26 PM	1:35 PM
-	1:04 PM	1:31 PM	1:40 PM
1:04 PM	-	1:26 PM	1:35 PM
-	1:04 PM	1:31 PM	1:40 PM
1:04 PM	-	1:26 PM	1:35 PM
5:50 PM	-	6:12 PM	6:21 PM
-	5:50 PM	6:17 PM	6:26 PM
5:50 PM	-	6:12 PM	6:21 PM
-	5:50 PM	6:17 PM	6:26 PM
5:50 PM	-	6:12 PM	6:21 PM

- Establish a second place to park buses west of Illinois Route 47. The number of vehicles stored there would likely be no more than a handful and they can continue to be serviced at the existing garage. Harvard, which once operated their own local demand response service, would likely have the space available to park a few vehicles.
- Consolidating the Southeast and Mid-Day Intercommunity dial-a-rides (DARs) into MCRide is essential in reducing the overlapping of demand response services in the southeast part of the County. These services are run by Pace and have much more limited service area and hours than MCRide. Including these in the MCRide program would help residents in the southeast travel all over the County, rather than in a small circumscribed area. Consolidation would require the municipalities and townships benefiting from the existing services without a local cost share to begin providing a financial contribution to the MCRide program, similar to all other participating agencies. Pace should work with McHenry County to make this transition to MCRide as smooth as possible. The Pace subsidy currently devoted to the Southeast and Mid-Day services should be redirected to the MCRide program.
- Closer coordination between MCRide and demand response services in adjacent counties should be pursued to ensure that transfers can be made between these services. The proposed new transfer locations (shown in Figure 1) are Wayne’s Country Market in Marengo for Boone County transfers; Chemung Mart for Boone County transfers; Travel America (TA) in Hampshire for DeKalb County transfers; and the International House of Wine and Cheese in Richmond for Walworth County transfers.
- Continue discussions with Kane County to determine if there is any way transfers can be worked out with Ride in Kane.
- No change in MCRide operating service days or hours at this stage.

## TNCS AND OTHER TECHNOLOGY APPLICATIONS

Implementing a web-based scheduling application that can be used on mobile devices or computers and partnering with Transportation Network Companies (TNCs) to enhance service should be a top priority in this stage. Once a preferred strategy is agreed upon by the County, Pace and RTA, the Request for Information (RFI) or Request for Proposals (RFP) process should begin.

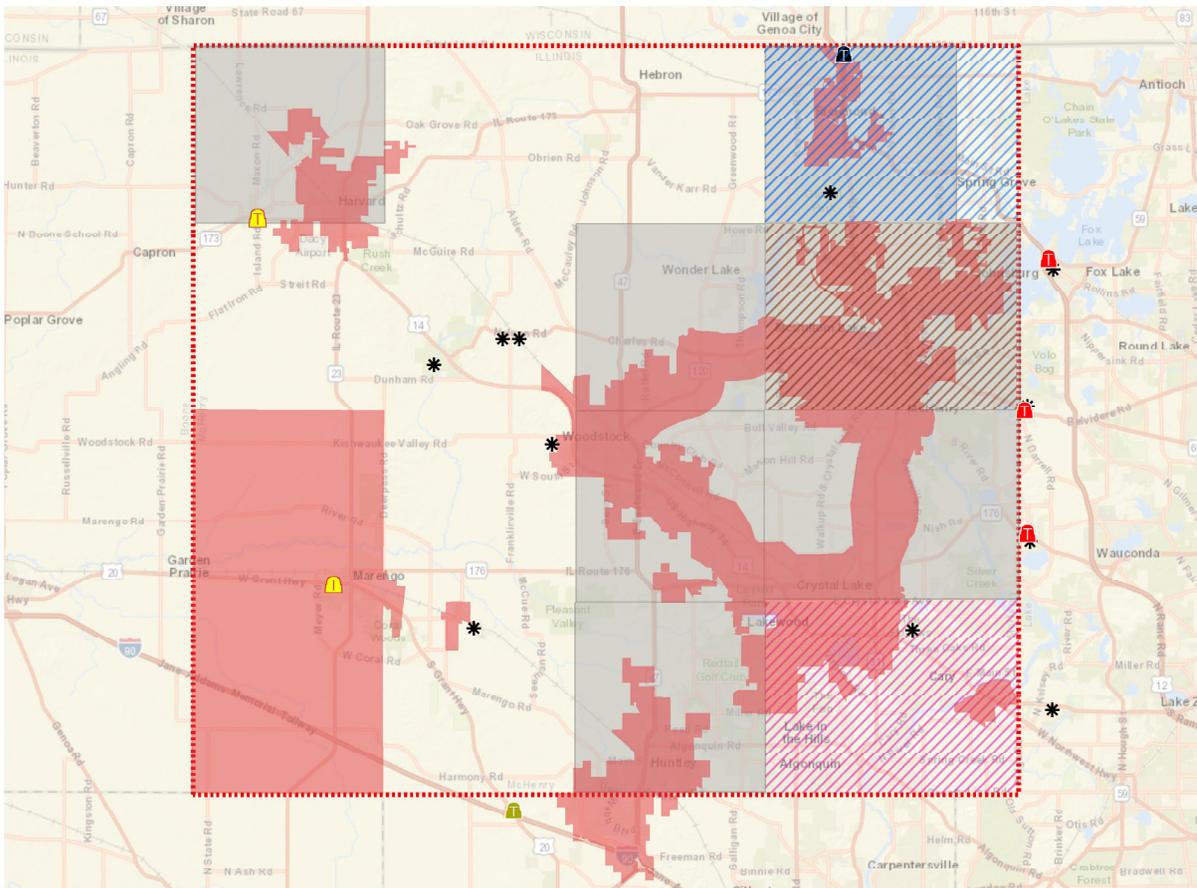
- Pace should evaluate Trapeze's existing technology enhancement for web-based scheduling (the current scheduling software used by Pace) to determine if it is user friendly and effective. If the Trapeze technology meets the requirements, the County and Pace should work towards implementation. If Trapeze's technology does not meet Pace's needs in the County, Pace should issue a RFP for other providers of this technology.

There are a myriad of potential opportunities in which the County and/or Pace can consider collaborating with TNCs. The following are some broad concepts that may be investigated.

- Incorporating Transportation Network Companies (TNCs) into the MCRide program by assigning MCRide trips to an existing TNC provider. For example, in 2017, Trapeze and Lyft announced a partnership which would allow transit agencies using Trapeze software to schedule rides on the Lyft platform in advance of the trip date. The goal of this partnership was to help lower operational costs while increasing ride availability.
- The County could consider contracting directly with a TNC to provide subsidized, shared ride, on-demand transportation. This partnership could take many different forms.
- The County could subsidize TNC trips that start or end within defined boundaries. This would give riders a choice between an advance-reservation system (e.g., MCRide) and an on-demand system (e.g., TNC).
- The County could subsidize TNCs during the hours of the day that MCRide is not providing service. This would provide an affordable option for riders who need early morning or late evening transportation.
- The County could subsidize TNC trips that have a transit stop as its origin or destination. This would help solve the "last-mile" problem in McHenry County.
- The County and Pace could consider partnering on an agency-owned "microtransit" pilot program. In this scenario, Pace and the County would contract with a microtransit provider to purchase on-demand route matching technology and install the technology on some or all of the existing MCRide buses. This would allow users to request a subsidized transit ride with little or no advance warning.

No matter which preferred strategy is chosen, a policy should be established to define how taxis or TNCs (if the latter becomes a demand response partner) are assigned MCRide trips. Without a policy in place, there is a danger in over-assigning these vehicles leading to ballooning operating costs. For instance, taxi or TNC partners can be used for "premium" trips (trips needing less advance reservation time or less travel time) for a higher cost. Uber uses the "Uber pool" concept in the same way (pool, or shared ride trips, can be taken for a lower cost than standard Uber trips).

**FIGURE 1: Preferred Demand Response Service Concept (First Stage)**



**MCRide**

- All Riders
- Seniors and Disabled Only
- \* Point Destinations

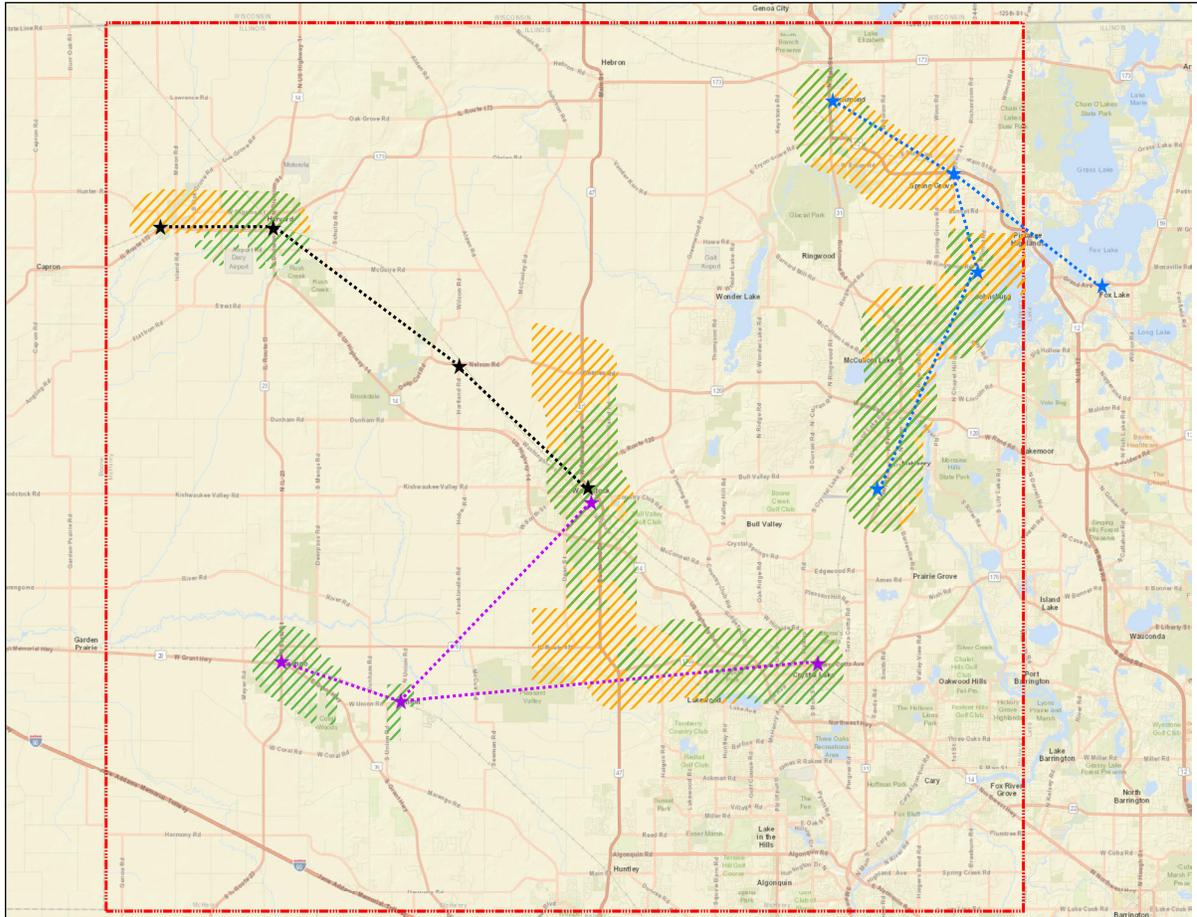
**Other Senior/Disabled Demand Response**

- Algonquin Twp
- McHenry Twp
- Richmond Twp

**Transfer Locations**

- Boone County
- TransVac
- Wal to Wal
- Lake County

**FIGURE 2:** Preferred Demand Response “Routes” Service Concept (First Stage)



**MCRide "Route" Flex Zones**

-  All Riders
-  Seniors and Disabled Only

**Checkpoints**

-  MCRide "Route" 1
-  MCRide "Route" 2
-  MCRide "Route" 3

## ACTION ITEMS

- Ask Harvard whether they are willing and/or able to store buses locally. In addition, work with Pace to establish a policy for remote clocking in for shift start times at this location.
- A request should be made to Pace to consolidate their Mid-Day Intercommunity and Southeast McHenry DAR programs with the MCRide program (along with the appropriate funding). This would be contingent on reaching an agreement with the communities they serve on funding the service, as they currently do not have a local cost share requirement.
- There should be meetings between MCRide, Ride Lake County West, Ride-In-Kane, and the other surrounding agencies that provide demand response rides for everyone: Wal-to-Wal (Walworth County); Boone County Public Transportation; and TransVac (DeKalb County). These meetings could be with all of the surrounding agencies together or one-on-one. A representative of the RTA and/or Pace could also be involved. Besides establishing transfer points, cost sharing arrangements, especially on methods on arranging reductions in transfer costs (generally, two separate fares are required), should be a focus. Statutory issues related on where the agencies can operate can be worked through at these meetings as well.

### *Fixed Route Recommendations*

The following first stage fixed route recommendations would be a combination of those from Concepts 2 and 3.

- Parts of Routes 806, 807, and 808 would be eliminated.
- **Route A** would run between Crystal Lake and the McHenry County Government complex via the Woodstock Metra station. This replaces parts of Routes 807 and 808.
- **Route B** would run between Northwestern Medicine McHenry Hospital and the Crystal Lake Metra station. This replaces parts of Route 806 and 807. Timed transfers would be scheduled between these fixed routes at the Crystal Lake Metra station and at the Woodstock Metra station for southbound trains (in the morning) and northbound trains (in the evening).
- A circulator (**Route C**) would be created in Harvard. The circulator which would run entirely within Harvard and would be the only route not connected by fixed route bus with the rest of the proposed system (Metra would connect transit riders to the rest of the region). A path should be constructed between the senior center/food pantry and the library to allow access to the circulator.
- Proposed schedules and detailed maps for these routes can be found below. The schedules only show timepoints, not all of the stops that will be made by a route.
- All routes would continue to run on weekdays only.

