



McHENRY COUNTY

TRANSIT PLAN UPDATE

TRANSIT PLAN REPORT ADDENDUM

McHenry County Transit Plan Update

Transit Plan Report Addendum
November 2018

Prepared by TranSystems, Inc.
www.transystems.com



For McHenry County
2200 North Seminary Ave
Woodstock, IL 60098
www.mchenrycountyil.gov



TABLE OF CONTENTS

1. Comment Cards from the Second PTAC Meeting	1
2. Complete Survey Results	4
A. Survey Results (English Version)	4
B. Survey Results (Spanish Version)	41
3. Further Analysis of Concept 1	68
A. Introduction	68
B. Operating Scenarios and Model Framework	71
C. Recommended MCRide Structure	74
D. Service and Operating Recommendations	75
4. Schedules and Maps Concepts 1 through 4	76
A. Route A Schedule and Map (Concepts 2)	76
B. Route A Schedule and Map (Scenario 3)	78
C. Route A Schedule and Map (Scenario 4)	81
D. Route B Schedule and Map (Scenario 2)	84
E. Route B Schedule and Map (Scenario 3)	86
F. Route B Schedule and Map (Scenario 4)	89
G. Route C Schedule and Map (Concept 3 and 4)	92
H. Route D Schedule and Map (Concept 3)	95
I. Route D Schedule and Map (Concept 4)	97
J. Route E Schedule and Map	100

TABLE OF CONTENTS

K. Route F Schedule and Map	102
L. Route G Schedule and Map	105
M. Route H (550) Schedule and Map	108
N. Route I (570) Schedule and Map	110
O. Route J Schedule and Map	112
P. Route K Schedule and Map	113



McHENRY COUNTY

TRANSIT PLAN UPDATE

TRANSIT PLAN REPORT ADDENDUM

1. Comment Cards from the Second PTAC Meeting

Concept 1 – Expand MCRide

Pro:

- Possible customer fare savings
- Cost effectiveness
- Get away from fixed route
- Door to door service
- Regional coverage
- Mirrors Uber, ride sharing
- Serves 100% of population
- Simplifies service for consumer
- Convenience factor
- Dial a ride availability everywhere is beneficial
- Extends to entire county
- Serves all needs- everyone can ride
- Benefits greater population density
- Transfer has connectivity with other zone rides

Con:

- Zone system hard to understand
- Length of trips could be long
- Riders' cost increased
- Possible increase in fare
- Need for additional \$.5million in funding
- Don't know cost of/fee structure
- Using cash could be difficult
- Transfer points are fixed – may not align with trip
- Need to transfer for rides greater than 2 zones

Concept 2 – Core Fixed Routes

Pro:

- Reduced costs
- Cost savings
- Efficiency of fixed routes in high demand areas
- Concentration on two population centers
- Serves largest population centers
- Throughout the work day (i.e. not as time limited)
- Keeps MCRide in place
- Less of a change for existing ridership

Con:

- Not as much robust activity in outer areas
- Eliminates fixed routes to smaller communities
- Does not address rural areas
- Extension of 570 may be difficult for current riders
- Less efficient compared to Concept 1
- Gaps remain in ridership
- Service not expanded
- Does not expand MCRide

Concept 3 – Long Routes to Circulators

Pro:

- Ease for local trips
- Smaller travel area for drivers- can be more efficient in transporting riders
- More exposure to each community from ridership
- Time efficient
- Increase frequency of services
- Rider time decreases within community
- Cary-Fox River Grove more access to Metra
- No need to schedule each trip
- Increase in primary destinations
- Yes would be nice
- MCRide still available

Con:

- Does not increase MCRide service area
- Increased costs
- Cost?
- Increased cost overall
- Wait times
- Connectivity outside each community
- Doesn't get people to a work location in a different town
- Length of circulator is a concern
- Excludes exposure/transit to smaller communities
- Not access to everyone
- Is it a redundant service (i.e. to MCRide)?

Concept 4 – Expand Fixed Routes

Pro:

- Greater accessibility to areas outside of McHenry County, i.e. airport/recreation
- Services beyond county area
- Extends some service areas
- More convenient with better and consistent service
- Riders know how long trip will take
- No need to schedule rides
- Hours of service excellent
- See more buses mean better marketing for routes
- Greater access to entire county
- Implement in phases
- Greater potential to increase ridership

Con:

- Connectivity could be a nightmare
- Stop locations especially in winter
- Service on weekends
- Cost: \$6.1 million. How fund?
- Expensive
- Greater expense to provide services
- Only seniors and disabled can use MCRide
- Less focus on demand response?
- Time schedule is inconsistent- confusing
- Negative impact on existing schedules

2. Complete Survey Results

A. Survey Results (English Version)

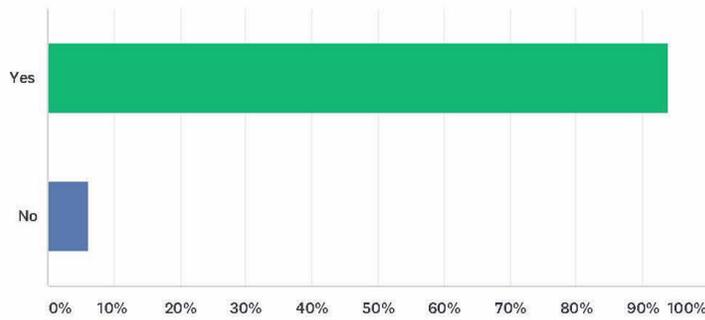
Q1 Where do you live (you are not required to answer this question)?

Answered: 874 Skipped: 135

ANSWER CHOICES	RESPONSES	
Roads intersecting nearest to your home	88.67%	775
Community	88.56%	774

Q2 Do you own a personal vehicle (car, truck motorcycle)?

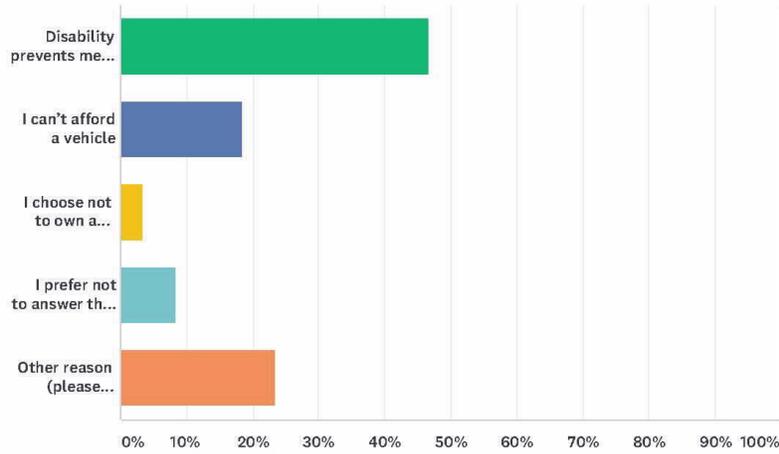
Answered: 1,009 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	93.95%	948
No	6.05%	61
TOTAL		1,009

Q3 If you don't own a personal vehicle, what is the primary reason?

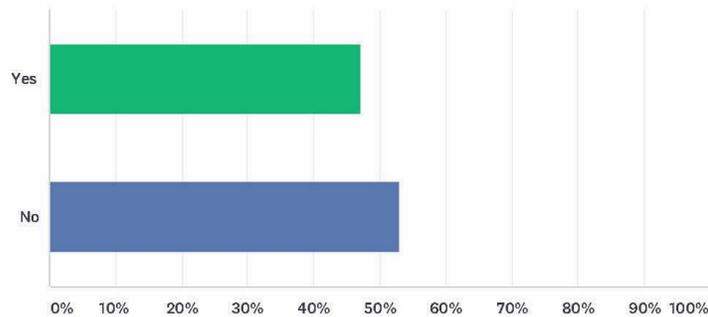
Answered: 60 Skipped: 949



ANSWER CHOICES	RESPONSES	
Disability prevents me from driving	46.67%	28
I can't afford a vehicle	18.33%	11
I choose not to own a vehicle	3.33%	2
I prefer not to answer this question	8.33%	5
Other reason (please specify)	23.33%	14
TOTAL		60

Q4 Do you use public transit in McHenry County (MCRide dial-a-ride, Pace fixed route bus or Metra?)

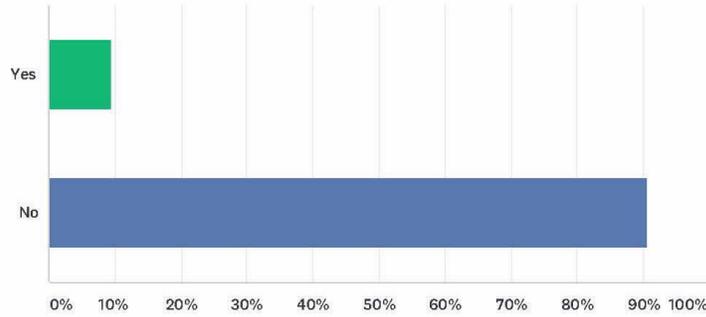
Answered: 1,002 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	47.11%	472
No	52.89%	530
TOTAL		1,002

Q5 Do you ride MCRide (the curb to curb “dial-a-ride” service)?

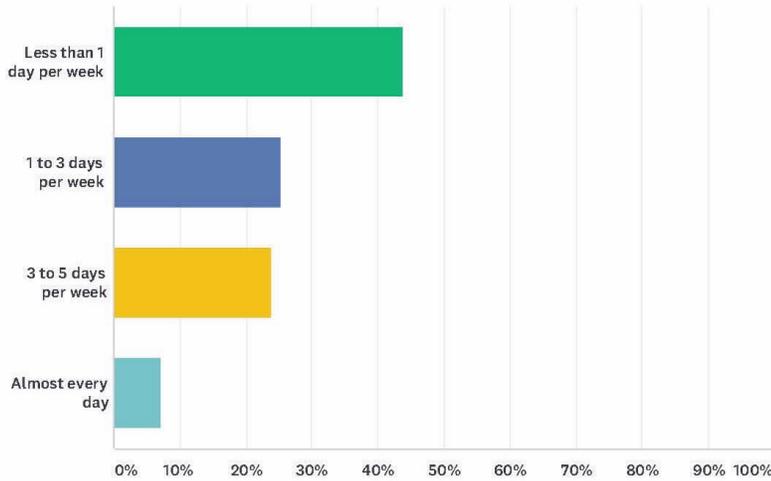
Answered: 815 Skipped: 194



ANSWER CHOICES	RESPONSES	
Yes	9.33%	76
No	90.67%	739
TOTAL		815

Q6 How many days in a typical week do you ride MCRide dial-a-ride?

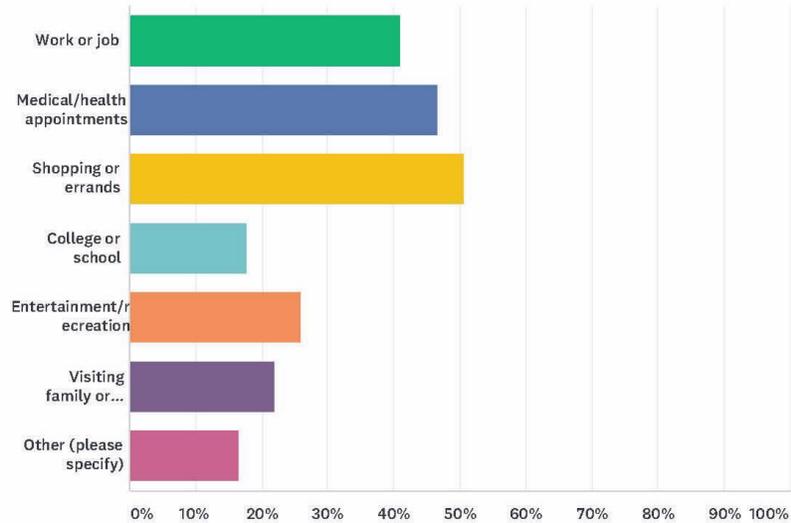
Answered: 71 Skipped: 938



ANSWER CHOICES	RESPONSES	
Less than 1 day per week	43.66%	31
1 to 3 days per week	25.35%	18
3 to 5 days per week	23.94%	17
Almost every day	7.04%	5
TOTAL		71

Q7 What types of trips do you typically make on MCRide: (check all that apply)

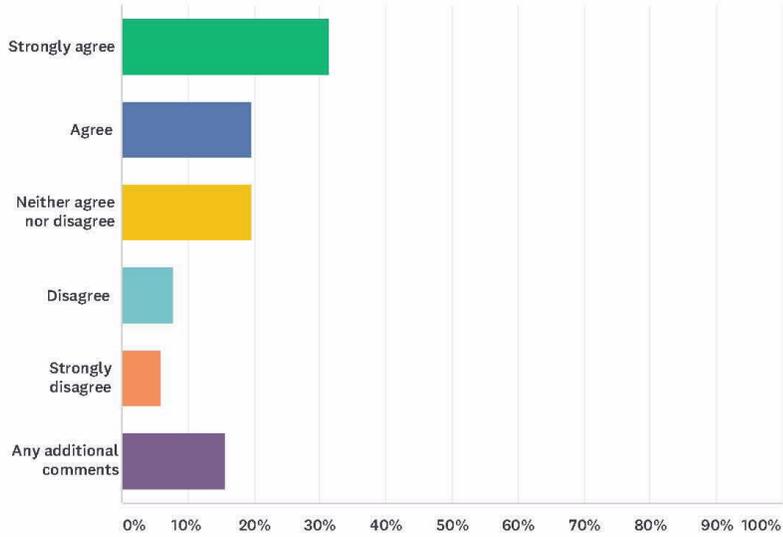
Answered: 73 Skipped: 936



ANSWER CHOICES	RESPONSES	
Work or job	41.10%	30
Medical/health appointments	46.58%	34
Shopping or errands	50.68%	37
College or school	17.81%	13
Entertainment/recreation	26.03%	19
Visiting family or friends	21.92%	16
Other (please specify)	16.44%	12
Total Respondents: 73		

Q8 The MCRide Dial-a-Ride service is convenient and gets me where I want to go.

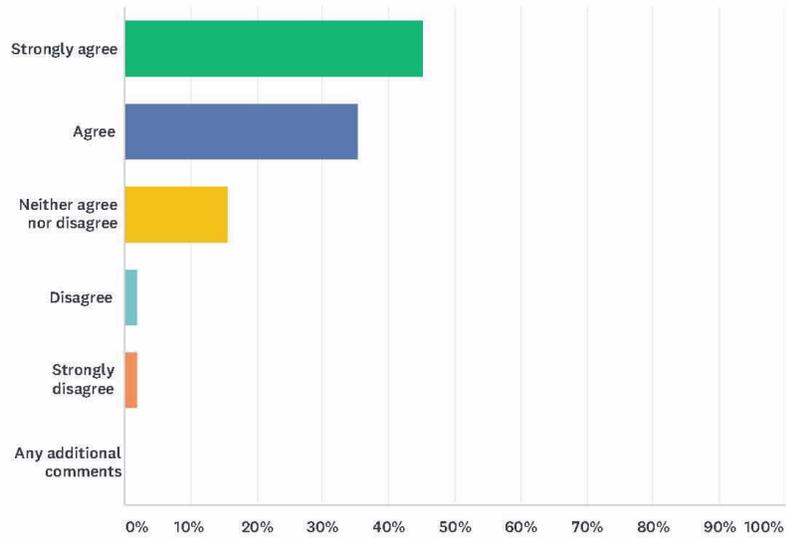
Answered: 51 Skipped: 958



ANSWER CHOICES	RESPONSES	
Strongly agree	31.37%	16
Agree	19.61%	10
Neither agree nor disagree	19.61%	10
Disagree	7.84%	4
Strongly disagree	5.88%	3
Any additional comments	15.69%	8
TOTAL		51

Q9 I feel safe using McRide

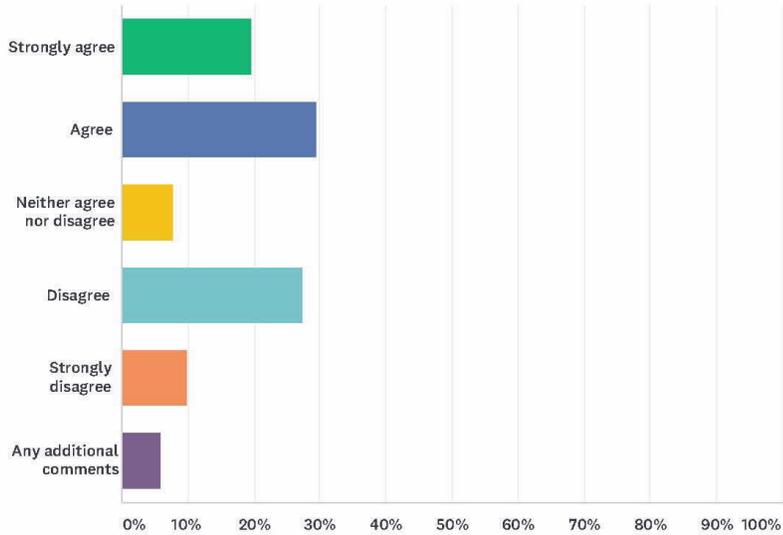
Answered: 51 Skipped: 958



ANSWER CHOICES	RESPONSES	
Strongly agree	45.10%	23
Agree	35.29%	18
Neither agree nor disagree	15.69%	8
Disagree	1.96%	1
Strongly disagree	1.96%	1
Any additional comments	0.00%	0
TOTAL		51

Q10 It's easy to schedule a ride on MCRide

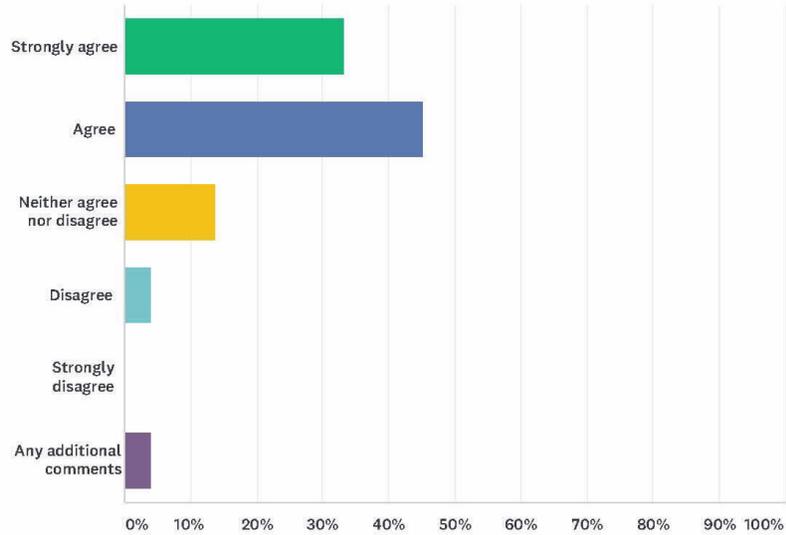
Answered: 51 Skipped: 958



ANSWER CHOICES	RESPONSES	
Strongly agree	19.61%	10
Agree	29.41%	15
Neither agree nor disagree	7.84%	4
Disagree	27.45%	14
Strongly disagree	9.80%	5
Any additional comments	5.88%	3
TOTAL		51

Q11 MCRide operators or staff are usually friendly and courteous.

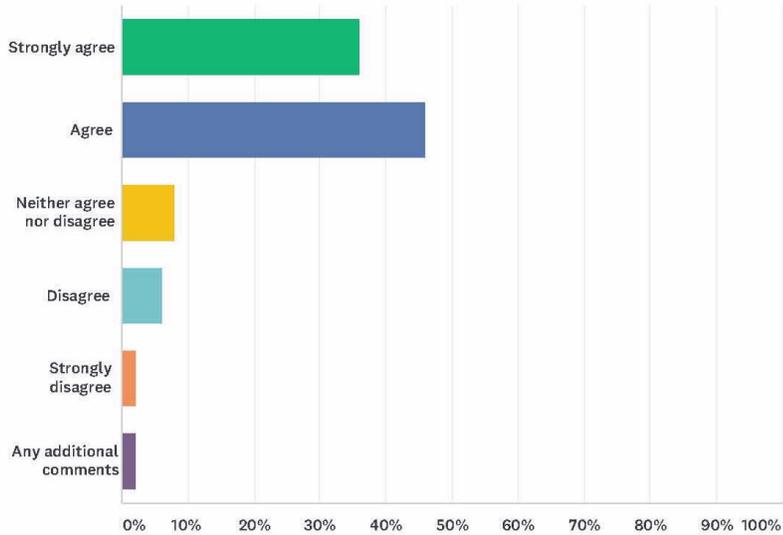
Answered: 51 Skipped: 958



ANSWER CHOICES	RESPONSES	
Strongly agree	33.33%	17
Agree	45.10%	23
Neither agree nor disagree	13.73%	7
Disagree	3.92%	2
Strongly disagree	0.00%	0
Any additional comments	3.92%	2
TOTAL		51

Q12 The fares (ticket prices) for MCRide are reasonable.

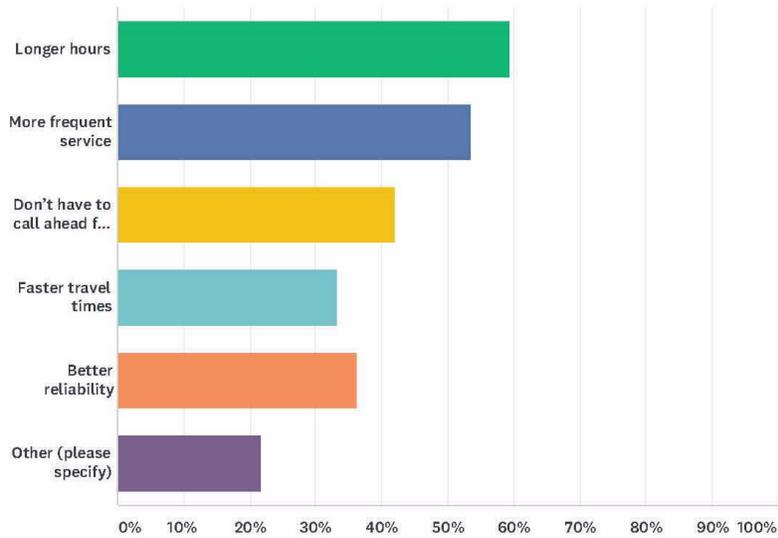
Answered: 50 Skipped: 959



ANSWER CHOICES	RESPONSES	
Strongly agree	36.00%	18
Agree	46.00%	23
Neither agree nor disagree	8.00%	4
Disagree	6.00%	3
Strongly disagree	2.00%	1
Any additional comments	2.00%	1
TOTAL		50

Q13 Please indicate which of the following would make you more likely to use MCRide in McHenry County (you can choose more than one):