## ROUTE A CRYSTAL LAKE - WOODSTOCK

### WEEKDAY NORTHBOUND

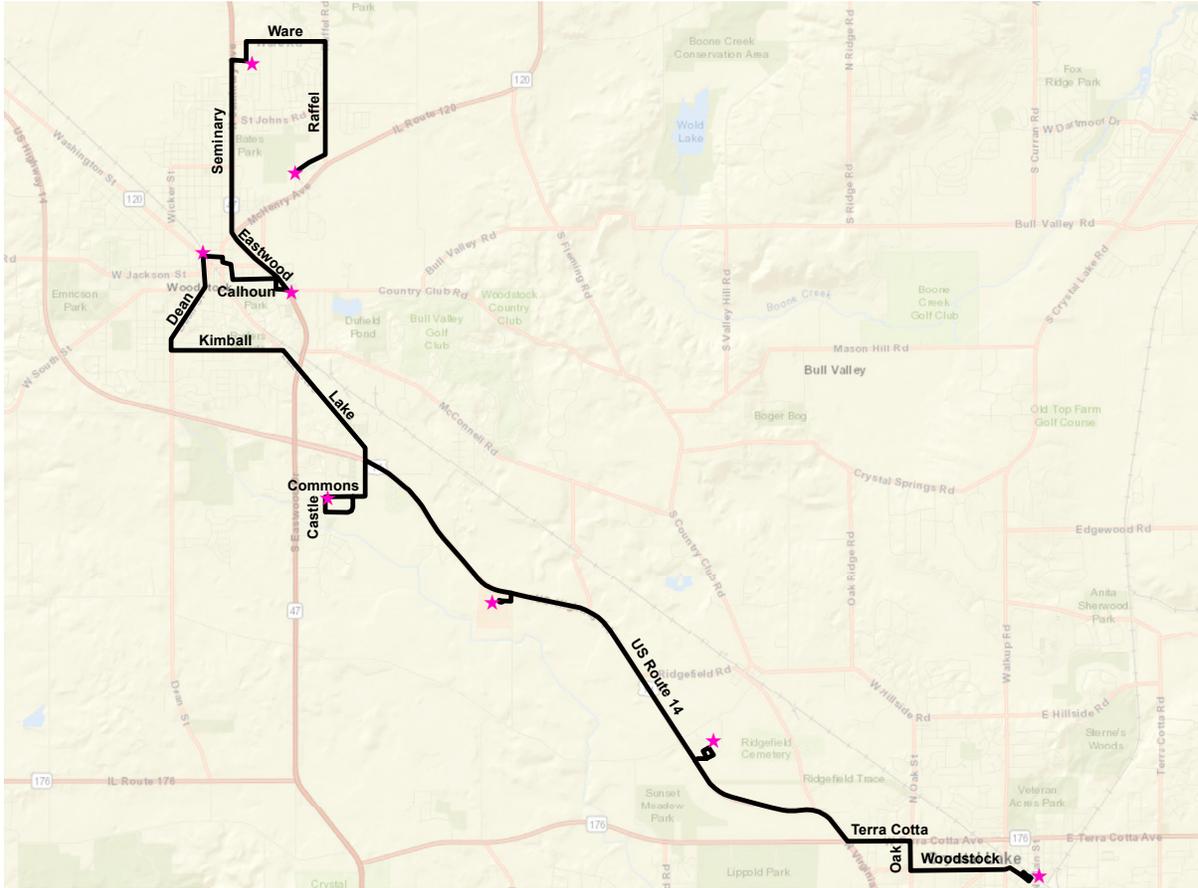
CRYSTAL LAKE METRA	MCHENRY COUNTY COLLEGE	NORTHWESTERN HOSPITAL- WOODSTOCK	COMMONS/ CASTLE	KIMBALL/ DEAN	CHURCH/ MAIN	SOUTH/ EASTWOOD	MCHENRY COUNTY COURTHOUSE	MARIAN CENTRAL CATHOLIC HS
6:25	6:34	6:40	6:46	6:55	6:58	7:02	7:07	7:17
7:25	7:34	7:40	7:46	7:55	7:58	8:02	8:07	
8:25	8:34	8:40	8:46	8:55	8:58	9:02	9:07	
9:25	9:34	9:40	9:46	9:55	9:58	10:02	10:07	
10:25	10:34	10:40	10:46	10:55	10:58	11:02	11:07	
11:25	11:34	11:40	11:46	11:55	11:58	12:02 PM	12:07 PM	
12:25 PM	12:34 PM	12:40 PM	12:46 PM	12:55 PM	12:58 PM	1:02 PM	1:07 PM	
1:25 PM	1:34 PM	1:40 PM	1:46 PM	1:55 PM	1:58 PM	2:02 PM	2:07 PM	
2:25 PM	2:34 PM	2:40 PM	2:46 PM	2:55 PM	2:58 PM	3:02 PM	3:07 PM	3:17 PM
3:25 PM	3:34 PM	3:40 PM	3:46 PM	3:55 PM	3:58 PM	4:02 PM	4:07 PM	
4:25 PM	4:34 PM	4:40 PM	4:46 PM	4:55 PM	4:58 PM	5:02 PM	5:07 PM	

### WEEKDAY SOUTHBOUND

MARIAN CENTRAL CATHOLIC HS	MCHENRY COUNTY COURTHOUSE	SOUTH/ EASTWOOD	CHURCH/ MAIN	KIMBALL/ DEAN	COMMONS/ CASTLE	NORTHWESTERN HOSPITAL- WOODSTOCK	MC HENRY COUNTY COLLEGE	CRYSTAL LAKE METRA
	5:30	5:45	5:48	5:52	6:00	6:05	6:11	6:21
	6:30	6:45	6:48	6:52	7:00	7:05	7:11	7:21
7:20	7:30	7:35	7:38	7:42	7:50	7:55	8:01	8:11
	8:15	8:30	8:33	8:37	8:45	8:50	8:56	9:06
	9:15	9:30	9:33	9:37	9:45	9:50	9:56	10:06
	10:15	10:30	10:33	10:37	10:45	10:50	10:56	11:06
	11:15	11:30	11:33	11:37	11:45	11:50	11:56	12:06 PM
	12:15 PM	12:30 PM	12:33 PM	12:37 PM	12:45 PM	12:50 PM	12:56 PM	1:06 PM
	1:15 PM	1:30 PM	1:33 PM	1:37 PM	1:45 PM	1:50 PM	1:56 PM	2:06 PM
	2:15 PM	2:30 PM	2:33 PM	2:37 PM	2:45 PM	2:50 PM	2:56 PM	3:06 PM
3:20 PM	3:30 PM	3:45 PM	3:48 PM	3:52 PM	4:00 PM	4:05 PM	4:11 PM	4:21 PM
	4:15 PM	4:30 PM	4:33 PM	4:37 PM	4:45 PM	4:50 PM	4:56 PM	5:06 PM
	5:15 PM	5:30 PM	5:33 PM	5:37 PM	5:45 PM	5:50 PM	5:56 PM	6:06 PM

The locations listed above are route timepoints; stops will be made between them, as needed, along the route.

**FIGURE 3: Route A (First Stage)<sup>3</sup>**



<sup>3</sup> Stars on this and other maps indicate timepoints

## ROUTE B CRYSTAL LAKE - MCHENRY

### WEEKDAY NORTHBOUND

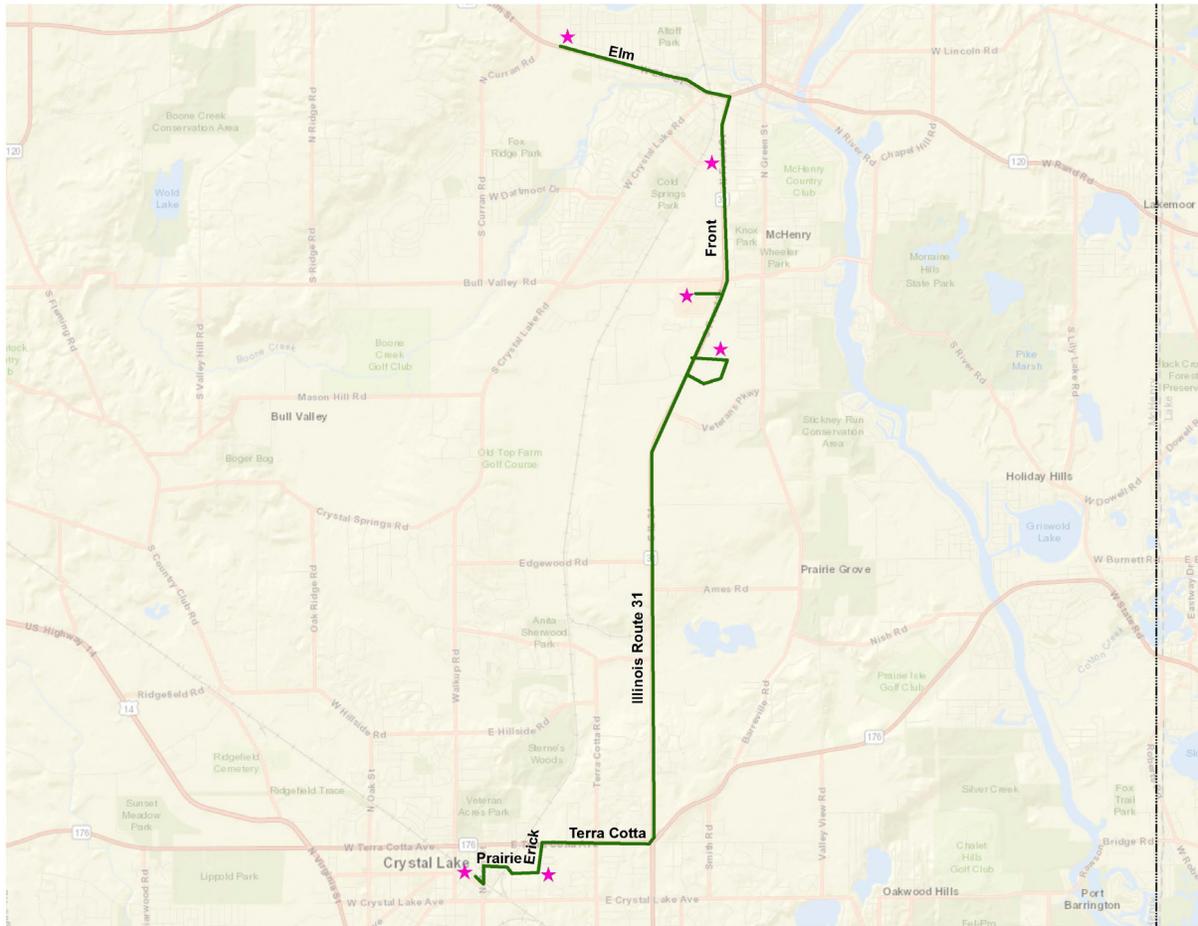
CENTER FOR INDEPENDENT LIVING	FRONT/LILLIAN	NORTHWESTERN HOSPITAL-MCHENRY	PIONEER CENTER	ERICK/PRAIRIE	CRYSTAL LAKE METRA
6:19	6:24	6:28	6:37	6:39	6:43
7:19	7:24	7:28	7:37	7:39	7:43
8:19	8:24	8:28		8:39	8:43
9:19	9:24	9:28		9:39	9:43
10:19	10:24	10:28		10:39	10:43
11:19	11:24	11:28		11:39	11:43
12:19 PM	12:24 PM	12:28 PM		12:39 PM	12:43 PM
1:19 PM	1:24 PM	1:28 PM		1:39 PM	1:43 PM
2:19 PM	2:24 PM	2:28 PM	2:37 PM	2:39 PM	2:43 PM
3:19 PM	3:24 PM	3:28 PM	3:37 PM	3:39 PM	3:43 PM
4:19 PM	4:24 PM	4:28 PM		4:39 PM	4:43 PM
5:19 PM	5:24 PM	5:28 PM		5:39 PM	5:43 PM

### WEEKDAY SOUTHBOUND

CRYSTAL LAKE METRA	ERICK/PRAIRIE	PIONEER CENTER	NORTHWESTERN HOSPITAL-MCHENRY	FRONT/LILLIAN	CENTER FOR INDEPENDENT LIVING
5:50	5:54		6:07	6:13	6:19
6:50	6:54	7:03	7:07	7:13	7:19
7:50	7:54	8:03	8:07	8:13	8:19
8:50	8:54		9:07	9:13	9:19
9:50	9:54		10:07	10:13	10:19
10:50	10:54		11:07	11:13	11:19
11:50	11:54		12:07 PM	12:13 PM	12:19 PM
12:50 PM	12:54 PM		1:07 PM	1:13 PM	1:19 PM
1:50 PM	1:54 PM		2:07 PM	2:13 PM	2:19 PM
2:50 PM	2:54 PM	3:03 PM	3:07 PM	3:13 PM	3:19 PM
3:50 PM	3:54 PM	4:03 PM	4:07 PM	4:13 PM	4:19 PM
4:50 PM	4:54 PM		5:07 PM	5:13 PM	5:19 PM

The locations listed above are route timepoints; stops will be made between them, as needed, along the route.

**FIGURE 4: Route B (First Stage)**



## ROUTE C HARVARD CIRCULATOR

### WEEKDAY NORTHBOUND

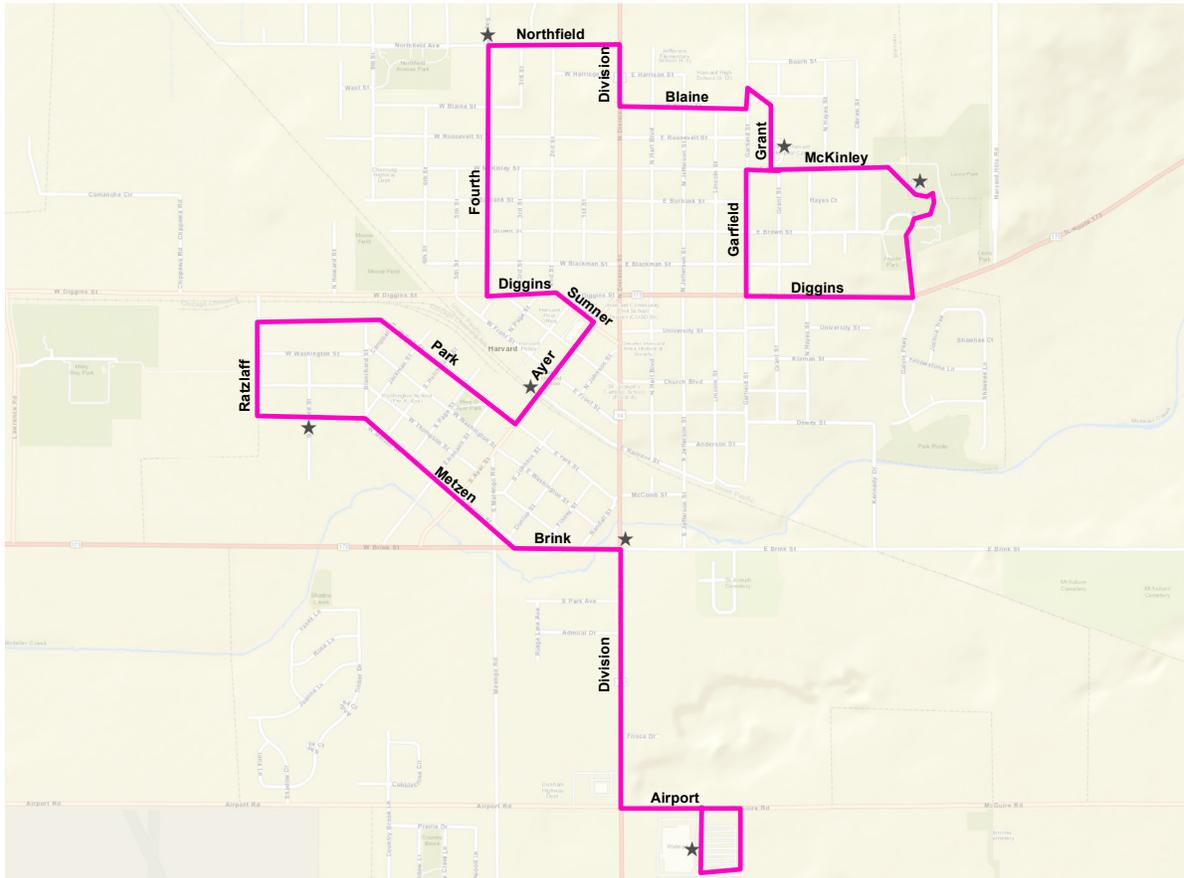
HARVARD WALMART	DIVISION/ BRINK	HOWARD/ METZGEN	HARVARD METRA	4TH/ NORTHFIELD	MERCY HOSPITAL- HARVARD	LIBRARY
6:00	6:04	6:07	6:10	6:13	6:14	6:18
6:45	6:49	6:52	6:55	6:58	6:59	7:03
7:30	7:34	7:37	7:40	7:43	7:44	7:48
8:15	8:19	8:22	8:25	8:28	8:29	8:33
9:00	9:04	9:07	9:10	9:13	9:14	9:18
9:45	9:49	9:52	9:55	9:58	9:59	10:03
10:30	10:34	10:37	10:40	10:43	10:44	10:48
11:15	11:19	11:22	11:25	11:28	11:29	11:33
12:00 PM	12:04 PM	12:07 PM	12:10 PM	12:13 PM	12:14 PM	12:18 PM
12:45 PM	12:49 PM	12:52 PM	12:55 PM	12:58 PM	12:59 PM	1:03 PM
1:30 PM	1:34 PM	1:37 PM	1:40 PM	1:43 PM	1:44 PM	1:48 PM
2:15 PM	2:19 PM	2:22 PM	2:25 PM	2:28 PM	2:29 PM	2:33 PM
3:00 PM	3:04 PM	3:07 PM	3:10 PM	3:13 PM	3:14 PM	3:18 PM
3:45 PM	3:49 PM	3:52 PM	3:55 PM	3:58 PM	3:59 PM	4:03 PM
4:30 PM	4:34 PM	4:37 PM	4:40 PM	4:43 PM	4:44 PM	4:48 PM
5:15 PM	5:19 PM	5:22 PM	5:25 PM	5:28 PM	5:29 PM	5:33 PM