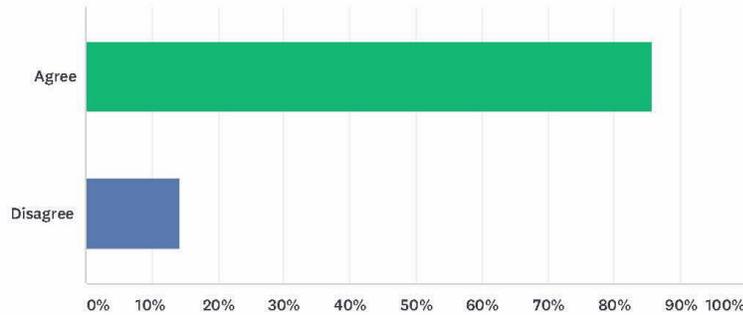
Answered: 69 Skipped: 940



ANSWER CHOICES	RESPONSES
Longer hours	59.42% 41
More frequent service	53.62% 37
Don't have to call ahead for a ride	42.03% 29
Faster travel times	33.33% 23
Better reliability	36.23% 25
Other (please specify)	21.74% 15
Total Respondents: 69	

Q14 It would be easier to use MCRide if I could schedule a ride on a computer or a phone app:

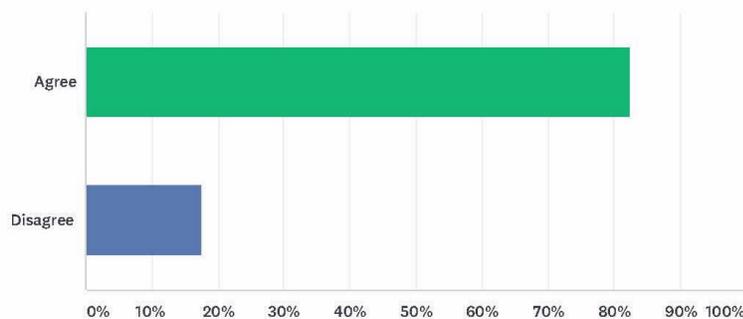
Answered: 49 Skipped: 960



ANSWER CHOICES	RESPONSES	
Agree	85.71%	42
Disagree	14.29%	7
TOTAL		49

Q15 It would be easier to use MCRide if I could pay with a farecard (like a Ventra card) rather than cash:

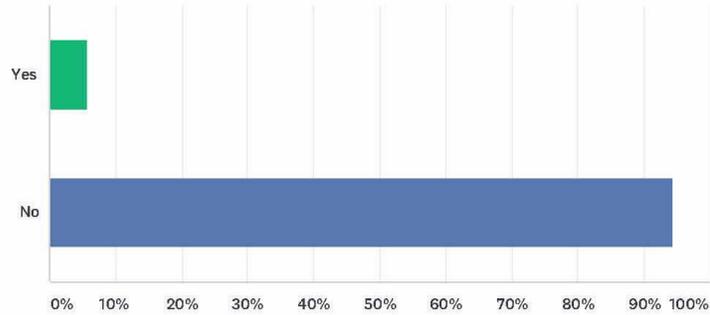
Answered: 51 Skipped: 958



ANSWER CHOICES	RESPONSES	
Agree	82.35%	42
Disagree	17.65%	9
TOTAL		51

Q16 Do you ride Pace fixed route bus service in McHenry County?

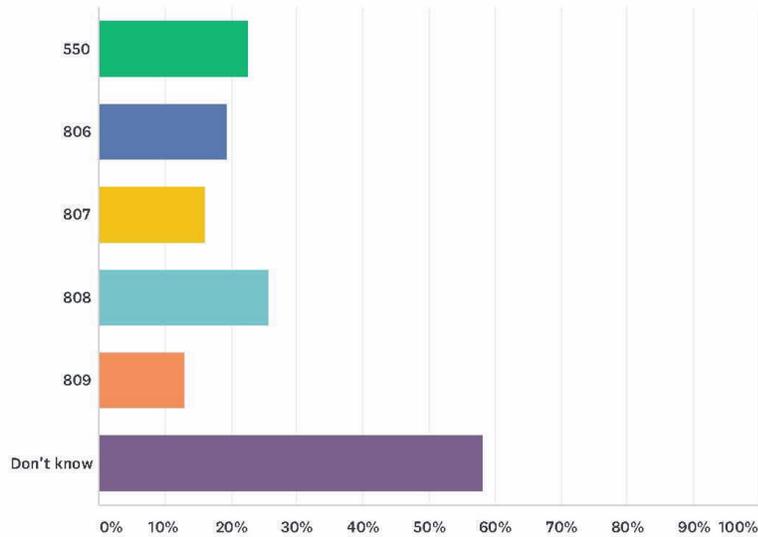
Answered: 803 Skipped: 206



ANSWER CHOICES	RESPONSES	
Yes	5.73%	46
No	94.27%	757
TOTAL		803

Q17 Which routes do you ride (choose as many as apply)?

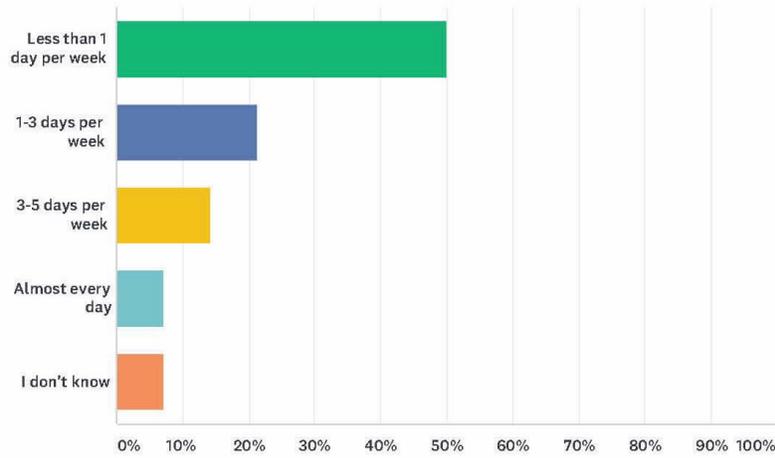
Answered: 31 Skipped: 978



ANSWER CHOICES	RESPONSES	
550	22.58%	7
806	19.35%	6
807	16.13%	5
808	25.81%	8
809	12.90%	4
Don't know	58.06%	18
Total Respondents: 31		

Q18 How many days in a typical week do you ride Pace fixed route buses:

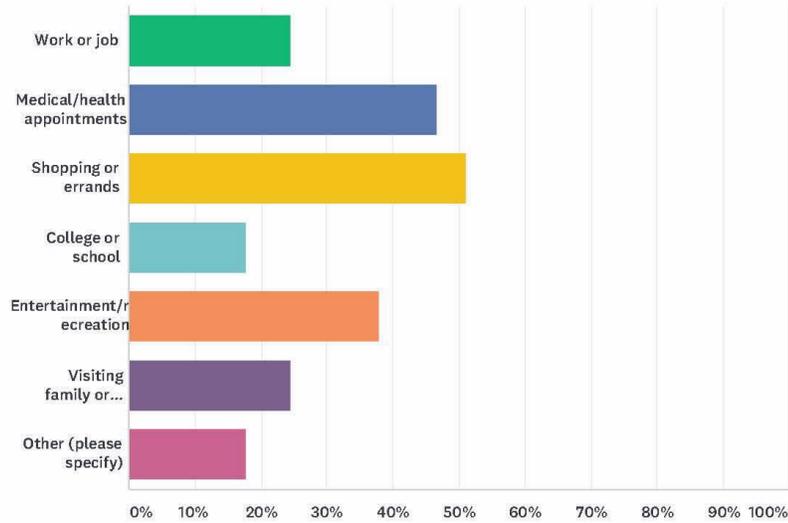
Answered: 42 Skipped: 967



ANSWER CHOICES	RESPONSES	
Less than 1 day per week	50.00%	21
1-3 days per week	21.43%	9
3-5 days per week	14.29%	6
Almost every day	7.14%	3
I don't know	7.14%	3
TOTAL		42

Q19 What types of trips do you typically make on Pace fixed route buses: (check all that apply)

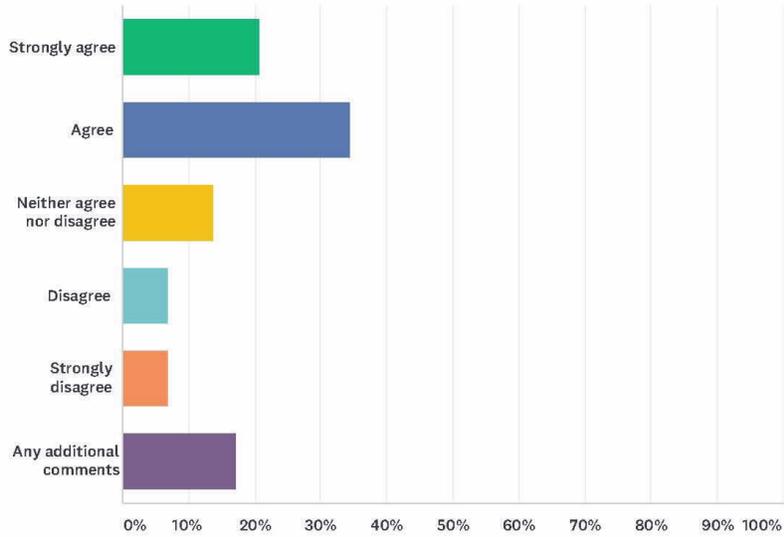
Answered: 45 Skipped: 964



ANSWER CHOICES	RESPONSES	
Work or job	24.44%	11
Medical/health appointments	46.67%	21
Shopping or errands	51.11%	23
College or school	17.78%	8
Entertainment/recreation	37.78%	17
Visiting family or friends	24.44%	11
Other (please specify)	17.78%	8
Total Respondents: 45		

Q20 Pace fixed route bus is convenient and gets me where I want to go.

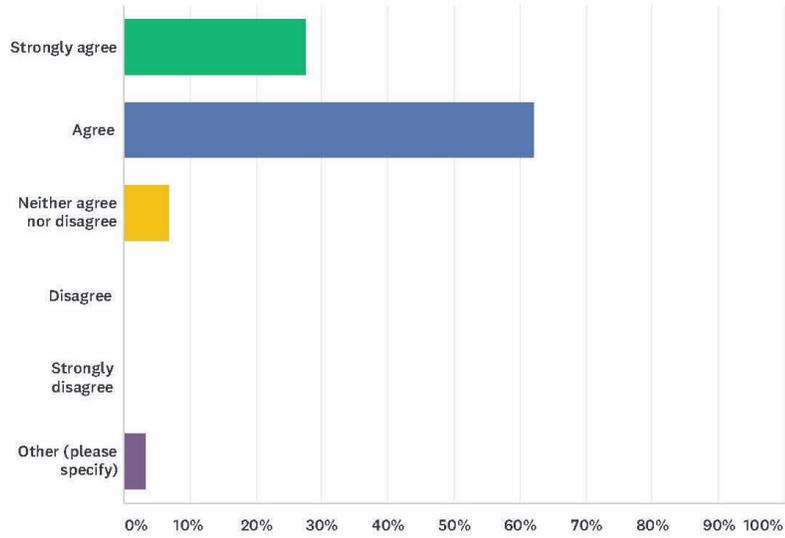
Answered: 29 Skipped: 980



ANSWER CHOICES	RESPONSES	
Strongly agree	20.69%	6
Agree	34.48%	10
Neither agree nor disagree	13.79%	4
Disagree	6.90%	2
Strongly disagree	6.90%	2
Any additional comments	17.24%	5
TOTAL		29