### WEEKDAY SOUTHBOUND

LIBRARY	MERCY HOSPITAL- HARVARD	4TH/ NORTHFIELD	HARVARD METRA	HOWARD/ METZGEN	DIVISION/ BRINK	HARVARD WALMART
6:21	6:24	6:27	6:30	6:33	6:36	6:38
7:06	7:09	7:12	7:15	7:18	7:21	7:23
7:51	7:54	7:57	8:00	8:03	8:06	8:08
8:36	8:39	8:42	8:45	8:48	8:51	8:53
9:21	9:24	9:27	9:30	9:33	9:36	9:38
10:06	10:09	10:12	10:15	10:18	10:21	10:23
10:51	10:54	10:57	11:00	11:03	11:06	11:08
11:36	11:39	11:42	11:45	11:48	11:51	11:53
12:21 PM	12:24 PM	12:27 PM	12:30 PM	12:33 PM	12:36 PM	12:38 PM
1:06 PM	1:09 PM	1:12 PM	1:15 PM	1:18 PM	1:21 PM	1:23 PM
1:51 PM	1:54 PM	1:57 PM	2:00 PM	2:03 PM	2:06 PM	2:08 PM
2:36 PM	2:39 PM	2:42 PM	2:45 PM	2:48 PM	2:51 PM	2:53 PM
3:21 PM	3:24 PM	3:27 PM	3:30 PM	3:33 PM	3:36 PM	3:38 PM
4:06 PM	4:09 PM	4:12 PM	4:15 PM	4:18 PM	4:21 PM	4:23 PM
4:51 PM	4:54 PM	4:57 PM	5:00 PM	5:03 PM	5:06 PM	5:08 PM
4:06 PM	4:09 PM	4:12 PM	4:15 PM	4:18 PM	4:21 PM	4:23 PM

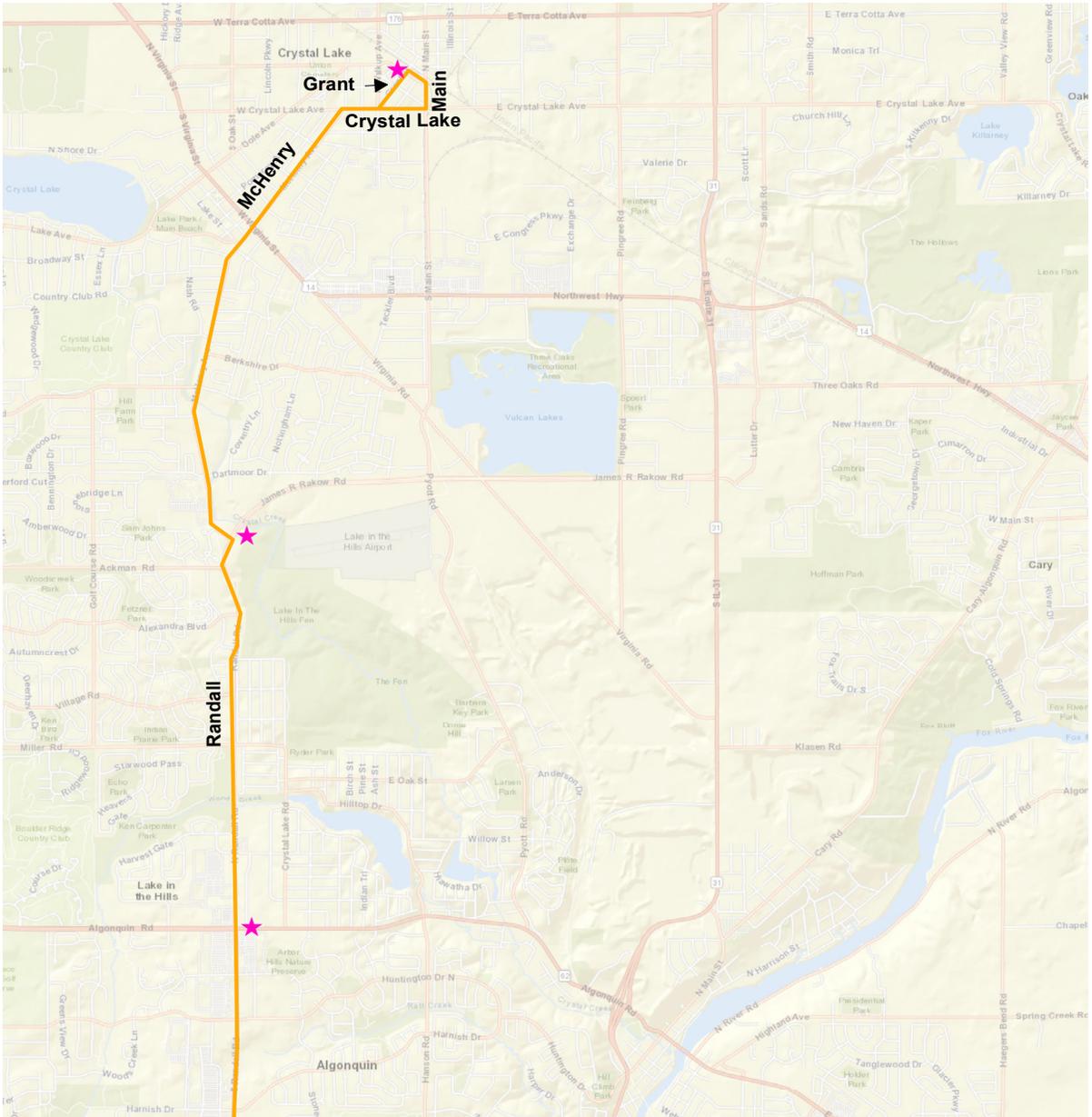
The locations listed above are route timepoints; stops will be made between them, as needed, along the route.

**FIGURE 5: Route C (First Stage)**



- Route H (550)** would leave Randall Road and travel on McHenry Avenue, Crystal Lake Avenue, and Grant Street to the Crystal Lake Metra station (northbound); southbound trips would use Main Street instead of Grant Street. A detailed map is shown below; the schedule would not be changed.

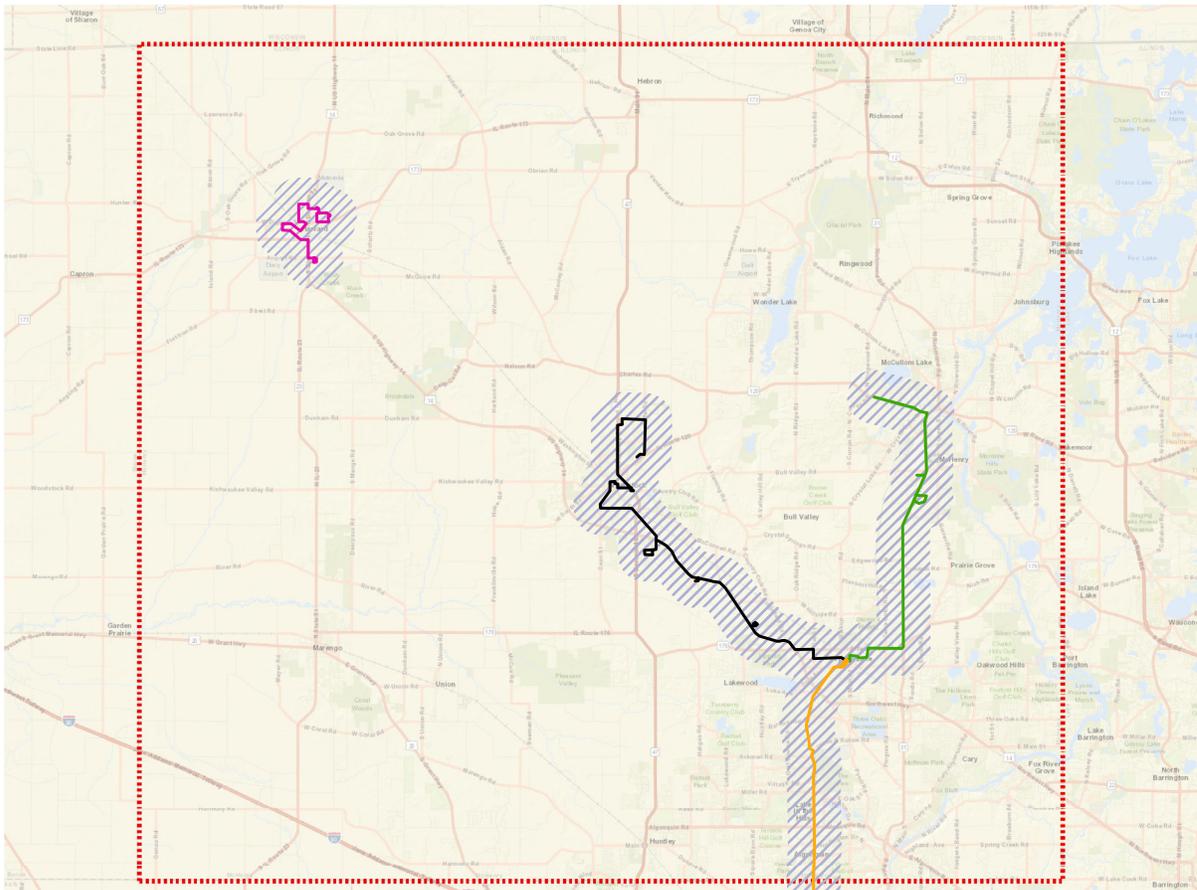
**FIGURE 6: Route H (First Stage)**



## ACTION ITEMS

- Harvard, Woodstock, McHenry, and Crystal Lake would need to approve the new routings before bringing the changes to the public.
- Pace would need to hold public hearings before these route changes are implemented.
- If the changes are approved, the County would need to partner with Pace and the municipalities to promote the changes and to facilitate bus stop sign or shelter placement.

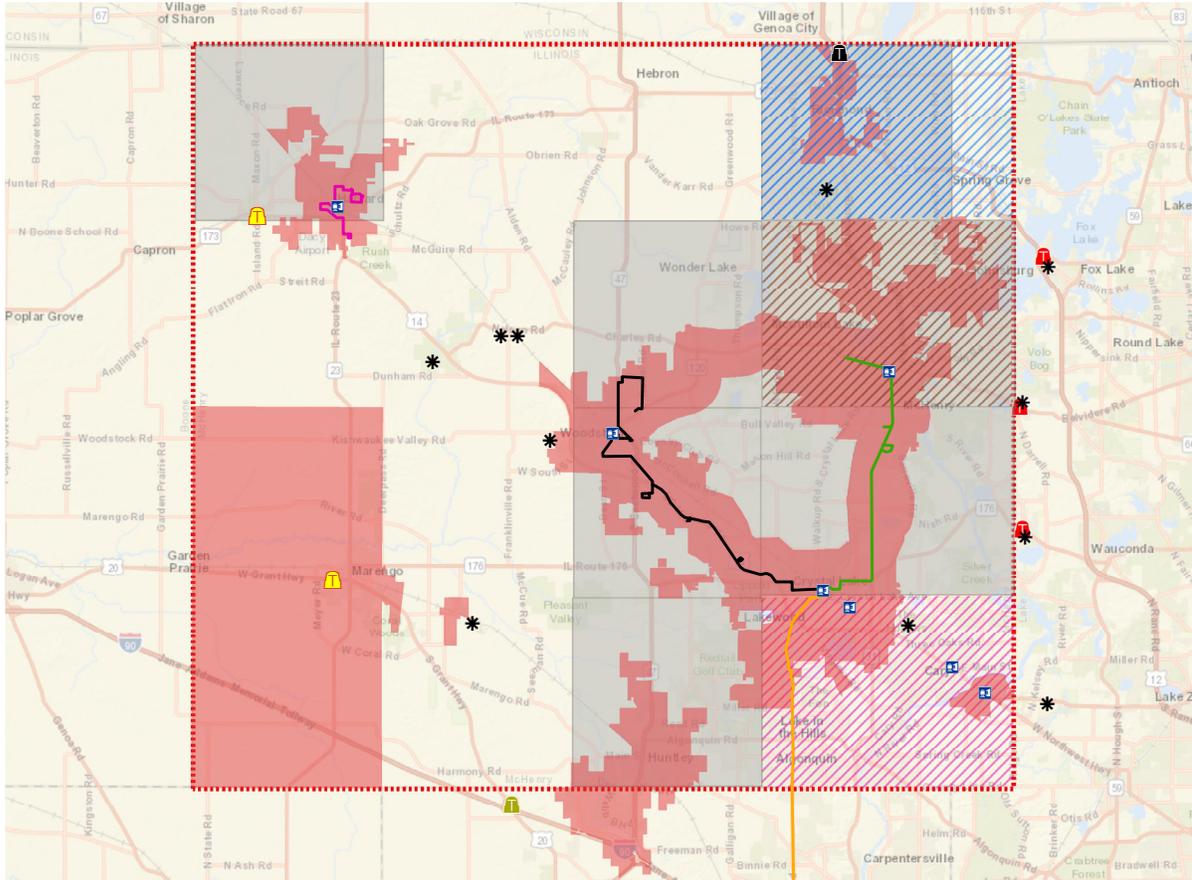
**FIGURE 7:** Preferred Fixed Route Service Concept (First Stage)



### Fixed Routes

- Route A: Crystal Lake-Woodstock
- Route B: Crystal Lake-McHenry
- Route C: Harvard Circulator
- Route H: Route 550

**FIGURE 8: Preferred First Stage Service Concept (All Transit Modes)**



**MCRide**

- All Riders
- Seniors and Disabled Only
- \* Point Destinations

**Other Senior/Disabled Demand Response**

- Algonquin Twp
- McHenry Twp
- Richmond Twp

**Transfer Locations**

- Boone County
- TransVac
- Wal to Wal
- Lake County

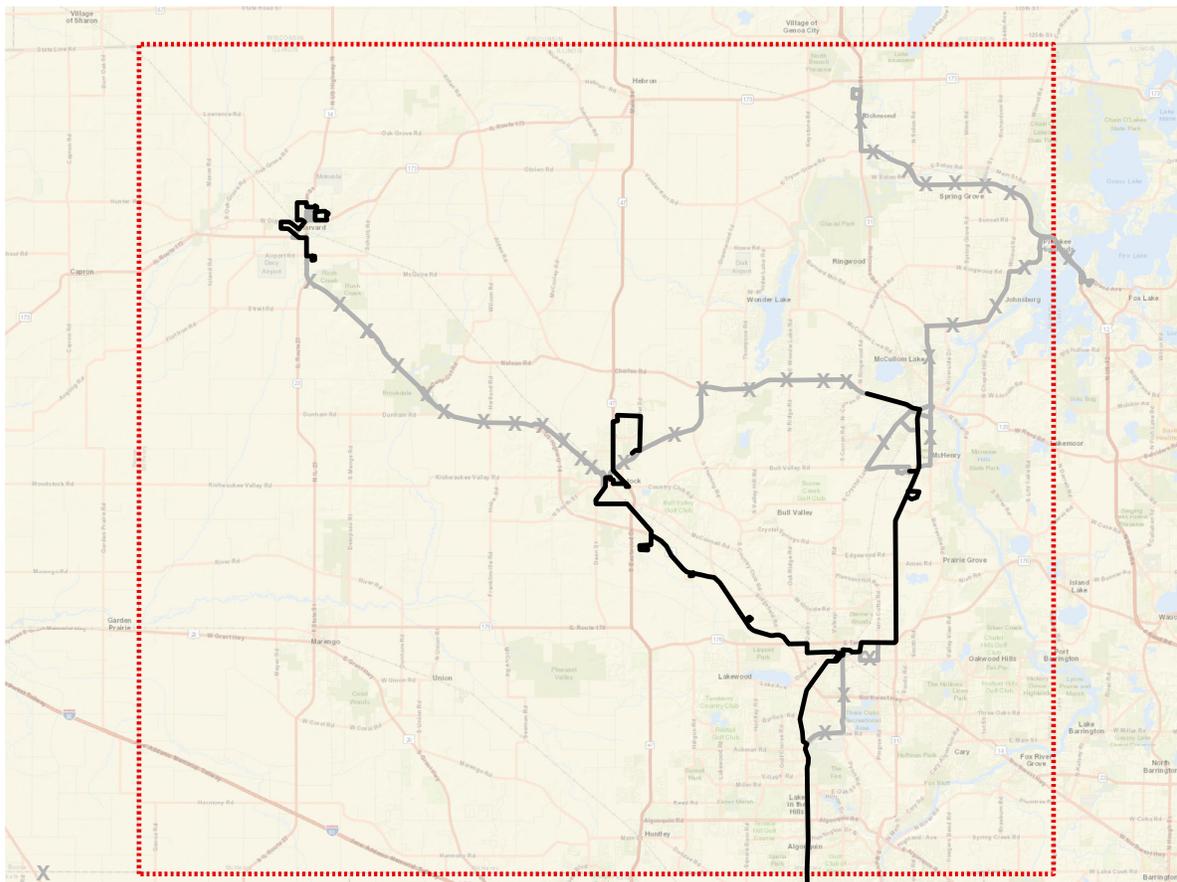
**Metra Stations**



**Fixed Routes**

- Route A: Crystal Lake-Woodstock
- Route B: Crystal Lake-McHenry
- Route C: Harvard Circulator
- Route H: Route 550

**FIGURE 9: Proposed Fixed Route Eliminations (First Stage)**



**Proposed Stage 1 Fixed Routes**

**Fixed Routings Eliminated**

*Metra Recommendations*

- Metra should make its pilot program consolidating fare zones J, K, L, and M permanent in order to decrease the cost of rides within the County and encourage shorter (one to two zone) trips.