Q21 I feel safe using a Pace fixed route bus

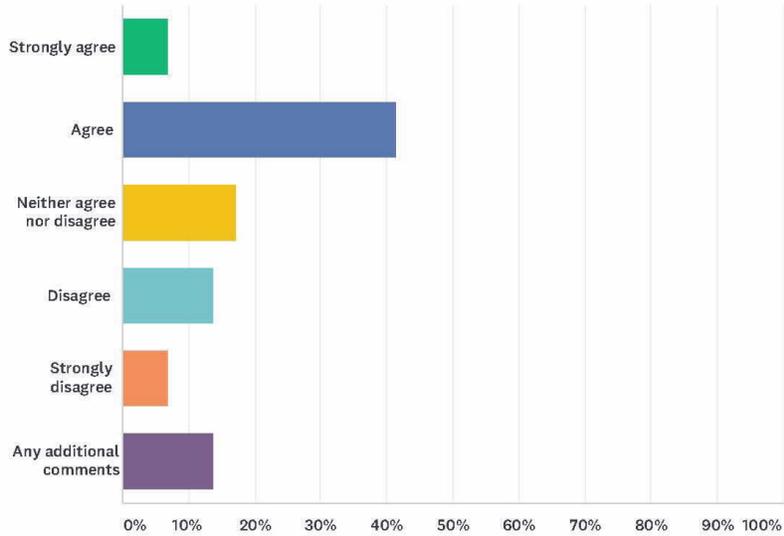
Answered: 29 Skipped: 980



ANSWER CHOICES	RESPONSES	
Strongly agree	27.59%	8
Agree	62.07%	18
Neither agree nor disagree	6.90%	2
Disagree	0.00%	0
Strongly disagree	0.00%	0
Other (please specify)	3.45%	1
TOTAL		29

Q22 The Pace fixed route bus schedules meets my needs:

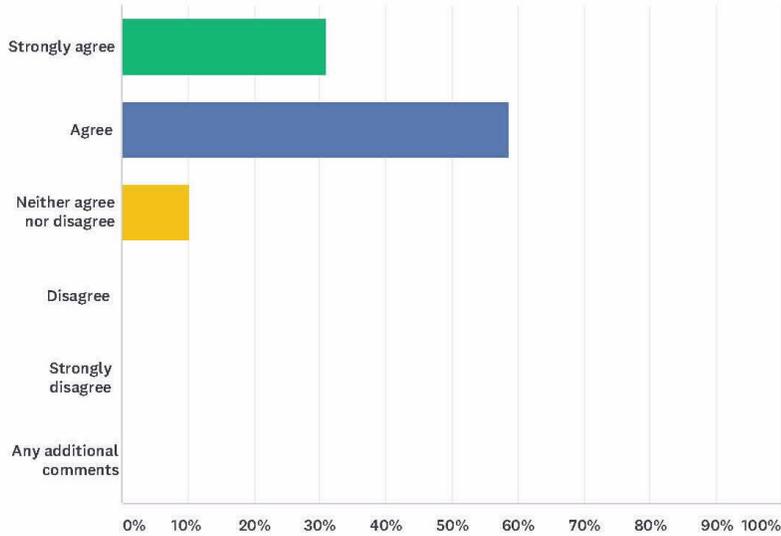
Answered: 29 Skipped: 980



ANSWER CHOICES	RESPONSES	
Strongly agree	6.90%	2
Agree	41.38%	12
Neither agree nor disagree	17.24%	5
Disagree	13.79%	4
Strongly disagree	6.90%	2
Any additional comments	13.79%	4
TOTAL		29

Q23 The operators or staff on the Pace fixed route buses are usually friendly and courteous.

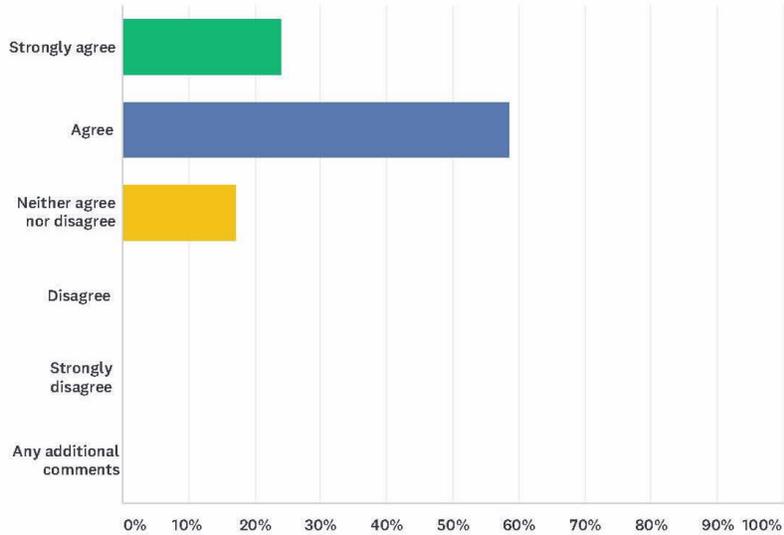
Answered: 29 Skipped: 980



ANSWER CHOICES	RESPONSES	
Strongly agree	31.03%	9
Agree	58.62%	17
Neither agree nor disagree	10.34%	3
Disagree	0.00%	0
Strongly disagree	0.00%	0
Any additional comments	0.00%	0
TOTAL		29

Q24 The fares (ticket prices) for Pace fixed route buses are reasonable.

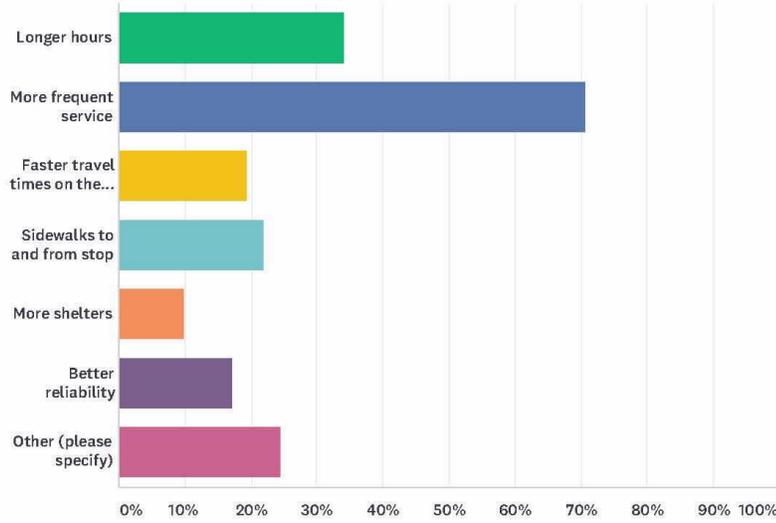
Answered: 29 Skipped: 980



ANSWER CHOICES	RESPONSES	
Strongly agree	24.14%	7
Agree	58.62%	17
Neither agree nor disagree	17.24%	5
Disagree	0.00%	0
Strongly disagree	0.00%	0
Any additional comments	0.00%	0
TOTAL		29

Q25 Please indicate which of the following would make you more likely to use Pace fixed bus in McHenry County (you can choose more than one):

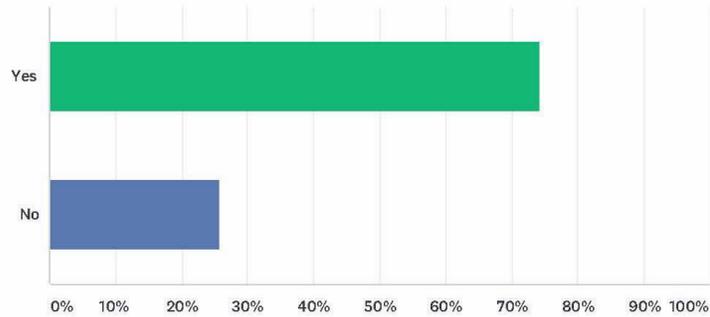
Answered: 41 Skipped: 968



ANSWER CHOICES	RESPONSES	
Longer hours	34.15%	14
More frequent service	70.73%	29
Faster travel times on the bus	19.51%	8
Sidewalks to and from stop	21.95%	9
More shelters	9.76%	4
Better reliability	17.07%	7
Other (please specify)	24.39%	10
Total Respondents: 41		

Q26 Do you ride Metra (the commuter railroad?)

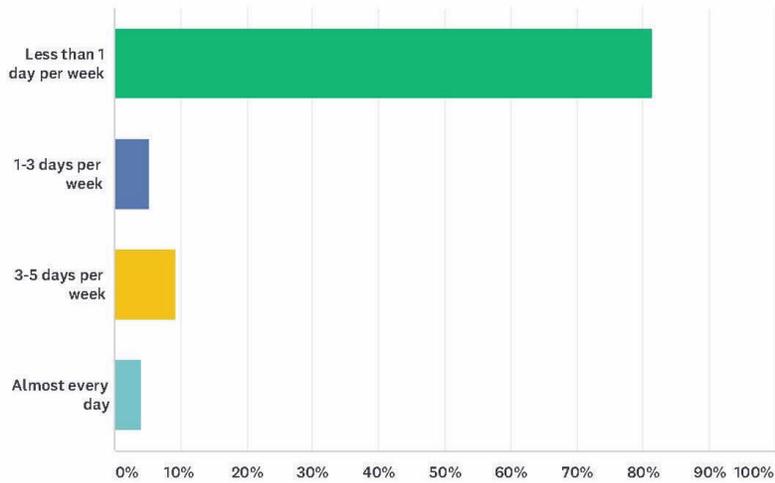
Answered: 795 Skipped: 214



ANSWER CHOICES	RESPONSES	
Yes	74.21%	590
No	25.79%	205
TOTAL		795

Q27 How many days in a typical week do you ride Metra?

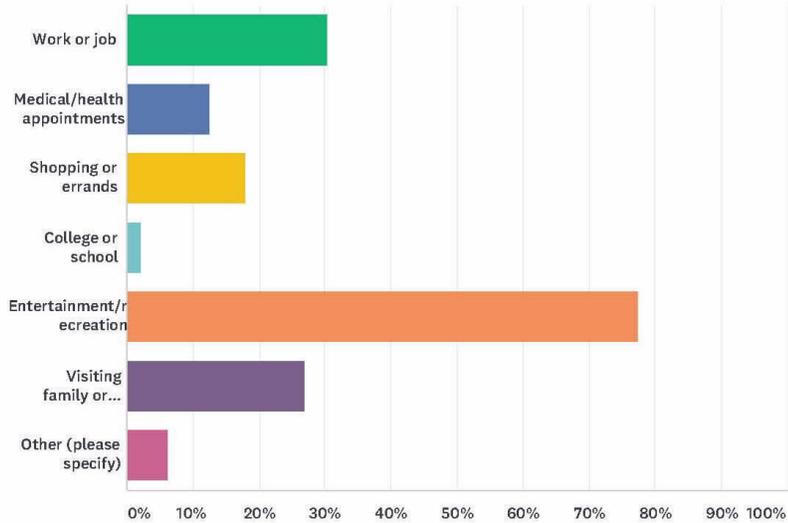
Answered: 567 Skipped: 442



ANSWER CHOICES	RESPONSES	
Less than 1 day per week	81.48%	462
1-3 days per week	5.29%	30
3-5 days per week	9.17%	52
Almost every day	4.06%	23
TOTAL		567

Q28 What types of trips do you typically make on Metra: (check all that apply)

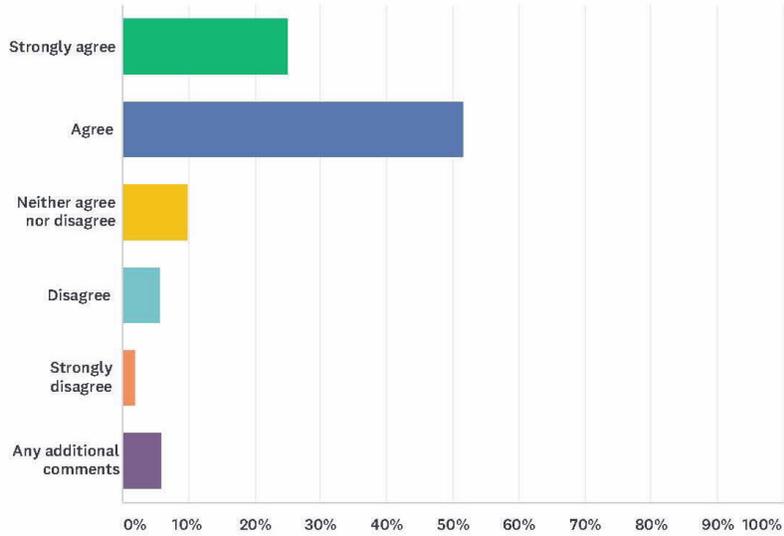
Answered: 569 Skipped: 440



ANSWER CHOICES	RESPONSES	
Work or job	30.40%	173
Medical/health appointments	12.48%	71
Shopping or errands	17.93%	102
College or school	2.11%	12
Entertainment/recreation	77.33%	440
Visiting family or friends	27.07%	154
Other (please specify)	6.33%	36
Total Respondents: 569		

Q29 The Metra service is convenient and gets me where I want to go.