*Cost Summary - Stage 1*

Two fewer cutaway vehicles would be needed on this new system. The cost for these changes would be \$2.125 million, a savings of \$3,000 from current transit service.

## ***B. Second Stage (2021 to 2024)***

Many of the recommendations in this stage are dependent on recommendations in the first stage being successfully implemented.

### *Demand Response Recommendations*

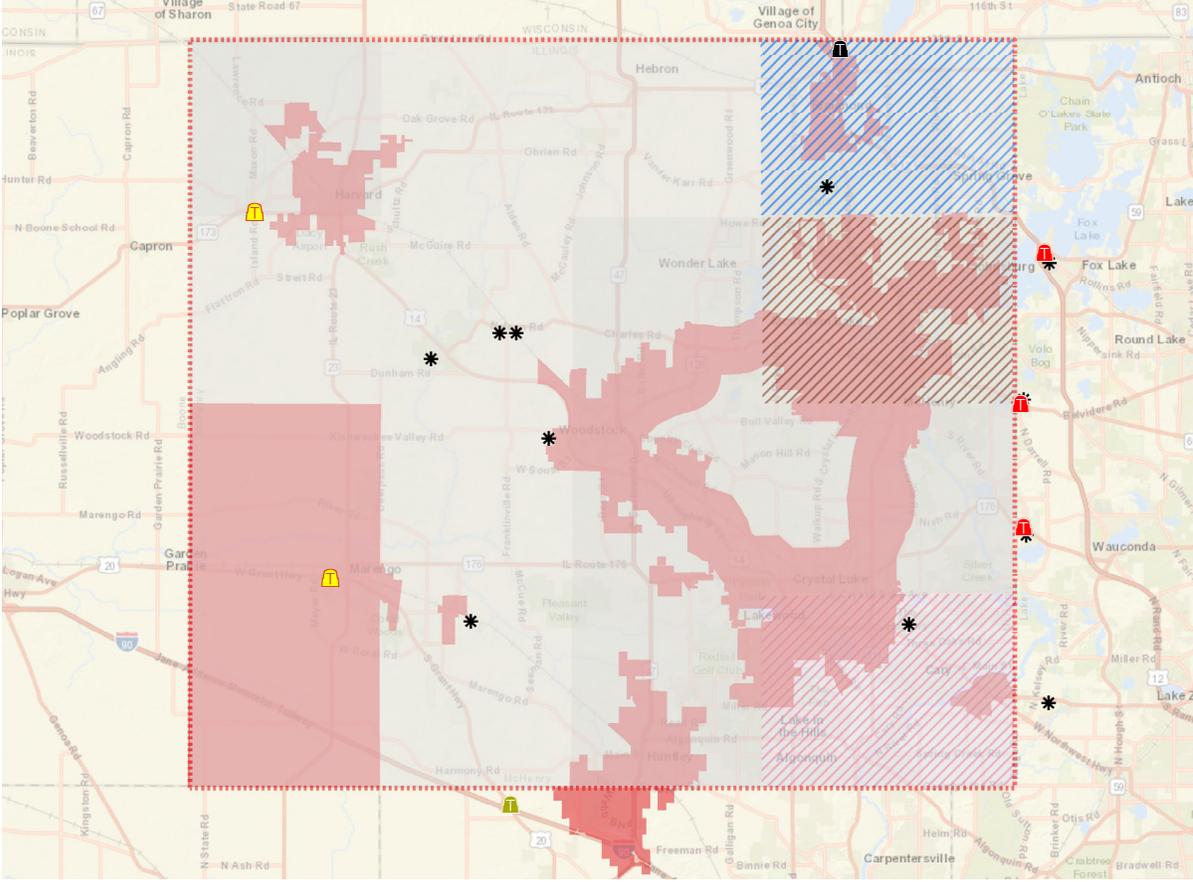
- Pace will make paying fares on MCRide easier by allowing electronic payment where the scheduled ride can be paid for, either in advance or at the time of the ride, by using a credit card or a Ventra card. Riders would still have the option of paying with a cash fare on the vehicle.
- MCRide trips should be able to be scheduled using a mobile application which allows riders to be matched with vehicles in real time. This technology is similar to that of TNCs.
- MCRide service should be extended to the entire County for seniors and people with a disability who show an RTA reduced fare or ride free card.
- Extend MCRide service hours to 10:00 PM.

## **ACTION ITEMS**

- The County, Pace, and RTA need to collaborate in order to introduce advance payment options and a real-time mobile scheduling application for MCRide trips. It may be efficient to develop and implement these initiatives at the same time.
- A new funding structure for MCRide would need to be approved before service can be extended to the entire County. Expanding service to the whole County would likely result in new municipalities or townships not contributing financially to the program. The existing MCRide partners would then choose to stop contributing to the program, resulting in an annual loss of financial support of over \$230,000 per year. This loss of subsidy, coupled with a large increase in costs, would require the County and Pace to identify additional funds to support the program.

One potential source of funding that could be used to pay for the “local share” of the program is the County’s share of the Regional Transportation Authority (RTA) Sales Tax. The County currently receives approximately \$11 million per year in RTA Sales Tax dollars and uses a small portion of that (approximately \$1 million) to fund the existing MCRide program. The County should consider increasing its commitment to the program by budgeting additional RTA Sales Tax dollars. One benefit of using the RTA Sales Tax is that all residents of the County, regardless of where in the County they live, pay these taxes when they purchase goods. Expanding the transit service County-wide using these transportation dollars is therefore equitable.

**FIGURE 10: Preferred Demand Response Service Concept (Second Stage)**



- MCRide**
  - All Riders
  - Seniors and Disabled Only
  - Point Destinations
  - Transfer Locations**
  - Boone County
  - TransVac
  - Wal to Wal
  - Lake County
- Other Senior/Disabled Demand Response**
  - Algonquin Twp
  - McHenry Twp
  - Richmond Twp

*Fixed Route Recommendations*

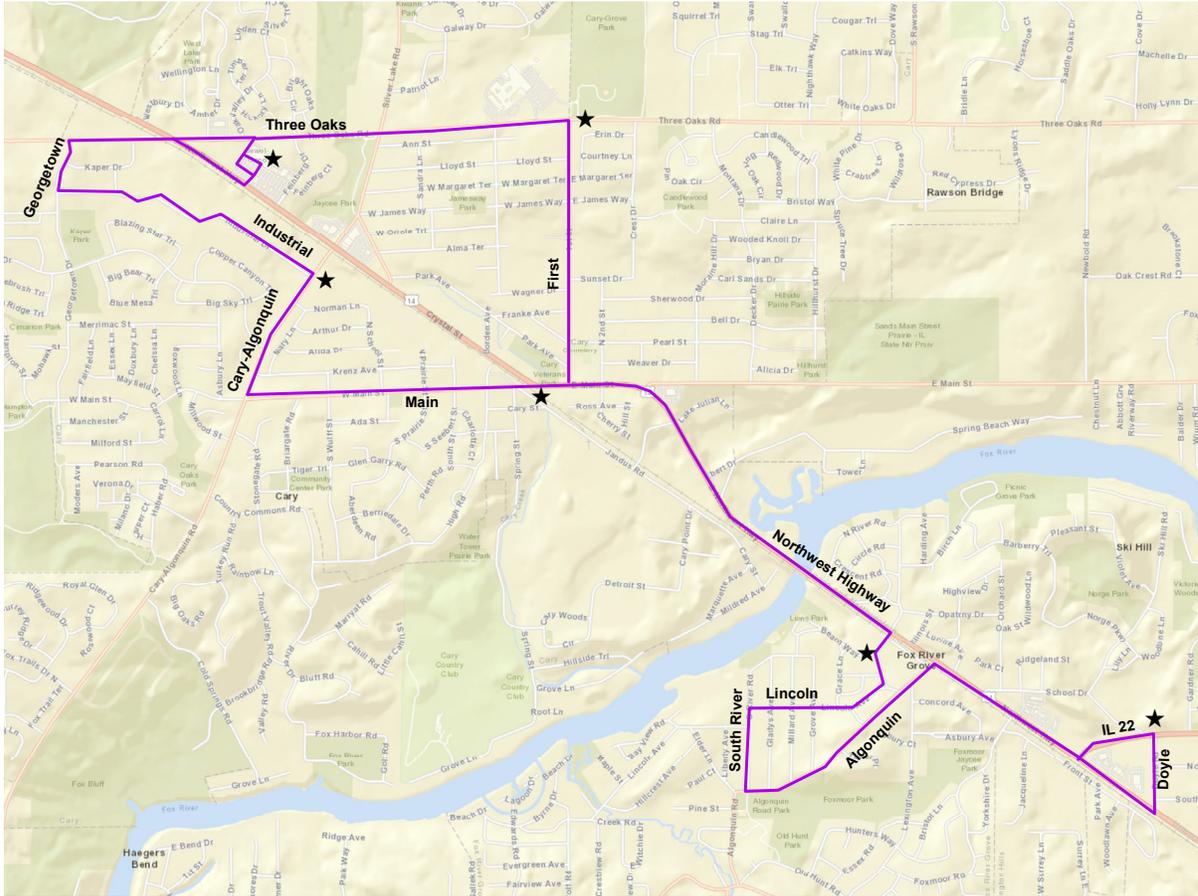
- Add a new **Route D**, a circulator that would serve Cary and Fox River Grove, which have some of the highest transit demand in the County that is not served by fixed route transit. The route would make timed transfers at the Cary Metra station, and serve some of the largest industrial employers in the County (e.g. Stryker and Aptar).
- To shift MCRide riders onto fixed routes where possible, the County should subsidize free or severely reduced fares for any fixed route that operates entirely within the County.

**ROUTE D FOX RIVER GROVE - CARY**

WEEKDAY CLOCKWISE

IL 22/ DOYLE	FOX RIVER GROVE METRA	CARY METRA	CARY- ALGONQUIN/ INDUSTRIAL	CARY JEWEL	THREE OAKS/FIRST	CARY METRA	FOX RIVER GROVE METRA	IL 22/DOYLE
6:10	6:17	6:24	6:27	6:32	6:35	6:38	6:42	6:50
7:00	7:07	7:14	7:17	7:22	7:25	7:28	7:32	7:40
7:50	7:57	8:04	8:07	8:12	8:15	8:18	8:22	8:30
8:40	8:47	8:54	8:57	9:02	9:05	9:08	9:12	9:20
9:30	9:37	9:44	9:47	9:52	9:55	9:58	10:02	10:10
10:18	10:25	10:32	10:35	10:40	10:43	10:46	10:50	10:58
11:06	11:13	11:20	11:23	11:28	11:31	11:34	11:38	11:46
11:54	12:01 PM	12:08 PM	12:11 PM	12:16 PM	12:19 PM	12:22 PM	12:26 PM	12:34 PM
12:42 PM	12:49 PM	12:56 PM	12:59 PM	1:04 PM	1:07 PM	1:10 PM	1:14 PM	1:22 PM
1:30 PM	1:37 PM	1:44 PM	1:47 PM	1:52 PM	1:55 PM	1:58 PM	2:02 PM	2:10 PM
2:18 PM	2:25 PM	2:32 PM	2:35 PM	2:40 PM	2:43 PM	2:46 PM	2:50 PM	2:58 PM
3:04 PM	3:11 PM	3:18 PM	3:21 PM	3:26 PM	3:29 PM	3:32 PM	3:36 PM	3:44 PM
3:50 PM	3:57 PM	4:04 PM	4:07 PM	4:12 PM	4:15 PM	4:18 PM	4:22 PM	4:30 PM
4:38 PM	4:45 PM	4:52 PM	4:55 PM	5:00 PM	5:03 PM	5:06 PM	5:10 PM	5:18 PM
5:26 PM	5:33 PM	5:40 PM	5:43 PM	5:48 PM	5:51 PM	5:54 PM	5:58 PM	6:06 PM

**FIGURE 11: Route D (Second Stage)**



## ACTION ITEMS

- Route D (the Fox River Grove-Cary Circulator) should only be implemented if Route C (the Harvard Circulator) has been deemed a success. This success should be determined by how well the performance metrics established for the latter route are met, including trips per revenue hour (should be greater than 2); decrease in local MCRide trips (for the general public these should be reduced by 50 percent); and subsidy per trip (should be less than \$10).
- Discussions would need to be held with Pace to approve the route additions, especially since additional money would need to be found to pay for them.
- The County would need to hold discussions with Pace and the RTA regarding the feasibility and process for subsidizing fares for intra-county routes.
- Fox River Grove and Cary would need to approve the new routing before bringing the changes to the public.

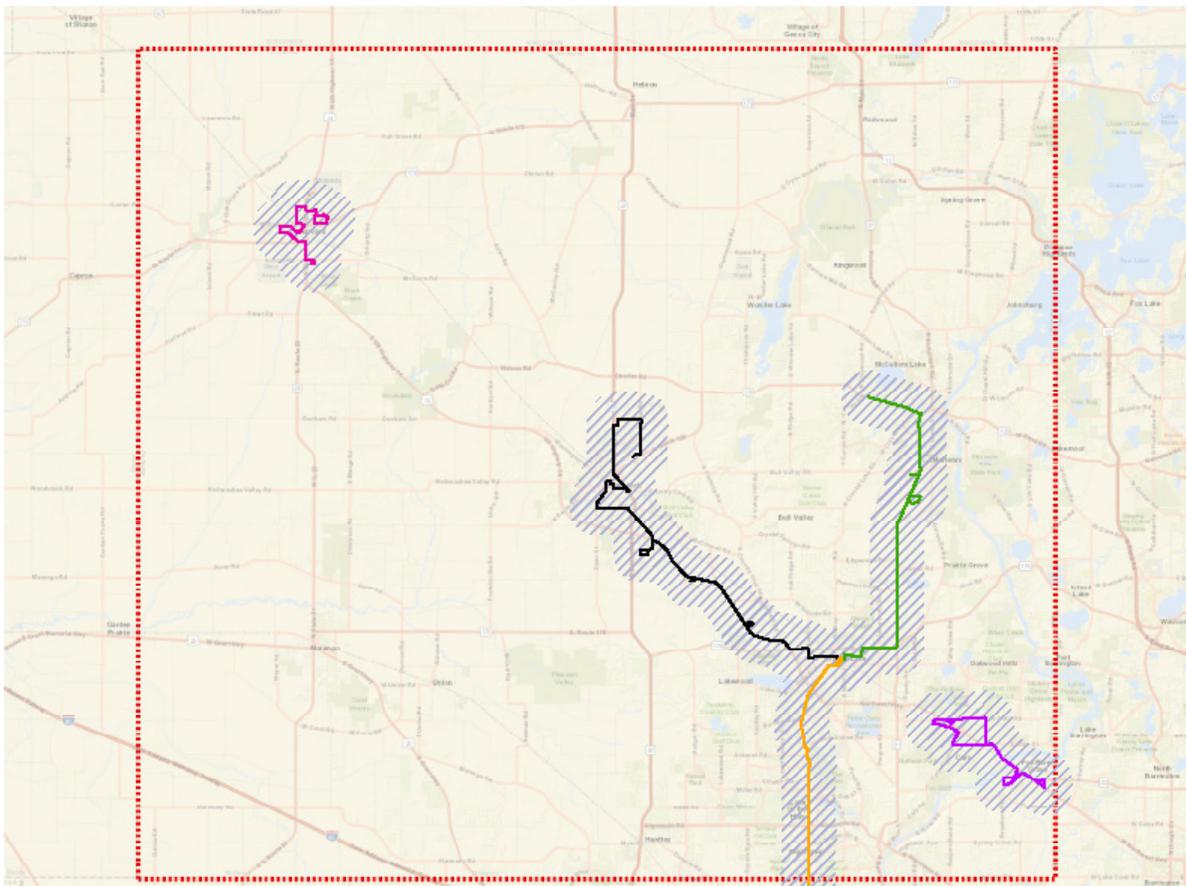
*Metra Recommendations*

- A new coach yard should be built north of the Woodstock station to allow more trains to originate and terminate there.

*Cost Summary - Stage 2*

Two additional cutaway vehicles<sup>4</sup> would be needed on this new system. The operating cost for achieving the second stage of the preferred concept would be about \$2.4 million, an increase of \$350,000 from current transit service. An additional capital outlay of \$600,000 (plus the cost of land acquisition and construction of the coach yard) would also be necessary.

**FIGURE 12:** Preferred Fixed Route Service Concept (Second Stage)

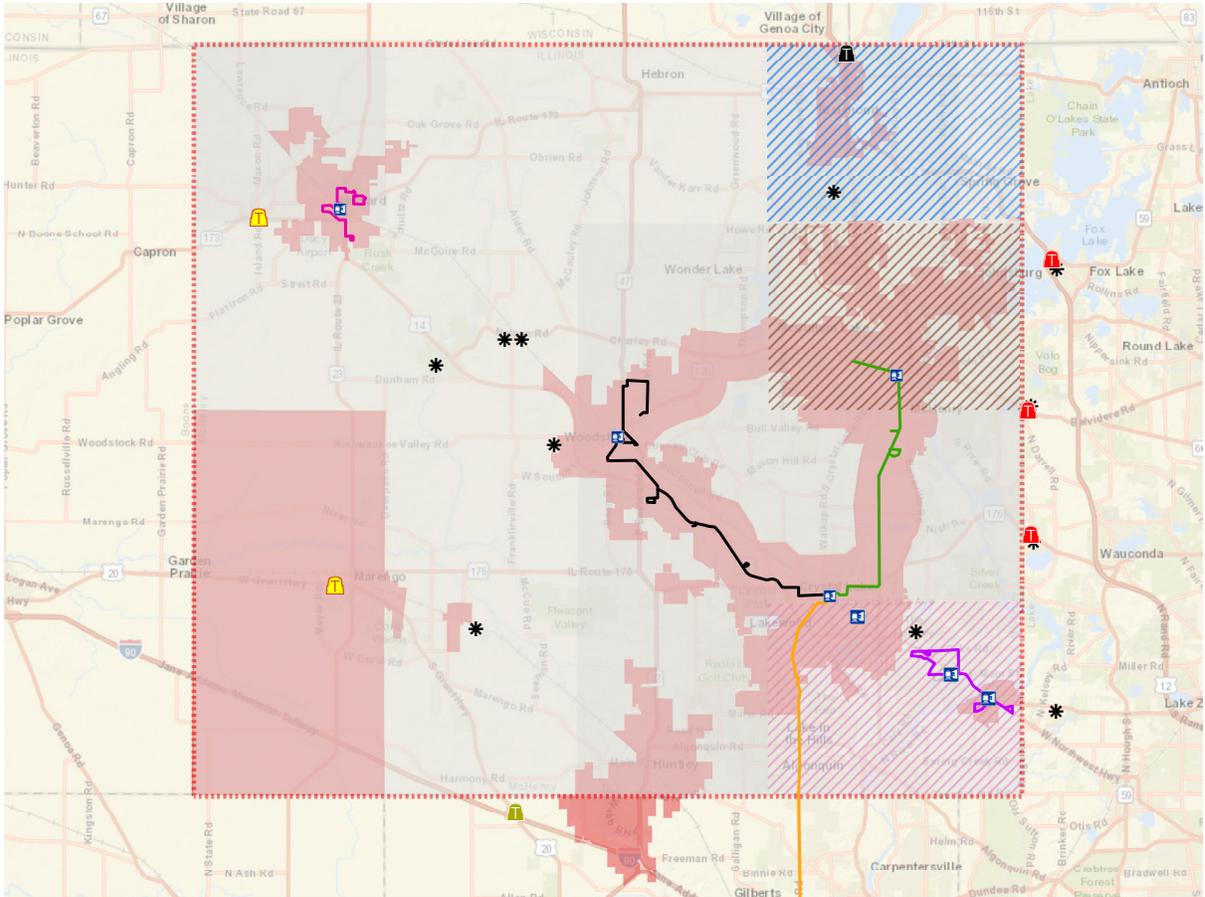


**Fixed Routes**

- Route A: Crystal Lake-Woodstock
  - Route B: Crystal Lake-McHenry
  - Route C: Harvard Circulator
  - Route D: Fox River Grove-Cary Circulator
  - Route H: Route 550
- ADA Service**

<sup>4</sup> Three additional cutaways would be used for MCRide service, and one less for fixed route service.

**FIGURE 13: Preferred Second Stage Service Concept (All Transit Modes)**



**MCRide**

- All Riders
- Seniors and Disabled Only
- \* Point Destinations

**Other Senior/Disabled Demand Response**

- Algonquin Twp
- McHenry Twp
- Richmond Twp

**Transfer Locations**

- Boone County
- TransVac
- Wal to Wal
- Lake County

**Metra Stations**



**Fixed Routes**

- Route A: Crystal Lake-Woodstock
- Route B: Crystal Lake-McHenry
- Route C: Harvard Circulator
- Route D: Fox River Grove-Cary Circulator
- Route H: Route 550

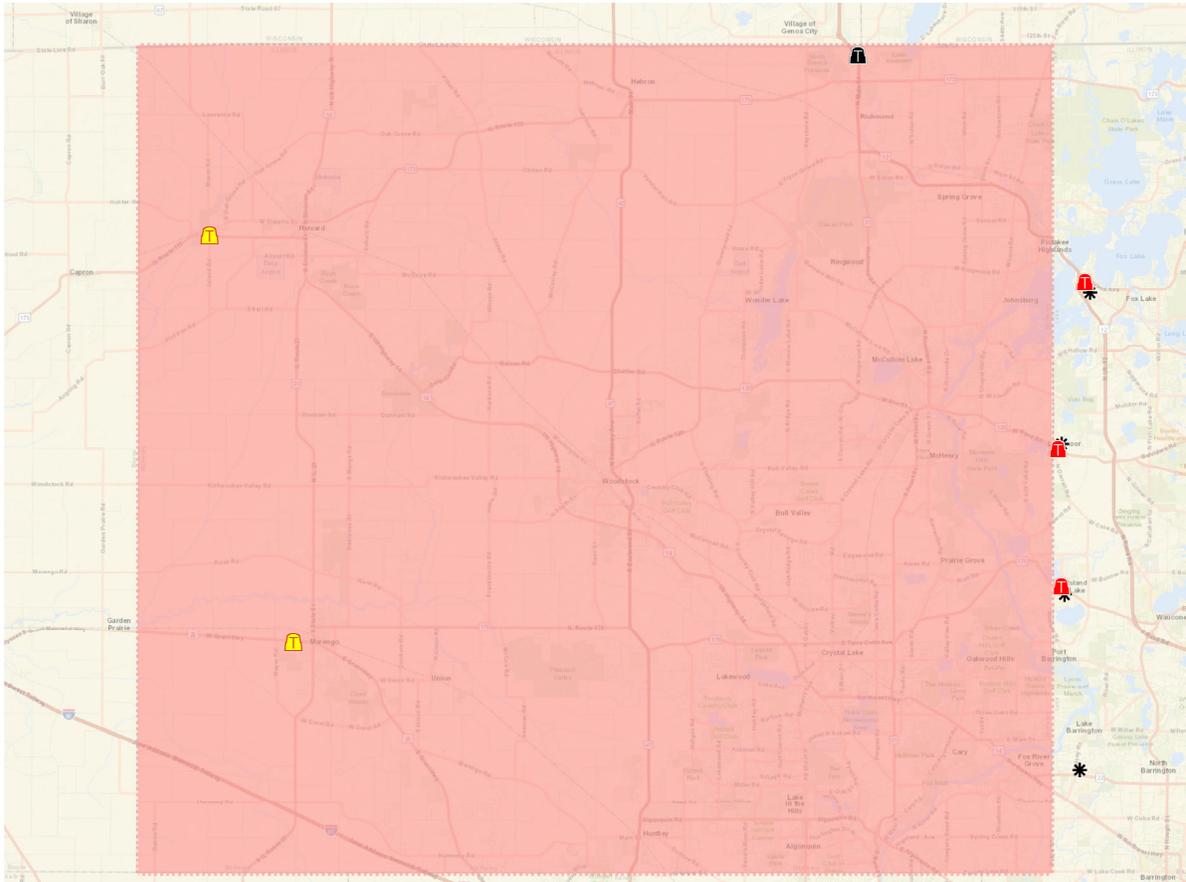
**C. Third Stage (2025 to 2030)**

These recommendations are dependent on a significant capital bill being passed in Springfield and/or significant additional operating money in the RTA service area becoming available.

*Demand Response Recommendations*

- Implementation of TNC/Microtransit to help provide, or supplement, MCRide service. This can be a standalone or pilot project if Pace chooses not to collaborate on this.
- Open demand response service to all riders throughout the County.
- Build an additional garage west of Illinois 47. This would replace the vehicle storage facility proposed in the second stage.

**FIGURE 14:** Preferred Demand Response Service Concept (Third Stage)



**MCRide**

- All Riders
  - \* Point Destinations
- Transfer Locations**
- 🔔 Boone County
  - 🔔 TransVac
  - 🔔 Wal to Wal
  - 🔔 Lake County

**ACTION ITEMS**

- A reliable scheduling app would have had to been developed by this stage (see the previous stage recommendations for further explanation).
- A new funding mechanism for MCRide would have had to been established in the second stage.
- Discussions need to be had with Algonquin, Richmond, Burton, and McHenry Townships to fold their services into the new countywide system in order to prevent service duplication.

### *Fixed Route Recommendations*

These fixed route additions are contingent on the changes recommended in the first and second stages being implemented by Pace.

- Extend the service span of all **Routes A, B, C** and **D** until 7:00 PM, and add service on Saturday to these routes (in addition to **Route H**) as well.
- Add a new **Route E**, which would be a combination of two routes proposed in Concept 4. This route would serve the Northwest Highway retail corridor in Crystal Lake, the Lake in the Hills park and ride, and central Algonquin and then terminate at the Barrington Road inline bus station on I-90. From there, riders could access the express bus network that runs on the tollway. This route would be a semi-express route that would stop at posted stops only, and not at all between the Cook-McHenry County line and the Barrington Road station. Schedules and detailed maps for these routes can be found below.
- Extend five Route 570 trips per day (**Route F**) to the McHenry Metra Station. The rest of the trips would be begin and end at the Fox Lake Town Center as they do now. Due to length of this route, a posted stop policy should be adopted to keep the route running on time.

Proposed schedules and detailed maps (for new routes occurring at this stage—**Routes E and F** only) can be found below.

## ROUTE A CRYSTAL LAKE - WOODSTOCK

### WEEKDAY NORTHBOUND

CRYSTAL LAKE METRA	MCHENRY COUNTY COLLEGE	NORTHWESTERN HOSPITAL-WOODSTOCK	COMMONS/CASTLE	KIMBALL/DEAN	CHURCH/MAIN	SOUTH/EASTWOOD	MCHENRY COUNTY COURTHOUSE	MARIAN CENTRAL CATHOLIC HS
6:25	6:34	6:40	6:46	6:55	6:58	7:02	7:07	7:17
7:25	7:34	7:40	7:46	7:55	7:58	8:02	8:07	
8:25	8:34	8:40	8:46	8:55	8:58	9:02	9:07	
9:25	9:34	9:40	9:46	9:55	9:58	10:02	10:07	
10:25	10:34	10:40	10:46	10:55	10:58	11:02	11:07	
11:25	11:34	11:40	11:46	11:55	11:58	12:02 PM	12:07 PM	
12:25 PM	12:34 PM	12:40 PM	12:46 PM	12:55 PM	12:58 PM	1:02 PM	1:07 PM	
1:25 PM	1:34 PM	1:40 PM	1:46 PM	1:55 PM	1:58 PM	2:02 PM	2:07 PM	
2:25 PM	2:34 PM	2:40 PM	2:46 PM	2:55 PM	2:58 PM	3:02 PM	3:07 PM	3:17 PM
3:25 PM	3:34 PM	3:40 PM	3:46 PM	3:55 PM	3:58 PM	4:02 PM	4:07 PM	
4:25 PM	4:34 PM	4:40 PM	4:46 PM	4:55 PM	4:58 PM	5:02 PM	5:07 PM	
5:25 PM	5:34 PM	5:40 PM	5:46 PM	5:55 PM	5:58 PM	6:02 PM	6:07 PM	
6:25 PM	6:34 PM	6:40 PM	6:46 PM	6:55 PM	6:58 PM	7:02 PM	7:07 PM	

### WEEKDAY SOUTHBOUND

MARIAN CENTRAL CATHOLIC HS	MCHENRY COUNTY COURTHOUSE	SOUTH/EASTWOOD	CHURCH/MAIN	KIMBALL/DEAN	COMMONS/CASTLE	NORTHWESTERN HOSPITAL-WOODSTOCK	MCHENRY COUNTY COLLEGE	CRYSTAL LAKE METRA
	5:30	5:45	5:48	5:52	6:00	6:05	6:11	6:21
	6:30	6:45	6:48	6:52	7:00	7:05	7:11	7:21
7:20	7:30	7:35	7:38	7:42	7:50	7:55	8:01	8:11
	8:15	8:30	8:33	8:37	8:45	8:50	8:56	9:06
	9:15	9:30	9:33	9:37	9:45	9:50	9:56	10:06
	10:15	10:30	10:33	10:37	10:45	10:50	10:56	11:06
	11:15	11:30	11:33	11:37	11:45	11:50	11:56	12:06 PM
	12:15 PM	12:30 PM	12:33 PM	12:37 PM	12:45 PM	12:50 PM	12:56 PM	1:06 PM
	1:15 PM	1:30 PM	1:33 PM	1:37 PM	1:45 PM	1:50 PM	1:56 PM	2:06 PM
	2:15 PM	2:30 PM	2:33 PM	2:37 PM	2:45 PM	2:50 PM	2:56 PM	3:06 PM
3:20 PM	3:30 PM	3:45 PM	3:48 PM	3:52 PM	4:00 PM	4:05 PM	4:11 PM	4:21 PM
	4:15 PM	4:30 PM	4:33 PM	4:37 PM	4:45 PM	4:50 PM	4:56 PM	5:06 PM
	5:15 PM	5:30 PM	5:33 PM	5:37 PM	5:45 PM	5:50 PM	5:56 PM	6:06 PM
	6:15 PM	6:30 PM	6:33 PM	6:37 PM	6:45 PM	6:50 PM	6:56 PM	7:06 PM

## ROUTE A CRYSTAL LAKE - WOODSTOCK

### SATURDAY NORTHBOUND

CRYSTAL LAKE METRA	MCHENRY COUNTY COLLEGE	NORTHWESTERN HOSPITAL- WOODSTOCK	COMMONS/ CASTLE	KIMBALL/ DEAN	CHURCH/ MAIN	SOUTH/ EASTWOOD	MCHENRY COUNTY COURTHOUSE
8:45	8:54	9:00	9:06	9:15	9:18	9:22	9:27
9:45	9:54	10:00	10:06	10:15	10:18	10:22	10:27
10:45	10:54	11:00	11:06	11:15	11:18	11:22	11:27
11:45	11:54	12:00 PM	12:06 PM	12:15 PM	12:18 PM	12:22 PM	12:27 PM
12:45 PM	12:54 PM	1:00 PM	1:06 PM	1:15 PM	1:18 PM	1:22 PM	1:27 PM
1:45 PM	1:54 PM	2:00 PM	2:06 PM	2:15 PM	2:18 PM	2:22 PM	2:27 PM
2:45 PM	2:54 PM	3:00 PM	3:06 PM	3:15 PM	3:18 PM	3:22 PM	3:27 PM
3:45 PM	3:54 PM	4:00 PM	4:06 PM	4:15 PM	4:18 PM	4:22 PM	4:27 PM