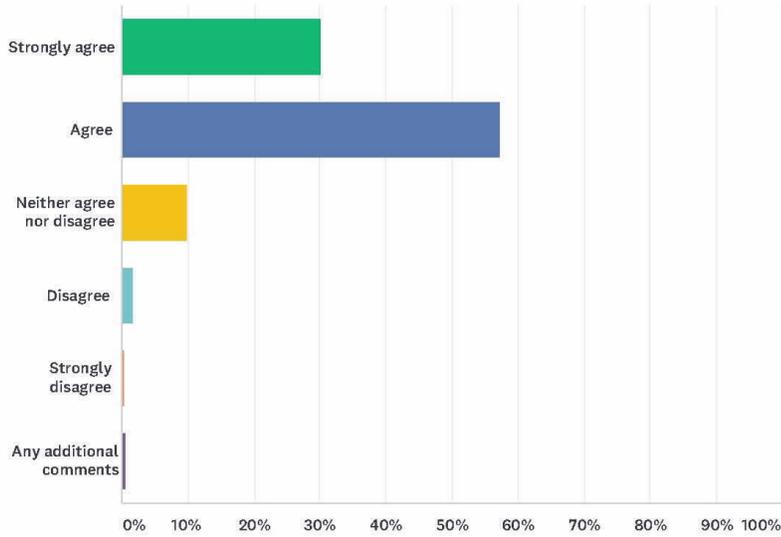
Answered: 536 Skipped: 473



ANSWER CHOICES	RESPONSES	
Strongly agree	25.19%	135
Agree	51.68%	277
Neither agree nor disagree	9.89%	53
Disagree	5.60%	30
Strongly disagree	1.87%	10
Any additional comments	5.78%	31
TOTAL		536

Q30 I feel safe using Metra

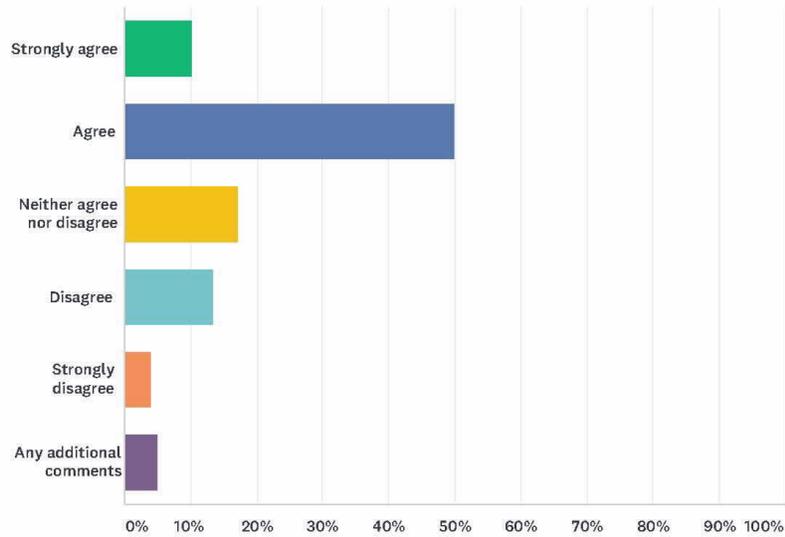
Answered: 536 Skipped: 473



ANSWER CHOICES	RESPONSES	
Strongly agree	30.22%	162
Agree	57.28%	307
Neither agree nor disagree	9.89%	53
Disagree	1.68%	9
Strongly disagree	0.37%	2
Any additional comments	0.56%	3
TOTAL		536

Q31 The Metra schedule meets my needs:

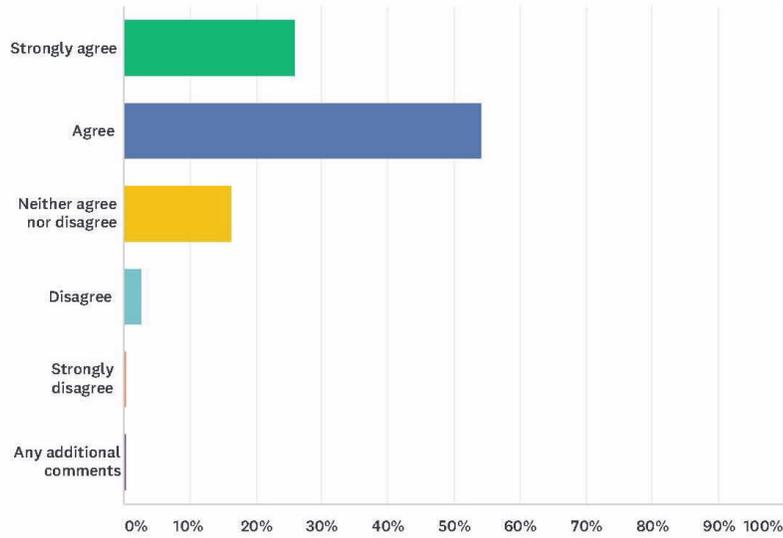
Answered: 535 Skipped: 474



ANSWER CHOICES	RESPONSES	
Strongly agree	10.28%	55
Agree	50.09%	268
Neither agree nor disagree	17.20%	92
Disagree	13.46%	72
Strongly disagree	3.93%	21
Any additional comments	5.05%	27
TOTAL		535

Q32 Metra staff is usually friendly and courteous

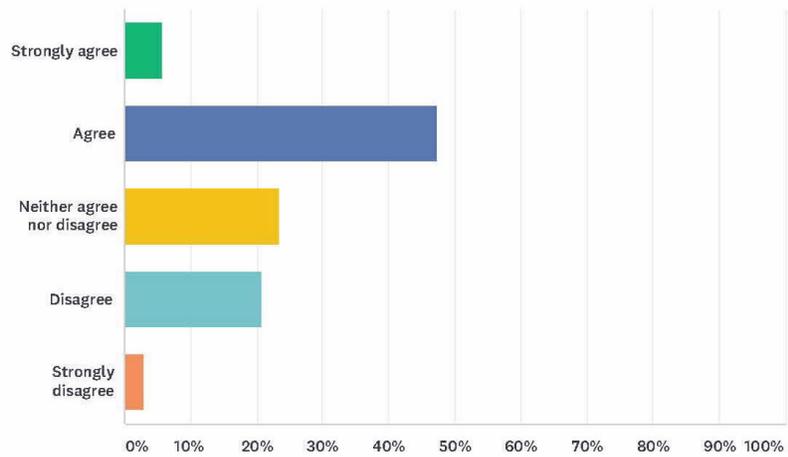
Answered: 535 Skipped: 474



ANSWER CHOICES	RESPONSES	
Strongly agree	25.98%	139
Agree	54.21%	290
Neither agree nor disagree	16.26%	87
Disagree	2.80%	15
Strongly disagree	0.37%	2
Any additional comments	0.37%	2
TOTAL		535

Q33 The fares (ticket prices) for Metra are reasonable.

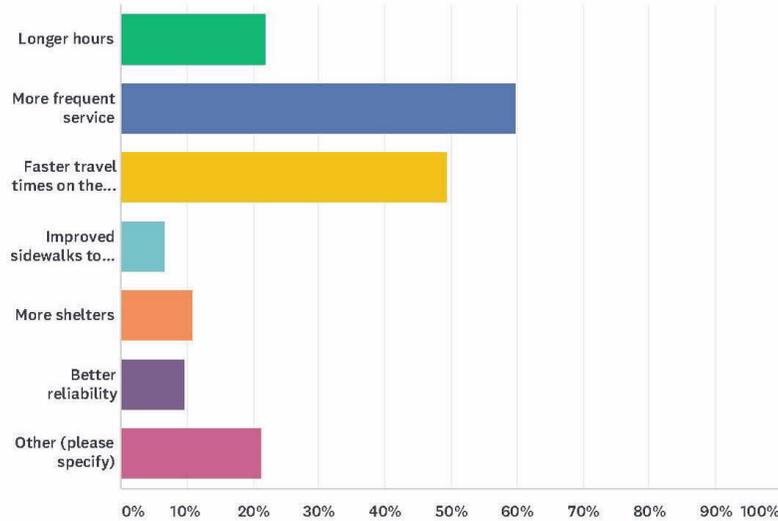
Answered: 536 Skipped: 473



ANSWER CHOICES	RESPONSES	
Strongly agree	5.60%	30
Agree	47.20%	253
Neither agree nor disagree	23.51%	126
Disagree	20.71%	111
Strongly disagree	2.99%	16
TOTAL		536

Q34 Please indicate which of the following would make you more likely to use Metra in McHenry County (you can choose more than one):

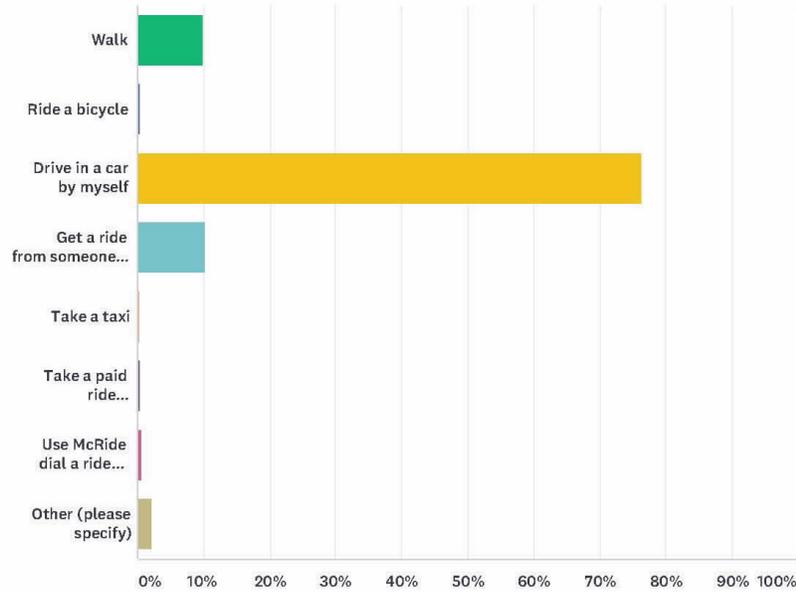
Answered: 550 Skipped: 459



ANSWER CHOICES	RESPONSES	
Longer hours	22.00%	121
More frequent service	59.82%	329
Faster travel times on the train	49.45%	272
Improved sidewalks to and from the train station	6.73%	37
More shelters	10.91%	60
Better reliability	9.64%	53
Other (please specify)	21.27%	117
Total Respondents: 550		

Q35 How do you usually get to a Metra station?

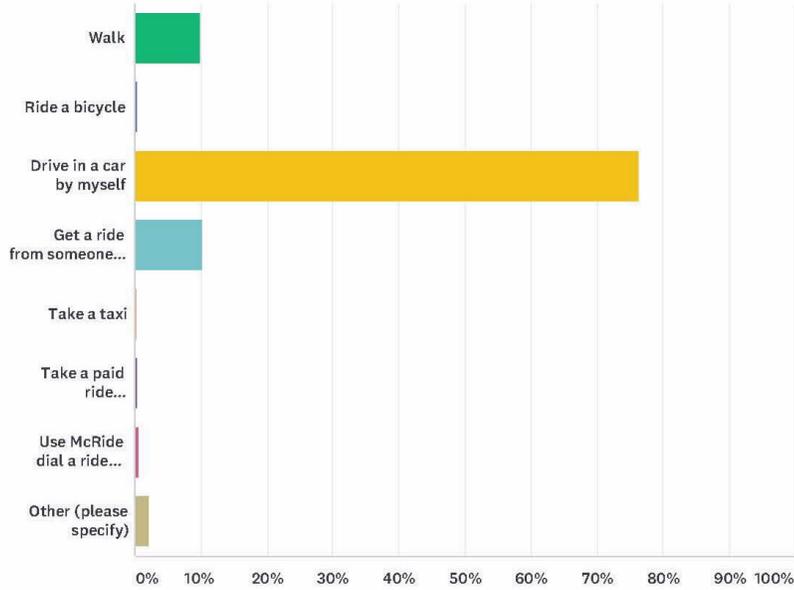
Answered: 537 Skipped: 472



ANSWER CHOICES	RESPONSES	
Walk	9.87%	53
Ride a bicycle	0.37%	2
Drive in a car by myself	76.35%	410
Get a ride from someone else	10.24%	55
Take a taxi	0.19%	1
Take a paid ride (Uber/Lyft)	0.37%	2
Use McRide dial a ride service	0.56%	3
Other (please specify)	2.05%	11
TOTAL		537

Q35 How do you usually get to a Metra station?

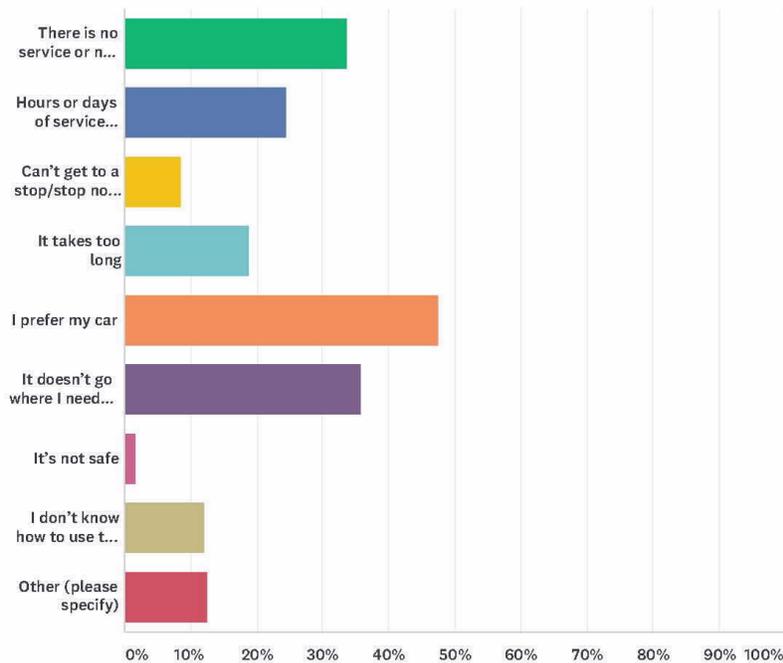
Answered: 537 Skipped: 472



ANSWER CHOICES	RESPONSES	
Walk	9.87%	53
Ride a bicycle	0.37%	2
Drive in a car by myself	76.35%	410
Get a ride from someone else	10.24%	55
Take a taxi	0.19%	1
Take a paid ride (Uber/Lyft)	0.37%	2
Use McRide dial a ride service	0.56%	3
Other (please specify)	2.05%	11
TOTAL		537

Q36 Why don't you use public transit more often (check all that apply)

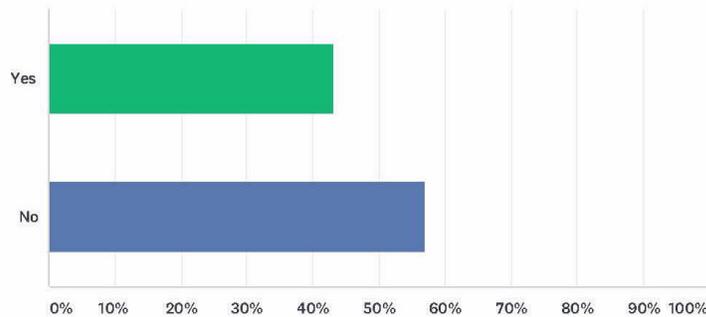
Answered: 822 Skipped: 187



ANSWER CHOICES	RESPONSES	
There is no service or no stop near where I live	33.70%	277
Hours or days of service don't work with my schedule	24.57%	202
Can't get to a stop/stop not accessible to me	8.64%	71
It takes too long	18.86%	155
I prefer my car	47.57%	391
It doesn't go where I need to travel	35.77%	294
It's not safe	1.70%	14
I don't know how to use the system	12.04%	99
Other (please specify)	12.53%	103
Total Respondents: 822		

Q37 Is there a place you'd like to get to on public transportation that you can't get to now (this can either be inside or outside the county)?

Answered: 929 Skipped: 80



ANSWER CHOICES	RESPONSES	
Yes	43.16%	401
No	56.84%	528
TOTAL		929

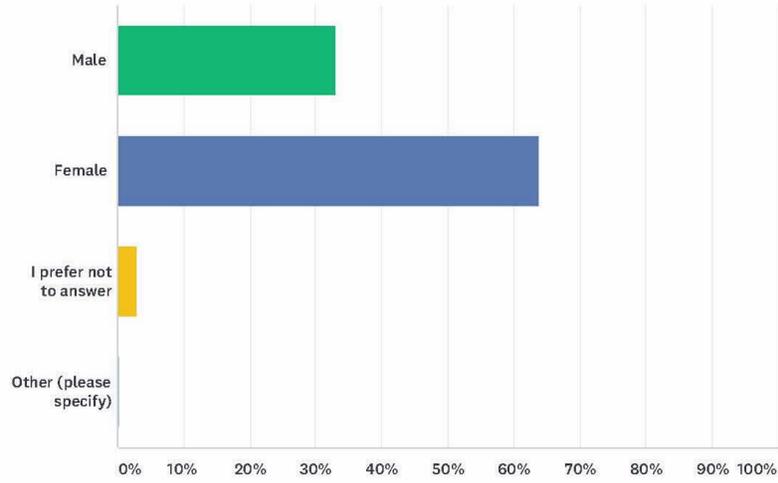
Q38 List up to five places that you would like to go on public transportation (Please be as specific as possible: address or intersection and town would be helpful).

Answered: 332 Skipped: 677

ANSWER CHOICES	RESPONSES	
Place 1	99.70%	331
Place 2	67.77%	225
Place 3	45.48%	151
Place 4	26.51%	88
Place 5	13.86%	46

Q39 Are you?

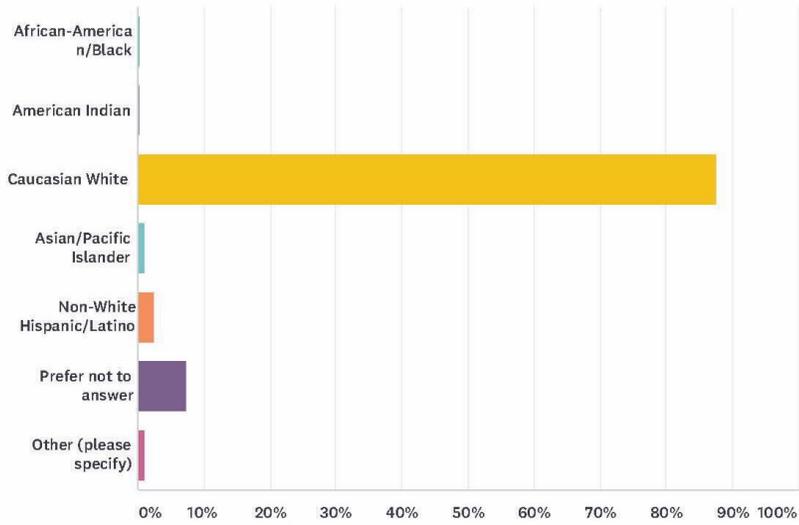
Answered: 908 Skipped: 101



ANSWER CHOICES	RESPONSES
Male	33.04% 300
Female	63.88% 580
I prefer not to answer	2.97% 27
Other (please specify)	0.11% 1
TOTAL	908

Q40 What is your background? (check all that apply)

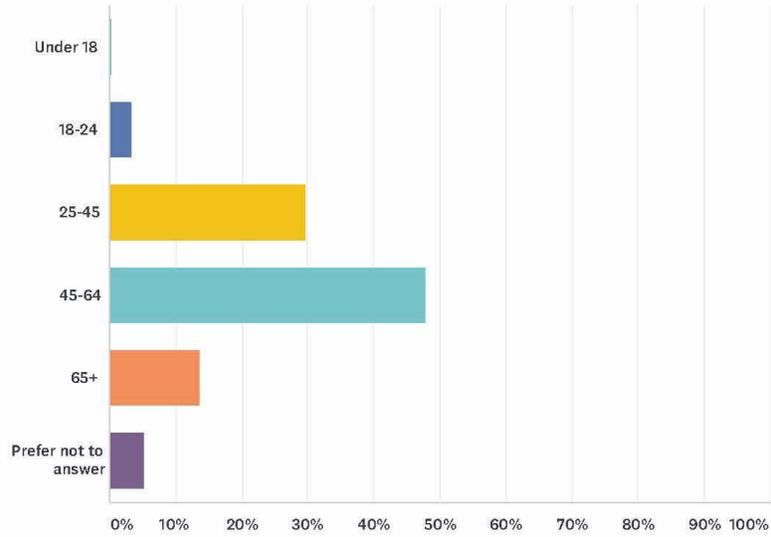
Answered: 906 Skipped: 103



ANSWER CHOICES	RESPONSES
African-American/Black	0.22% 2
American Indian	0.22% 2
Caucasian White	87.75% 795
Asian/Pacific Islander	1.10% 10
Non-White Hispanic/Latino	2.43% 22
Prefer not to answer	7.28% 66
Other (please specify)	0.99% 9
TOTAL	906

Q41 What is your age?

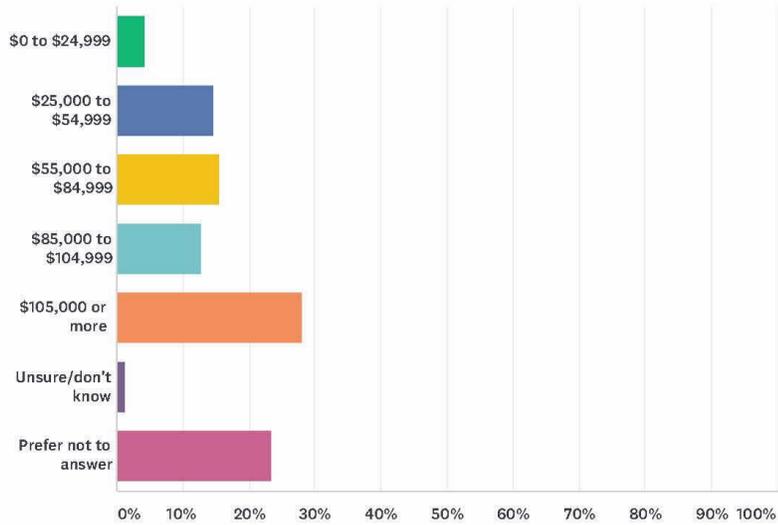
Answered: 911 Skipped: 98



ANSWER CHOICES	RESPONSES	
Under 18	0.11%	1
18-24	3.40%	31
25-45	29.64%	270
45-64	47.97%	437
65+	13.61%	124
Prefer not to answer	5.27%	48
TOTAL		911

Q42 About how much is your yearly income for all household members combined?