### SATURDAY SOUTHBOUND

MCHENRY COUNTY COURTHOUSE	SOUTH/ EASTWOOD	CHURCH/ MAIN	KIMBALL/ DEAN	COMMONS/ CASTLE	NORTHWESTERN HOSPITAL- WOODSTOCK	MCHENRY COUNTY COLLEGE	CRYSTAL LAKE METRA
9:35	9:50	9:53	9:57	10:05	10:10	10:16	10:26
10:35	10:50	10:53	10:57	11:05	11:10	11:16	11:26
11:35	11:50	11:53	11:57	12:05 PM	12:10 PM	12:16 PM	12:26 PM
12:35 PM	12:50 PM	12:53 PM	12:57 PM	1:05 PM	1:10 PM	1:16 PM	1:26 PM
1:35 PM	1:50 PM	1:53 PM	1:57 PM	2:05 PM	2:10 PM	2:16 PM	2:26 PM
2:35 PM	2:50 PM	2:53 PM	2:57 PM	3:05 PM	3:10 PM	3:16 PM	3:26 PM
3:35 PM	3:50 PM	3:53 PM	3:57 PM	4:05 PM	4:10 PM	4:16 PM	4:26 PM
4:35 PM	4:50 PM	4:53 PM	4:57 PM	5:05 PM	5:10 PM	5:16 PM	5:26 PM

## ROUTE B CRYSTAL LAKE - MCHENRY

### WEEKDAY NORTHBOUND

CRYSTAL LAKE METRA	ERICK/PRAIRIE	PIONEER CENTER	NORTHWESTERN HOSPITAL-MCHENRY	FRONT/LILLIAN	CENTER FOR INDEPENDENT LIVING
5:50	5:54		6:07	6:13	6:19
6:50	6:54	7:03	7:07	7:13	7:19
7:50	7:54	8:03	8:07	8:13	8:19
8:50	8:54		9:07	9:13	9:19
9:50	9:54		10:07	10:13	10:19
10:50	10:54		11:07	11:13	11:19
11:50	11:54		12:07 PM	12:13 PM	12:19 PM
12:50 PM	12:54 PM		1:07 PM	1:13 PM	1:19 PM
1:50 PM	1:54 PM		2:07 PM	2:13 PM	2:19 PM
2:50 PM	2:54 PM	3:03 PM	3:07 PM	3:13 PM	3:19 PM
3:50 PM	3:54 PM	4:03 PM	4:07 PM	4:13 PM	4:19 PM
4:50 PM	4:54 PM		5:07 PM	5:13 PM	5:19 PM
5:50 PM	5:54 PM		6:07 PM	6:13 PM	6:19 PM

### WEEKDAY SOUTHBOUND

CENTER FOR INDEPENDENT LIVING	FRONT/LILLIAN	NORTHWESTERN HOSPITAL-MCHENRY	PIONEER CENTER	ERICK/PRAIRIE	CRYSTAL LAKE METRA
6:19	6:24	6:28	6:37	6:39	6:43
7:19	7:24	7:28	7:37	7:39	7:43
8:19	8:24	8:28		8:39	8:43
9:19	9:24	9:28		9:39	9:43
10:19	10:24	10:28		10:39	10:43
11:19	11:24	11:28		11:39	11:43
12:19 PM	12:24 PM	12:28 PM		12:39 PM	12:43 PM
1:19 PM	1:24 PM	1:28 PM		1:39 PM	1:43 PM
2:19 PM	2:24 PM	2:28 PM	2:37 PM	2:39 PM	2:43 PM
3:19 PM	3:24 PM	3:28 PM	3:37 PM	3:39 PM	3:43 PM
4:19 PM	4:24 PM	4:28 PM		4:39 PM	4:43 PM
5:19 PM	5:24 PM	5:28 PM		5:39 PM	5:43 PM
6:19 PM	6:24 PM	6:28 PM		6:39 PM	6:43 PM

## ROUTE B CRYSTAL LAKE - MCHENRY

### SATURDAY NORTHBOUND

CRYSTAL LAKE METRA	ERICK/ PRAIRIE	NORTHWESTERN HOSPITAL-MCHENRY	FRONT/ LILLIAN	CENTER FOR INDEPENDENT LIVING
8:50	8:54	9:07	9:13	9:19
9:50	9:54	10:07	10:13	10:19
10:50	10:54	11:07	11:13	11:19
11:50	11:54	12:07 PM	12:13 PM	12:19 PM
12:50 PM	12:54 PM	1:07 PM	1:13 PM	1:19 PM
1:50 PM	1:54 PM	2:07 PM	2:13 PM	2:19 PM
2:50 PM	2:54 PM	3:07 PM	3:13 PM	3:19 PM
3:50 PM	3:54 PM	4:07 PM	4:13 PM	4:19 PM

### SATURDAY SOUTHBOUND

CENTER FOR INDEPENDENT LIVING	FRONT/ LILLIAN	NORTHWESTERN HOSPITAL-MCHENRY	ERICK/ PRAIRIE	CRYSTAL LAKE METRA
9:19	9:24	9:28	9:39	9:43
10:19	10:24	10:28	10:39	10:43
11:19	11:24	11:28	11:39	11:43
12:19 PM	12:24 PM	12:28 PM	12:39 PM	12:43 PM
1:19 PM	1:24 PM	1:28 PM	1:39 PM	1:43 PM
2:19 PM	2:24 PM	2:28 PM	2:39 PM	2:43 PM
3:19 PM	3:24 PM	3:28 PM	3:39 PM	3:43 PM
4:19 PM	4:24 PM	4:28 PM	4:39 PM	4:43 PM

## ROUTE C HARVARD CIRCULATOR

### WEEKDAY NORTHBOUND

HARVARD WALMART	DIVISION/ BRINK	HOWARD/ METZGEN	HARVARD METRA	4TH/ NORTHFIELD	MERCY HOSPITAL-HARVARD	LIBRARY
6:00	6:04	6:07	6:10	6:13	6:14	6:18
6:45	6:49	6:52	6:55	6:58	6:59	7:03
7:30	7:34	7:37	7:40	7:43	7:44	7:48
8:15	8:19	8:22	8:25	8:28	8:29	8:33
9:00	9:04	9:07	9:10	9:13	9:14	9:18
9:45	9:49	9:52	9:55	9:58	9:59	10:03
10:30	10:34	10:37	10:40	10:43	10:44	10:48
11:15	11:19	11:22	11:25	11:28	11:29	11:33
12:00 PM	12:04 PM	12:07 PM	12:10 PM	12:13 PM	12:14 PM	12:18 PM
12:45 PM	12:49 PM	12:52 PM	12:55 PM	12:58 PM	12:59 PM	1:03 PM
1:30 PM	1:34 PM	1:37 PM	1:40 PM	1:43 PM	1:44 PM	1:48 PM
2:15 PM	2:19 PM	2:22 PM	2:25 PM	2:28 PM	2:29 PM	2:33 PM
3:00 PM	3:04 PM	3:07 PM	3:10 PM	3:13 PM	3:14 PM	3:18 PM
3:45 PM	3:49 PM	3:52 PM	3:55 PM	3:58 PM	3:59 PM	4:03 PM
4:30 PM	4:34 PM	4:37 PM	4:40 PM	4:43 PM	4:44 PM	4:48 PM
5:15 PM	5:19 PM	5:22 PM	5:25 PM	5:28 PM	5:29 PM	5:33 PM
6:00 PM	6:04 PM	6:07 PM	6:10 PM	6:13 PM	6:14 PM	6:18 PM
6:45 PM	6:49 PM	6:52 PM	6:55 PM	6:58 PM	6:59 PM	7:03 PM

### WEEKDAY SOUTHBOUND

LIBRARY	MERCY HOSPITAL-HARVARD	4TH/ NORTHFIELD	HARVARD METRA	HOWARD/ METZGEN	DIVISION/ BRINK	HARVARD WALMART
6:21	6:24	6:27	6:30	6:33	6:36	6:38
7:06	7:09	7:12	7:15	7:18	7:21	7:23
7:51	7:54	7:57	8:00	8:03	8:06	8:08
8:36	8:39	8:42	8:45	8:48	8:51	8:53
9:21	9:24	9:27	9:30	9:33	9:36	9:38
10:06	10:09	10:12	10:15	10:18	10:21	10:23
10:51	10:54	10:57	11:00	11:03	11:06	11:08
11:36	11:39	11:42	11:45	11:48	11:51	11:53
12:21 PM	12:24 PM	12:27 PM	12:30 PM	12:33 PM	12:36 PM	12:38 PM
1:06 PM	1:09 PM	1:12 PM	1:15 PM	1:18 PM	1:21 PM	1:23 PM
1:51 PM	1:54 PM	1:57 PM	2:00 PM	2:03 PM	2:06 PM	2:08 PM
2:36 PM	2:39 PM	2:42 PM	2:45 PM	2:48 PM	2:51 PM	2:53 PM
3:21 PM	3:24 PM	3:27 PM	3:30 PM	3:33 PM	3:36 PM	3:38 PM
4:06 PM	4:09 PM	4:12 PM	4:15 PM	4:18 PM	4:21 PM	4:23 PM
4:51 PM	4:54 PM	4:57 PM	5:00 PM	5:03 PM	5:06 PM	5:08 PM
5:36 PM	5:39 PM	5:42 PM	5:45 PM	5:48 PM	5:51 PM	5:53 PM
6:21 PM	6:24 PM	6:27 PM	6:30 PM	6:33 PM	6:36 PM	6:38 PM

## ROUTE C HARVARD CIRCULATOR

### SATURDAY NORTHBOUND

HARVARD WALMART	DIVISION/ BRINK	HOWARD/ METZGEN	HARVARD METRA	4TH/ NORTHFIELD	MERCY HOSPITAL- HARVARD	LIBRARY
9:00	9:04	9:07	9:10	9:13	9:14	9:18
9:45	9:49	9:52	9:55	9:58	9:59	10:03
10:30	10:34	10:37	10:40	10:43	10:44	10:48
11:15	11:19	11:22	11:25	11:28	11:29	11:33
12:00 PM	12:04 PM	12:07 PM	12:10 PM	12:13 PM	12:14 PM	12:18 PM
12:45 PM	12:49 PM	12:52 PM	12:55 PM	12:58 PM	12:59 PM	1:03 PM
1:30 PM	1:34 PM	1:37 PM	1:40 PM	1:43 PM	1:44 PM	1:48 PM
2:15 PM	2:19 PM	2:22 PM	2:25 PM	2:28 PM	2:29 PM	2:33 PM
3:00 PM	3:04 PM	3:07 PM	3:10 PM	3:13 PM	3:14 PM	3:18 PM
3:45 PM	3:49 PM	3:52 PM	3:55 PM	3:58 PM	3:59 PM	4:03 PM
4:30 PM	4:34 PM	4:37 PM	4:40 PM	4:43 PM	4:44 PM	4:48 PM

### SATURDAY SOUTHBOUND

LIBRARY	MERCY HOSPITAL- HARVARD	4TH/ NORTHFIELD	HARVARD METRA	HOWARD/ METZGEN	DIVISION/ BRINK	HARVARD WALMART
9:18	9:21	9:24	9:27	9:30	9:33	9:35
10:03	10:06	10:09	10:12	10:15	10:18	10:20
10:48	10:51	10:54	10:57	11:00	11:03	11:05
11:33	11:36	11:39	11:42	11:45	11:48	11:50
12:18 PM	12:21 PM	12:24 PM	12:27 PM	12:30 PM	12:33 PM	12:35 PM
1:03 PM	1:06 PM	1:09 PM	1:12 PM	1:15 PM	1:18 PM	1:20 PM
1:48 PM	1:51 PM	1:54 PM	1:57 PM	2:00 PM	2:03 PM	2:05 PM
2:33 PM	2:36 PM	2:39 PM	2:42 PM	2:45 PM	2:48 PM	2:50 PM
3:18 PM	3:21 PM	3:24 PM	3:27 PM	3:30 PM	3:33 PM	3:35 PM
4:03 PM	4:06 PM	4:09 PM	4:12 PM	4:15 PM	4:18 PM	4:20 PM
4:48 PM	4:51 PM	4:54 PM	4:57 PM	5:00 PM	5:03 PM	5:05 PM

## ROUTE D FOX RIVER GROVE-CARY

WEEKDAY CLOCKWISE

IL 22/ DOYLE	FOX RIVER GROVE METRA	CARY METRA	CARY- ALGONQUIN/ INDUSTRIAL	CARY JEWEL	THREE OAKS/FIRST	CARY METRA	FOX RIVER GROVE METRA	IL 22/DOYLE
6:10	6:17	6:24	6:27	6:32	6:35	6:38	6:42	6:50
7:00	7:07	7:14	7:17	7:22	7:25	7:28	7:32	7:40
7:50	7:57	8:04	8:07	8:12	8:15	8:18	8:22	8:30
8:40	8:47	8:54	8:57	9:02	9:05	9:08	9:12	9:20
9:30	9:37	9:44	9:47	9:52	9:55	9:58	10:02	10:10
10:18	10:25	10:32	10:35	10:40	10:43	10:46	10:50	10:58
11:06	11:13	11:20	11:23	11:28	11:31	11:34	11:38	11:46
11:54	12:01 PM	12:08 PM	12:11 PM	12:16 PM	12:19 PM	12:22 PM	12:26 PM	12:34 PM
12:42 PM	12:49 PM	12:56 PM	12:59 PM	1:04 PM	1:07 PM	1:10 PM	1:14 PM	1:22 PM
1:30 PM	1:37 PM	1:44 PM	1:47 PM	1:52 PM	1:55 PM	1:58 PM	2:02 PM	2:10 PM
2:18 PM	2:25 PM	2:32 PM	2:35 PM	2:40 PM	2:43 PM	2:46 PM	2:50 PM	2:58 PM
3:04 PM	3:11 PM	3:18 PM	3:21 PM	3:26 PM	3:29 PM	3:32 PM	3:36 PM	3:44 PM
3:50 PM	3:57 PM	4:04 PM	4:07 PM	4:12 PM	4:15 PM	4:18 PM	4:22 PM	4:30 PM
4:38 PM	4:45 PM	4:52 PM	4:55 PM	5:00 PM	5:03 PM	5:06 PM	5:10 PM	5:18 PM
5:26 PM	5:33 PM	5:40 PM	5:43 PM	5:48 PM	5:51 PM	5:54 PM	5:58 PM	6:06 PM
6:14 PM	6:21 PM	6:28 PM	6:31 PM	6:36 PM	6:39 PM	6:42 PM	6:46 PM	6:54 PM

## ROUTE D FOX RIVER GROVE-CARY

SATURDAY CLOCKWISE

IL 22/ DOYLE	FOX RIVER GROVE METRA	CARY METRA	CARY- ALGONQUIN/ INDUSTRIAL	CARY JEWEL	THREE OAKS/ FIRST	CARY METRA	FOX RIVER GROVE METRA	IL 22/DOYLE
8:40	8:47	8:54	8:57	9:02	9:05	9:08	9:12	9:20
9:30	9:37	9:44	9:47	9:52	9:55	9:58	10:02	10:10
10:18	10:25	10:32	10:35	10:40	10:43	10:46	10:50	10:58
11:06	11:13	11:20	11:23	11:28	11:31	11:34	11:38	11:46
11:54	12:01 PM	12:08 PM	12:11 PM	12:16 PM	12:19 PM	12:22 PM	12:26 PM	12:34 PM
12:42 PM	12:49 PM	12:56 PM	12:59 PM	1:04 PM	1:07 PM	1:10 PM	1:14 PM	1:22 PM
1:30 PM	1:37 PM	1:44 PM	1:47 PM	1:52 PM	1:55 PM	1:58 PM	2:02 PM	2:10 PM
2:18 PM	2:25 PM	2:32 PM	2:35 PM	2:40 PM	2:43 PM	2:46 PM	2:50 PM	2:58 PM
3:04 PM	3:11 PM	3:18 PM	3:21 PM	3:26 PM	3:29 PM	3:32 PM	3:36 PM	3:44 PM
3:50 PM	3:57 PM	4:04 PM	4:07 PM	4:12 PM	4:15 PM	4:18 PM	4:22 PM	4:30 PM
4:38 PM	4:45 PM	4:52 PM	4:55 PM	5:00 PM	5:03 PM	5:06 PM	5:10 PM	5:18 PM