Answered: 850 Skipped: 159



ANSWER CHOICES	RESPONSES	
\$0 to \$24,999	4.24%	36
\$25,000 to \$54,999	14.71%	125
\$55,000 to \$84,999	15.41%	131
\$85,000 to \$104,999	12.71%	108
\$105,000 or more	28.12%	239
Unsure/don't know	1.29%	11
Prefer not to answer	23.53%	200
TOTAL		850

B. Survey Results (Spanish Version)

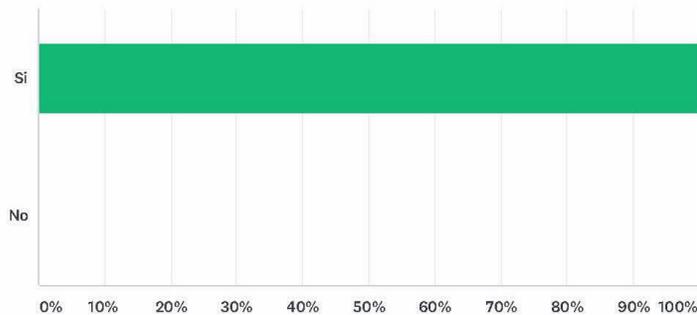
Q1 ¿Dónde vives? (no está obligado a responder esta pregunta)

Answered: 13 Skipped: 6

ANSWER CHOICES	RESPONSES	
Carreteras que se cruzan más cerca de su casa	53.85%	7
Comunidad	100.00%	13

Q2 ¿Usted es dueño de un vehículo personal (automóvil, camión, motocicleta)?

Answered: 19 Skipped: 0



ANSWER CHOICES	RESPONSES	
Si	100.00%	19
No	0.00%	0
TOTAL		19

Q3 Si no posee un vehículo personal, ¿cuál es el motivo principal?

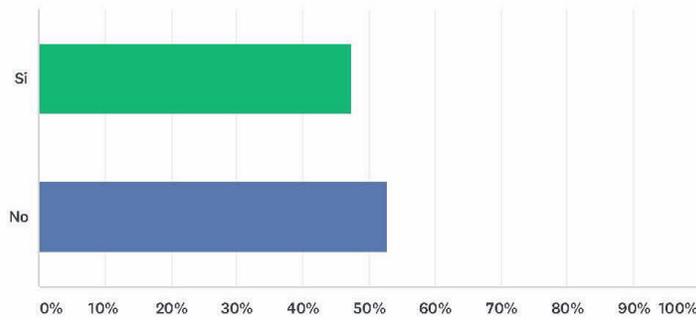
Answered: 0 Skipped: 19

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
La discapacidad me impide conducir	0.00%	0
No puedo pagar un vehículo	0.00%	0
Elijo no poseer un vehículo	0.00%	0
Otra razon (por favor especifique)	0.00%	0
TOTAL		0

Q4 ¿Utiliza el transporte público en el condado de McHenry (MCRide dial-a-ride, autobús de ruta fija Pace o Metra?)

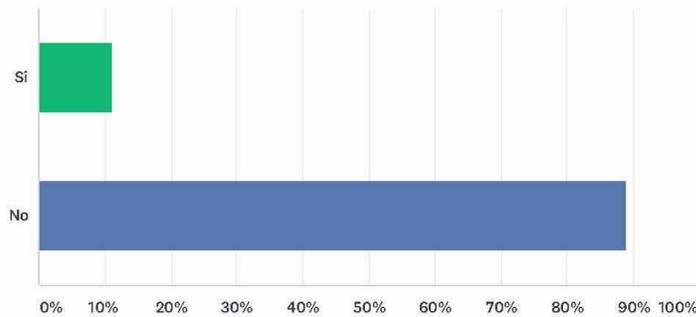
Answered: 19 Skipped: 0



ANSWER CHOICES	RESPONSES	
Si	47.37%	9
No	52.63%	10
TOTAL		19

Q5 ¿Usas MCRide (el servicio esquina-a-esquina "dial-a-ride")?

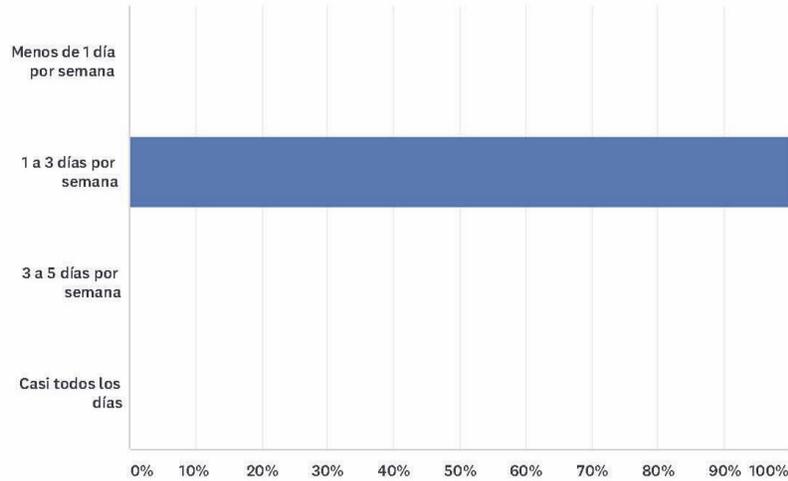
Answered: 9 Skipped: 10



ANSWER CHOICES	RESPONSES	
Si	11.11%	1
No	88.89%	8
TOTAL		9

Q6 ¿Cuántos días en una semana típica usas MCRide dial-a-ride?

Answered: 1 Skipped: 18



ANSWER CHOICES	RESPONSES	
Menos de 1 día por semana	0.00%	0
1 a 3 días por semana	100.00%	1
3 a 5 días por semana	0.00%	0
Casi todos los días	0.00%	0
TOTAL		1

Q7 ¿Qué tipos de viajes suele realizar en MCRide? (marque todos los que correspondan)

Answered: 0 Skipped: 19

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
Trabajo	0.00%	0
Citas médicas / de salud	0.00%	0
Compras o recados	0.00%	0
Colegio o escuela	0.00%	0
Entretenimiento / recreación	0.00%	0
Visitas familiares o amigos	0.00%	0
Otro (por favor especifique)	0.00%	0
Total Respondents: 0		

Q8 El servicio Dial-a-Ride de MCRide es conveniente y me lleva a donde quiero ir.

Answered: 0 Skipped: 19

 No matching responses.

ANSWER CHOICES	RESPONSES
Totalmente de acuerdo	0.00% 0
De acuerdo	0.00% 0
Ni de acuerdo ni en desacuerdo	0.00% 0
En desacuerdo	0.00% 0
Muy en desacuerdo	0.00% 0
Cualquier comentario adicional	0.00% 0
TOTAL	0

Q9 Me siento seguro usando McRide.

Answered: 0 Skipped: 19

 No matching responses.

ANSWER CHOICES	RESPONSES
Totalmente de acuerdo	0.00% 0
De acuerdo	0.00% 0
Ni de acuerdo ni en desacuerdo	0.00% 0
En desacuerdo	0.00% 0
Muy en desacuerdo	0.00% 0
Cualquier comentario adicional	0.00% 0
TOTAL	0

Q10 Es fácil programar un viaje en MCRide.

Answered: 0 Skipped: 19

▲ No matching responses.

ANSWER CHOICES	RESPONSES	
Totalmente de acuerdo	0.00%	0
De acuerdo	0.00%	0
Ni de acuerdo ni en desacuerdo	0.00%	0
En desacuerdo	0.00%	0
Muy en desacuerdo	0.00%	0
Cualquier comentario adicional	0.00%	0
TOTAL		0

Q11 Los operadores o el personal de MCRide suelen ser amables y corteses.

Answered: 0 Skipped: 19

▲ No matching responses.

ANSWER CHOICES	RESPONSES	
Totalmente de acuerdo	0.00%	0
De acuerdo	0.00%	0
Ni de acuerdo ni en desacuerdo	0.00%	0
En desacuerdo	0.00%	0
Muy en desacuerdo	0.00%	0
Cualquier comentario adicional	0.00%	0
TOTAL		0

Q12 Las tarifas (precios de los boletos) para MCRide son razonables.

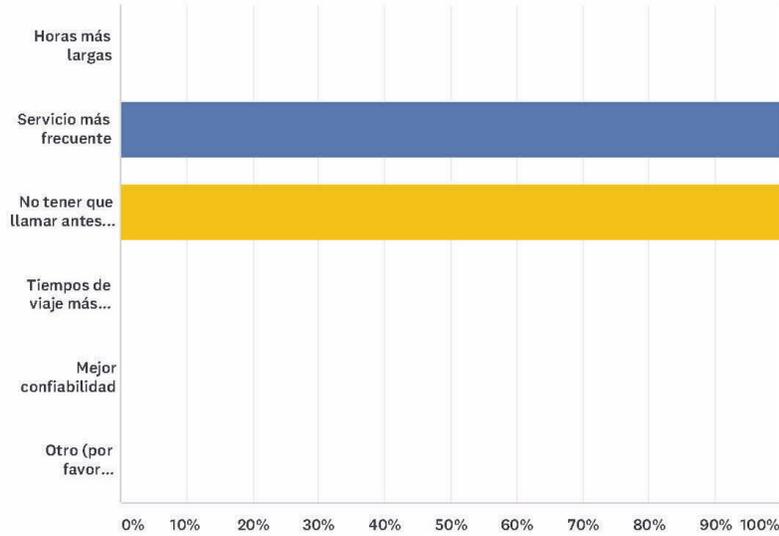
Answered: 0 Skipped: 19

▲ No matching responses.

ANSWER CHOICES	RESPONSES	
Totalmente de acuerdo	0.00%	0
De acuerdo	0.00%	0
Ni de acuerdo ni en desacuerdo	0.00%	0
En desacuerdo	0.00%	0
Muy en desacuerdo	0.00%	0
Cualquier comentario adicional	0.00%	0
TOTAL		0

Q13 Indique cuál de las siguientes opciones lo haría más propenso a usar MCRide en el condado de McHenry (puedes elegir más de uno):

Answered: 1 Skipped: 18



ANSWER CHOICES	RESPONSES	
Horas más largas	0.00%	0
Servicio más frecuente	100.00%	1
No tener que llamar antes para confirmar paseo	100.00%	1
Tiempos de viaje más rápidos	0.00%	0
Mejor confiabilidad	0.00%	0
Otro (por favor especifique)	0.00%	0
Total Respondents: 1		

Q14 Sería más fácil usar MCRide si pudiera programar un viaje en una computadora o una aplicación de teléfono:

Answered: 0 Skipped: 19

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
De acuerdo	0.00%	0
En desacuerdo	0.00%	0
TOTAL		0

Q15 Sería más fácil usar MCRide si pudiera pagar con una tarjeta de tarifa (como una tarjeta de Ventra) en lugar de efectivo:

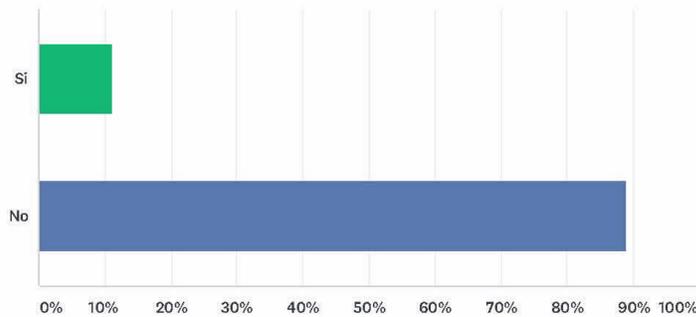
Answered: 0 Skipped: 19

▲ No matching responses.