## ROUTE E CRYSTAL LAKE - BARRINGTON ROAD

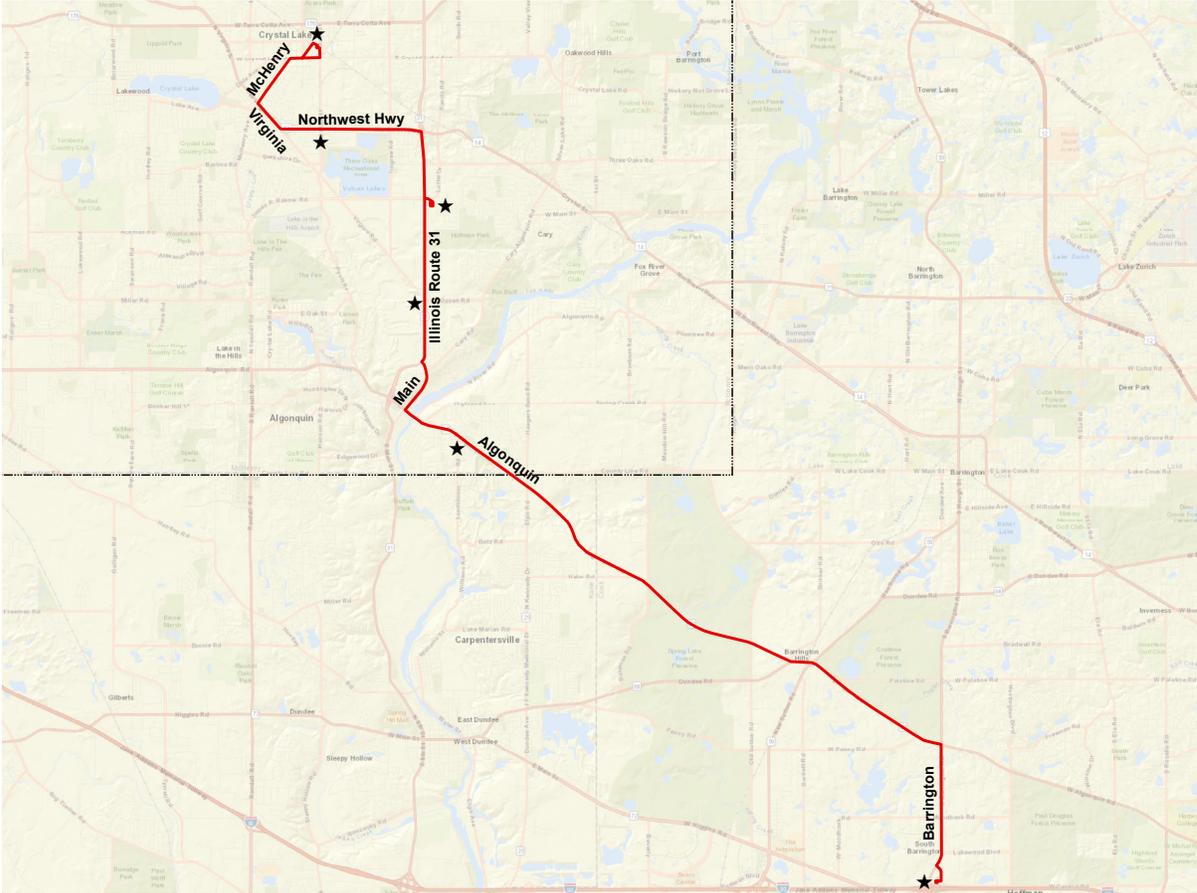
### WEEKDAY SOUTHBOUND

CRYSTAL LAKE METRA	NORTHWEST HWY/ MAIN	CRYSTAL LAKE WALMART	LAKE IN THE HILLS PARK AND RIDE	ALGONQUIN/SANDBLOOM	BARRINGTON ROAD PARK AND RIDE
5:45	5:53	6:01	6:06	6:14	6:32
6:45	6:53	7:01	7:06	7:14	7:32
7:45	7:53	8:01	8:06	8:14	8:32
8:45	8:53	9:01	9:06	9:14	9:32
9:45	9:53	10:01	10:06	10:14	10:32
10:45	10:53	11:01	11:06	11:14	11:32
11:45	11:53	12:01 PM	12:06 PM	12:14 PM	12:32 PM
12:45 PM	12:53 PM	1:01 PM	1:06 PM	1:14 PM	1:32 PM
1:45 PM	1:53 PM	2:01 PM	2:06 PM	2:14 PM	2:32 PM
2:45 PM	2:53 PM	3:01 PM	3:06 PM	3:14 PM	3:32 PM
3:45 PM	3:53 PM	4:01 PM	4:06 PM	4:14 PM	4:32 PM
4:45 PM	4:53 PM	5:01 PM	5:06 PM	5:14 PM	5:32 PM

### WEEKDAY NORTHBOUND

BARRINGTON ROAD PARK AND RIDE	ALGONQUIN/SANDBLOOM	LAKE IN THE HILLS PARK AND RIDE	CRYSTAL LAKE WALMART	NORTHWEST HWY/ MAIN	CRYSTAL LAKE METRA
6:45	7:04	7:13	7:17	7:25	7:31
7:45	8:04	8:13	8:17	8:25	8:31
8:45	9:04	9:13	9:17	9:25	9:31
9:45	10:04	10:13	10:17	10:25	10:31
10:45	11:04	11:13	11:17	11:25	11:31
11:45	12:04 PM	12:13 PM	12:17 PM	12:25 PM	12:31 PM
12:45 PM	1:04 PM	1:13 PM	1:17 PM	1:25 PM	1:31 PM
1:45 PM	2:04 PM	2:13 PM	2:17 PM	2:25 PM	2:31 PM
2:45 PM	3:04 PM	3:13 PM	3:17 PM	3:25 PM	3:31 PM
3:45 PM	4:04 PM	4:13 PM	4:17 PM	4:25 PM	4:31 PM
4:45 PM	5:04 PM	5:13 PM	5:17 PM	5:25 PM	5:31 PM
5:45 PM	6:04 PM	6:13 PM	6:17 PM	6:25 PM	6:31 PM

**FIGURE 15: Route E (Third Stage)**



## ROUTE F (570) MCHENRY - CLC

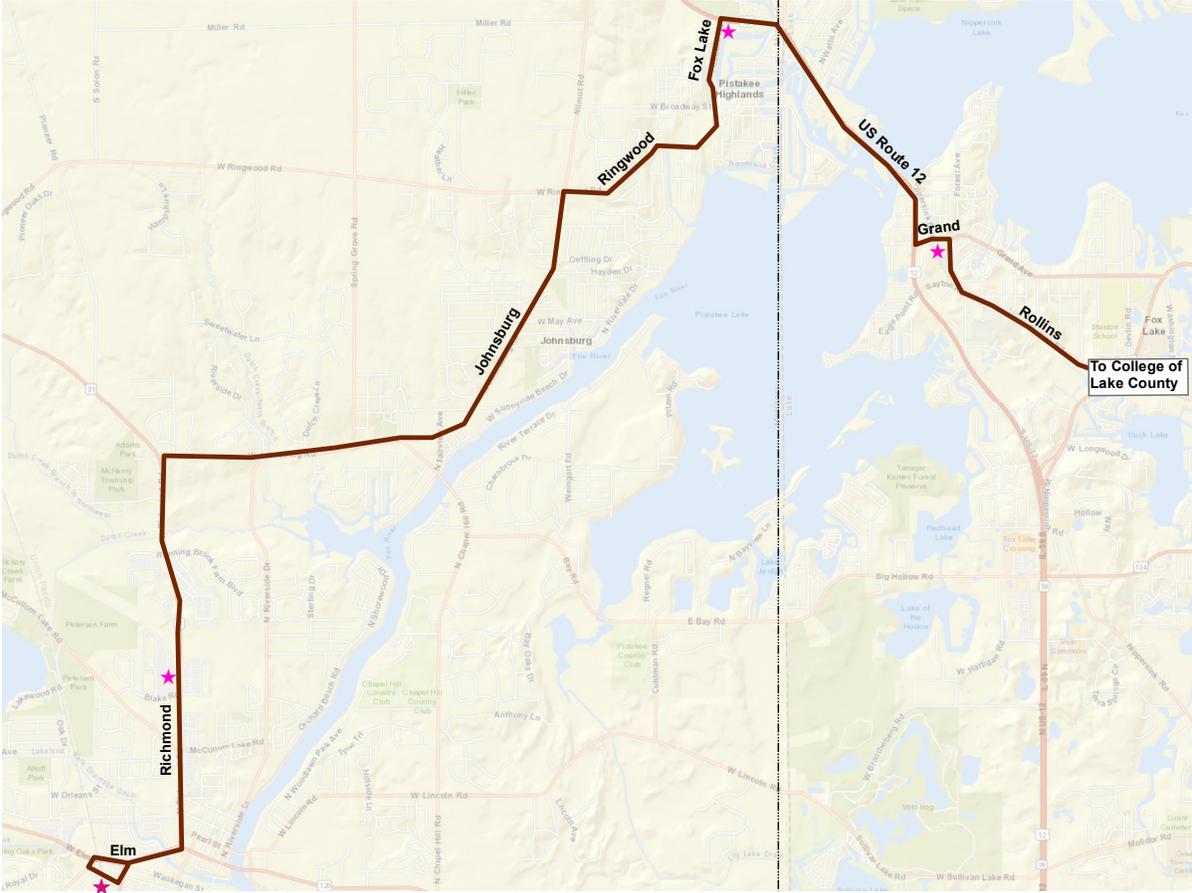
### WEEKDAY EASTBOUND

MCHENRY STATION	WALMART	RINGWOOD/ FOX LAKE	FOX LAKE STATION	FOX LAKE TOWN CENTER	CEDAR LAKE/ ROLLINS	CEDAR LAKE/ WASHINGTON	ROUND LAKE METRA STATION	CENTER/ WHITNEY	COLLEGE OF LAKE COUNTY
				6:13AM	6:25AM	6:29AM	6:31AM	6:41AM	6:52AM
6:46	6:54	7:04	7:10	7:13	7:25	7:29	7:31	7:41	7:52
7:46	7:54	8:04	8:10	8:13	8:25	8:29	8:31	8:41	8:52
8:46	8:54	9:04	9:10	9:13	9:24	9:28	9:30	9:40	9:51
				10:13	10:24	10:28	10:30	10:40	10:51
				11:13	11:25	11:29	11:31	11:41	11:52
				12:13PM	12:25PM	12:29PM	12:31PM	12:41PM	12:52PM
				1:13	1:25	1:29	1:31	1:41	1:52
				2:13	2:25	2:29	2:31	2:41	2:52
				3:20	3:32	3:35	3:37	3:47	3:58
3:58	4:06	4:16	4:22	4:25	4:37	4:40	4:42	4:52	5:03
4:58	5:06	5:16	5:22	5:25	5:36	5:39	5:41	5:51	6:01
6:00	6:10	6:20	6:26	6:29	6:40	6:43	6:45	6:55	7:05
				7:29	7:40	7:43	7:45	7:55	8:05
				8:29	8:40	8:43	8:45	8:55	9:05

### WEEKDAY WESTBOUND

COLLEGE OF LAKE COUNTY	CENTER/ WHITNEY	ROUND LAKE METRA STATION	CEDAR LAKE/ WASHINGTON	CEDAR LAKE/ ROLLINS	FOX LAKE TOWN CENTER	FOX LAKE STATION	RINGWOOD/ FOX LAKE	WALMART	MCHENRY STATION
5:36AM	5:44AM	5:55AM	5:56AM	6:00AM	6:10AM	6:13	6:19	6:29	6:37
6:36	6:44	6:55	6:56	7:00	7:10	7:13	7:19	7:29	7:37
7:36	7:44	7:55	7:56	8:00	8:10	8:13	8:19	8:29	8:37
8:36	8:44	8:55	8:56	9:00	9:10				
9:36	9:44	9:55	9:56	10:00	10:10				
10:36	10:44	10:55	10:56	11:00	11:11				
11:36	11:44	11:55	11:56	12:00PM	12:11PM				
12:36PM	12:44PM	12:55PM	12:56PM	1:00	1:11				
1:36	1:44	1:55	1:56	2:00	2:11				
2:38	2:46	3:02	3:03	3:07	3:18	3:21PM	3:27PM	3:37PM	3:45PM
3:40	3:48	4:04	4:05	4:09	4:20	4:23	4:29	4:39	4:47
4:40	4:48	5:04	5:05	5:09	5:20	5:23	5:29	5:39	5:47
5:47	5:55	6:11	6:12	6:16	6:26				
6:50	6:57	7:08	7:09	7:13	7:23				
7:50	7:57	8:08	8:09	8:13	8:23				

**FIGURE 16: Route F (Third Stage)**



**ROUTE H (550) ELGIN TRANSPORTATION CENTER - CRYSTAL LAKE**

**SATURDAY NORTHBOUND**

PACE ELGIN TRANSPORTATION CENTER	BIG TIMBER/ STATE	BIG TIMBER METRA STATION	ADVOCATE SHERMAN HOSPITAL	CHASE OPERATIONS CENTER	PACE I-90/ RANDALL ROAD PARK-N-RIDE STATION	RANDALL/ ALGONQUIN	RANDALL/ MCHENRY	CRYSTAL LAKE METRA STATION
8:47	8:51	8:55	8:59	9:04	9:10	9:26	9:30	9:38
9:45	9:49	9:53	9:55	-	10:00	10:16	10:20	10:28
10:45	10:49	10:53	10:55	-	-	11:13	11:17	11:30
11:45	11:49	11:53	11:55	-	-	12:13PM	12:17PM	12:30PM
12:46PM	12:50PM	12:54PM	12:56PM	-	1:01PM	1:17	1:21	1:34
1:46	1:50	1:54	1:56	-	2:01	2:17	2:21	2:34
2:46	2:50	2:54	2:56	-	3:01	3:17	3:21	3:34
3:50	3:54	3:58	4:02	-	4:08	4:24	4:28	4:41

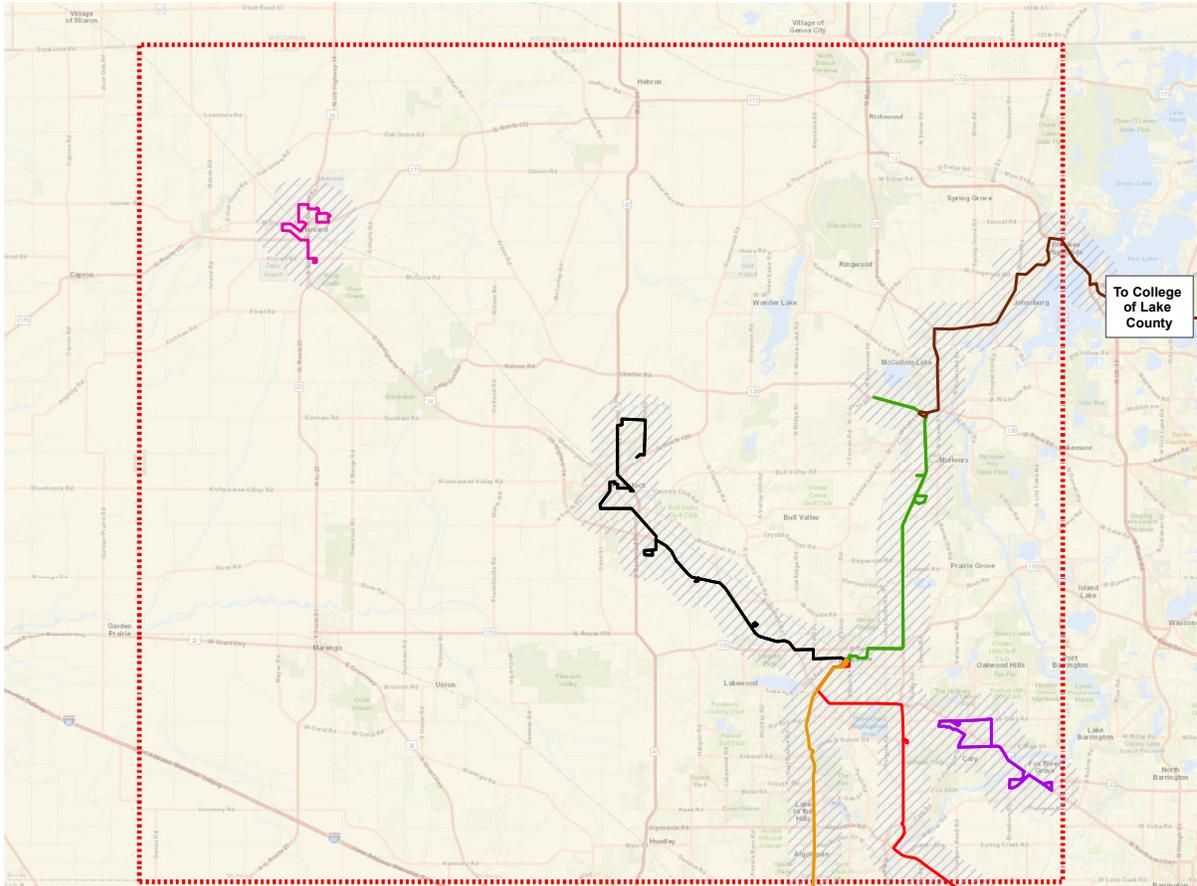
**SATURDAY SOUTHBOUND**

CRYSTAL LAKE METRA STATION	RANDALL/ MCHENRY	RANDALL/ ALGONQUIN	PACE I-90/ RANDALL ROAD PARK-N-RIDE STATION	CHASE OPERATIONS CENTER	ADVOCATE SHERMAN HOSPITAL	BIG TIMBER METRA STATION	BIG TIMBER/ STATE	PACE ELGIN TRANSPORTATION CENTER
9:45	9:52	9:58	10:13	-	10:18	10:23	10:27	10:34
10:45	10:52	10:58	11:13	-	11:18	11:23	11:27	11:34
11:45	11:52	11:58	12:13PM	-	12:18PM	12:23PM	12:27PM	12:34PM
12:45PM	12:52PM	12:58PM	1:13	-	1:18	1:23	1:27	1:34
1:42	1:49	1:55	2:10	-	2:15	2:20	2:24	2:31
2:48	2:56	3:02	3:17	3:21PM	-	3:28	3:32	3:40
4:03	4:10	4:16	4:31	4:39	4:52	4:58	5:03	5:09

## ACTION ITEMS

- The County should work with Metra, CMAP, and the RTA to make sure that the improvements to the UP-NW line remain in long term plans for the region, and to help lobby for additional capital funding to make the improvements a reality.
- The fixed route service span should be lengthened and Saturday service instituted only if ridership on the effected routes has shown a steady increase from the date of implementation—especially on the last two round trips of the day.
- The County would need to get Pace to agree to make a stop assessment on Route 570 to determine where the posted stops should be placed. Pace would also need to review the scheduling of the other routes serving the College of Lake County to ensure the 570 can be extended to McHenry County.
- Discussions would need to be held with Pace to approve the other route additions, especially since additional money would need to be found to pay for the improvements.
- Route E should be only be implemented if the addition of off-peak (midday service) on Routes A and B in the first stage have shown enough ridership to be justified (off-peak riders per trip should be no less than 25 percent of peak per trip ridership).
- For Route E, increased security measures should be put in place at the Lake in the Hills park and ride in order to give riders confidence that they can leave their car in a remote location without worrying about break-ins. This could include security cameras, stepped up police patrols, or blue-light phones.

**FIGURE 17:** Preferred Fixed Route Service Concept (Third Stage)



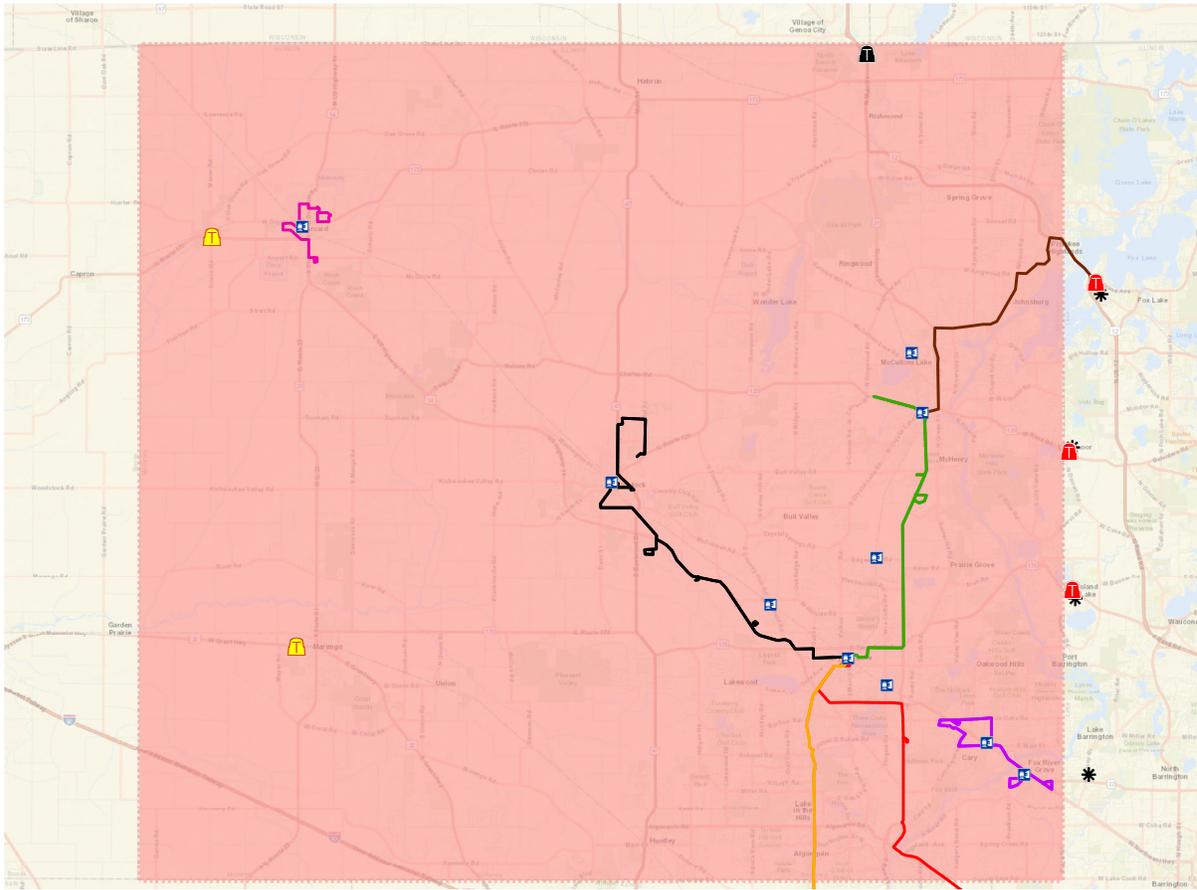
**Fixed Routes**

- Route A: Crystal Lake-Woodstock
- Route B: Crystal Lake-McHenry
- Route C: Harvard Circulator
- Route D: Fox River Grove-Cary Circulator
- Route E: Crystal Lake-Barrington Rd
- Route F: McHenry-CLC
- Route H: Route 550

**ADA Service**



**FIGURE 18:** Preferred Third Stage Service Concept (All Transit Modes)



**MCRide**

- \* Point Destinations
- All Riders
- Metra Stations**
- Transfer Locations**
- Fixed Routes**
- Boone County
- TransVac
- Wal to Wal
- Lake County
- Route A: Crystal Lake-Woodstock
- Route B: Crystal Lake-McHenry
- Route C: Harvard Circulator
- Route D: Fox River Grove-Cary Circulator
- Route E: Crystal Lake-Barrington Rd
- Route F: McHenry-CLC
- Route H: Route 550

*Metra Recommendations*

- For the McHenry branch, extend the line to Johnsburg and build a new station and coach yard there. This would allow increased service on this branch line above the current five trains a day.
- Two infill stations should be added at Prairie Grove on the McHenry branch and east of Woodstock on the Harvard branch.
- The existing signal system should be upgraded and additional crossovers should be built to increase the operating capacity and reliability on the UP-NW line.

*Cost Summary - Stage 3*

Four additional 30-foot buses and four additional cutaway vehicles (from what is currently used) would be needed on this new system. The operating cost for these improvements would be about \$3.8 million<sup>5</sup>, an increase of \$1.8 million from current transit service. An additional capital outlay of \$1.6 million (bus purchases) and \$10 million (new MCRide garage) would also be needed.

For Metra, an undetermined additional amount of funding (in the hundreds of millions) would also be necessary for the full build out of the preferred concept.

**D. Preferred Concept Metrics**

Demand response service (for all) would now serve all of the “highest” and “good” transit demand areas. Each type of destination is served at least as well, or better, than the current fixed route system, despite some fixed routings being eliminated. All of the big box retail and the majority of every other destination is now being served by fixed routes (see Tables 1 and 2). In addition, over 25 percent more “good” and “highest” transit demand areas are now served by this type of transit service.

**TABLE 1:** Preferred Concept Demand Response (For All) Destinations Served

	<b>Percent of Good and Highest Transit Demand Areas</b>	<b>Large Employers</b>	<b>Schools</b>	<b>Big Box Retail</b>	<b>Subsidized Housing (All)</b>	<b>Subsidized Independent Living</b>
Current (Baseline)	68%	86%	16%	67%	86%	78%
Preferred Concept	100%	100%	100%	100%	100%	100%
Change	<b>32%</b>	<b>14%</b>	<b>84%</b>	<b>33%</b>	<b>14%</b>	<b>22%</b>

<sup>5</sup> \$3.1 million for fixed route service; the rest for demand response

**TABLE 2:** Preferred Concept Fixed Route Destinations Served

	Percent of Good and Highest Transit Demand Areas	Large Employers	Schools	Big Box Retail	Subsidized Housing (All)	Subsidized Independent Living
Current (Baseline)	38%	71%	63%	67%	57%	56%
Preferred Concept	65%	86%	63%	100%	79%	56%
Change	<b>27%</b>	<b>14%</b>	<b>0%</b>	<b>33%</b>	<b>21%</b>	<b>0%</b>

A deeper evaluation of the preferred concept uses the following metrics:

*Quantitative:*

- 1. Percentage of key destinations served.** The key destinations are large employers, schools, big box retail, subsidized housing for all, and subsidized independent living facilities.
- 2. Percentage of good or highest transit demand areas served.** As shown in the transit demand index map.
- 3. Number of desired destinations reachable.** As indicated by the survey. Communities/destinations must be able to be reached by no more than a two seat ride. Metra is included in this analysis.
- 4. Overall cost.** This makes no distinction for who pays and is the full build out cost of each concept.
- 5. Cost to the County.** This number would rise and fall based on the balance between fixed routes and demand response services in the County.

Qualitative:

1. **Ease of use.** Is the system understandable for the first time or occasional user?
2. **Ease of implementation.** Not a lot of promotional work would need to be done before the changes go “live”; capital costs are limited.
3. **Land use impact.** Would the concept have an effect on land use decisions in the County?
4. **Future oriented.** Will the resulting system be adaptable and attractive to younger users, and compatible with future transportation developments?
5. **Value.** Will the ROI (return on investment) be worth it in terms of mobility, ridership, or satisfying demand?

Since demand response service is not as user friendly or reliable as fixed route service, the percentages for the quantitative items one through three are discounted by three quarters<sup>6</sup>. Otherwise, an area that had 100 percent demand response service coverage but no fixed route coverage would seem to have equal transit access with an area with a robust fixed route system, which is not the case.

**TABLE 3:** Preferred Concept Comparison

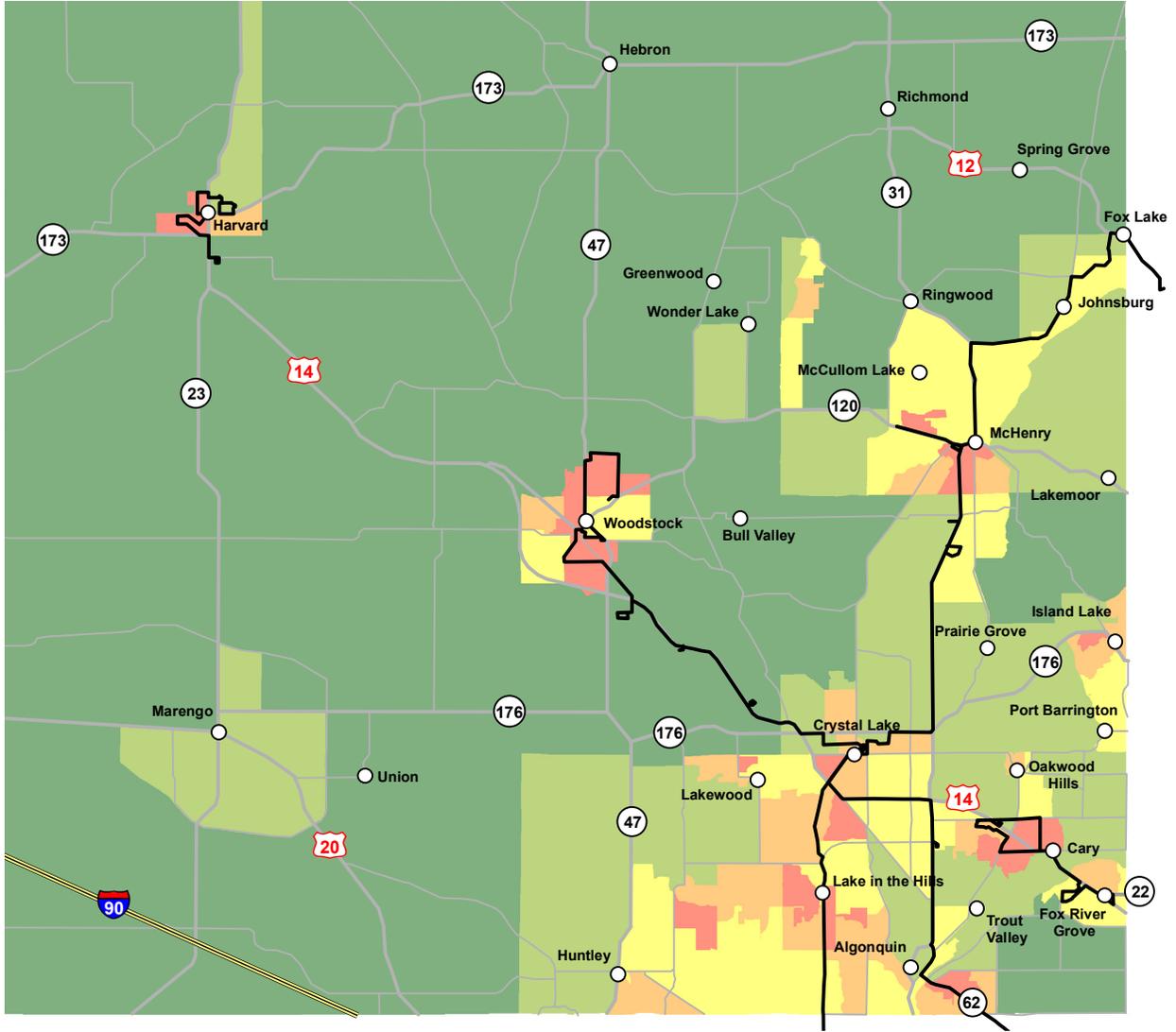
	Pct. of key destinations	Pct. of good or highest transit demand areas	Number of desired destinations	Overall cost	Cost to the County	Ease of use	Ease of implementation	Land use impact	Future oriented	Value	Overall score
Concept 1	○	○	◐	◐	○	○	○	○	◐	◐	○
Concept 2	◐	◐	○	●	◐	◐	●	○	○	○	◐
Concept 3	◐	◐	◐	◐	◐	◐	◐	◐	◐	●	◐
Concept 4	●	◐	◐	○	●	○	●	◐	◐	◐	◐
Preferred Concept	●	●	◐	○	◐	○	◐	●	◐	◐	◐

A Harvey ball system was used to evaluate each concept against the metrics. An empty ball indicates that the concept rates the lowest in a particular metric; a quarter ball indicates that it rates second lowest; a half ball indicates that it rates second best; and a full ball the highest. In each metric, only one concept will rate the highest (a fully shaded ball) (see Table 3).

<sup>6</sup> For instance, since in Scenario 1 100% of the county is now served by demand response (which would include all of the key destinations), this would be reduced to 25%.

A summary of the results indicates that the preferred concept ranks equally with Concepts 3 and 4, although the cost of the preferred concept is about half a million more dollars than Concept 3 (but much less than Concept 4). The preferred concept performs the best of all the concepts on the quantitative metrics, and only ranks the lowest on the cost to the County (due to the proposed demand response expansion). These concepts are discussed at length in the [Concept Discussion Report](#).

**FIGURE 19: Preferred Concept Showing Transit Demand Index (Third Stage)**



**Fixed Routes**

**Transit Demand Index**

- Little to No Transit Demand
- Poor Transit Demand
- Average Transit Demand
- Good Transit Demand
- Highest Transit Demand



**McHENRY  
COUNTY**  
TRANSIT PLAN FINAL REPORT