ANSWER CHOICES	RESPONSES
De acuerdo	0.00% 0
En desacuerdo	0.00% 0
TOTAL	0

Q16 ¿Viajas en el servicio de autobús de ruta fija Pace en el condado de McHenry?

Answered: 9 Skipped: 10



ANSWER CHOICES	RESPONSES
Si	11.11% 1
No	88.89% 8
TOTAL	9

Q17 ¿Qué rutas usas (elige todas las opciones que aplican)?

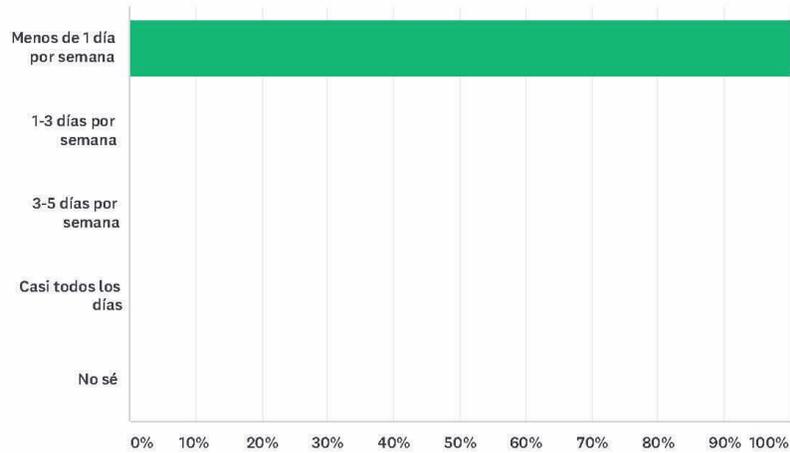
Answered: 0 Skipped: 19

⚠ No matching responses.

ANSWER CHOICES	RESPONSES
550	0.00% 0
806	0.00% 0
807	0.00% 0
808	0.00% 0
809	0.00% 0
No sé	0.00% 0
Total Respondents: 0	

Q18 ¿Cuántos días en una semana típica viaja en los autobuses de ruta fija Pace?

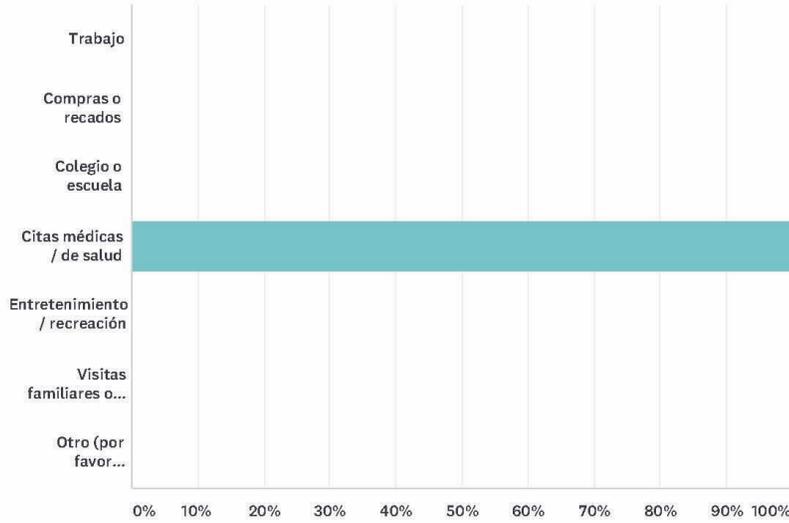
Answered: 1 Skipped: 18



ANSWER CHOICES	RESPONSES
Menos de 1 día por semana	100.00% 1
1-3 días por semana	0.00% 0
3-5 días por semana	0.00% 0
Casi todos los días	0.00% 0
No sé	0.00% 0
TOTAL	1

Q19 ¿Qué tipos de viajes suele realizar en los autobuses de ruta fija Pace? (marque todos los que correspondan)

Answered: 1 Skipped: 18



ANSWER CHOICES	RESPONSES	
Trabajo	0.00%	0
Compras o recados	0.00%	0
Colegio o escuela	0.00%	0
Citas médicas / de salud	100.00%	1
Entretenimiento / recreación	0.00%	0
Visitas familiares o amigos Visiting family or friends	0.00%	0
Otro (por favor especifique)	0.00%	0
Total Respondents: 1		

Q20 El autobús de ruta fija Pace es conveniente y me lleva a donde quiero ir.

Answered: 0 Skipped: 19

▲ No matching responses.

ANSWER CHOICES	RESPONSES	
Totalmente de acuerdo	0.00%	0
De acuerdo	0.00%	0
Ni de acuerdo ni en desacuerdo	0.00%	0
En desacuerdo	0.00%	0
Muy en desacuerdo	0.00%	0
Cualquier comentario adicional	0.00%	0
TOTAL		0

Q21 Me siento seguro usando un bus de ruta fija Pace.

Answered: 0 Skipped: 19

▲ No matching responses.

ANSWER CHOICES	RESPONSES	
Totalmente de acuerdo	0.00%	0
De acuerdo	0.00%	0
Ni de acuerdo ni en desacuerdo	0.00%	0
En desacuerdo	0.00%	0
Muy en desacuerdo	0.00%	0
Otro (por favor especificar)	0.00%	0
TOTAL		0

Q22 Los horarios de los autobuses de ruta fija Pace satisfacen mis necesidades:

Answered: 0 Skipped: 19

▲ No matching responses.

ANSWER CHOICES	RESPONSES	
Totalmente de acuerdo	0.00%	0
De acuerdo	0.00%	0
Ni de acuerdo ni en desacuerdo	0.00%	0
En desacuerdo	0.00%	0
Muy en desacuerdo	0.00%	0
Cualquier comentario adicional	0.00%	0
TOTAL		0

Q23 Los operadores o el personal en los autobuses de ruta fija Pace suelen ser amigables y corteses.

Answered: 0 Skipped: 19

▲ No matching responses.

ANSWER CHOICES	RESPONSES	
Totalmente de acuerdo	0.00%	0
De acuerdo	0.00%	0
Ni de acuerdo ni en desacuerdo	0.00%	0
En desacuerdo	0.00%	0
Muy en desacuerdo	0.00%	0
Cualquier comentario adicional	0.00%	0
TOTAL		0

Q24 Las tarifas (precios de los boletos) para los autobuses de ruta fija Pace son razonables.

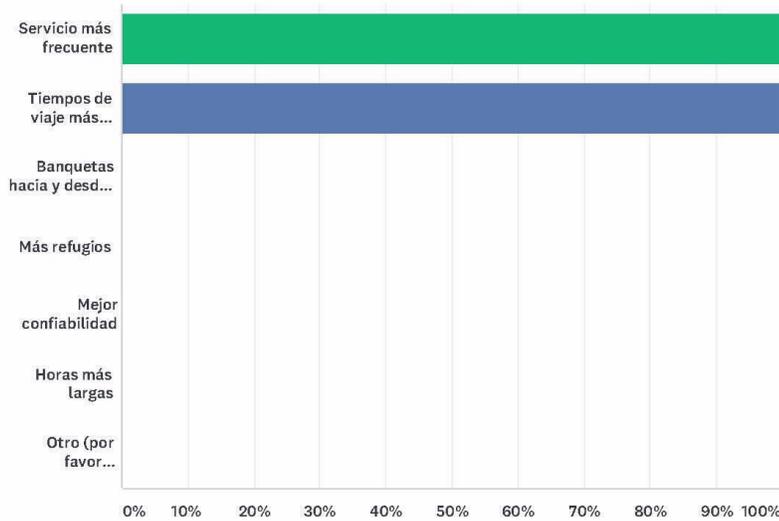
Answered: 0 Skipped: 19

 No matching responses.

ANSWER CHOICES	RESPONSES	
Totalmente de acuerdo	0.00%	0
De acuerdo	0.00%	0
Ni de acuerdo ni en desacuerdo	0.00%	0
En desacuerdo	0.00%	0
Muy en desacuerdo	0.00%	0
Cualquier comentario adicional	0.00%	0
TOTAL		0

Q25 Indique cuál de las siguientes opciones lo haría más propenso a usar el autobús fijo Pace en el condado de McHenry (puedes elegir más de uno):

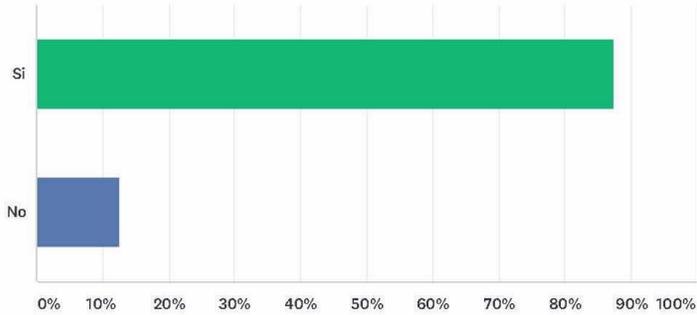
Answered: 1 Skipped: 18



ANSWER CHOICES	RESPONSES	
Servicio más frecuente	100.00%	1
Tiempos de viaje más rápidos en el autobús	100.00%	1
Banquetas hacia y desde la parada de autobús	0.00%	0
Más refugios	0.00%	0
Mejor confiabilidad	0.00%	0
Horas más largas	0.00%	0
Otro (por favor especifique)	0.00%	0
Total Respondents: 1		

Q26 ¿Usas Metra (el tren de cercanías?)

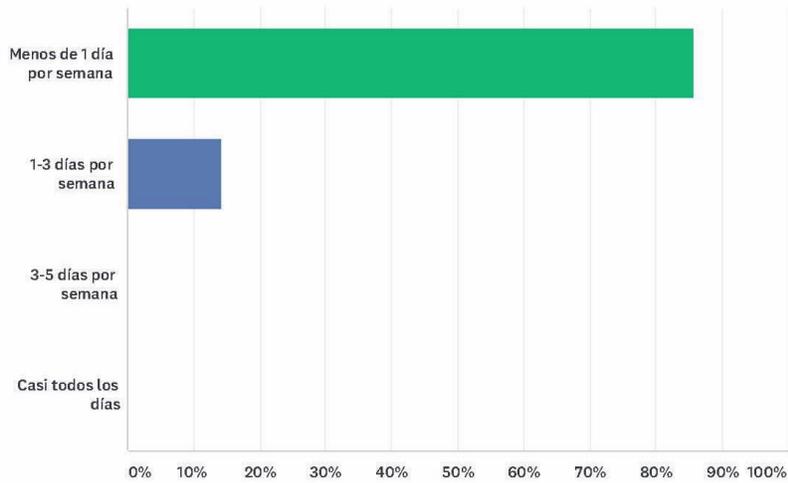
Answered: 8 Skipped: 11



ANSWER CHOICES	RESPONSES	
Si	87.50%	7
No	12.50%	1
TOTAL		8

Q27 ¿Cuántos días en una semana típica usas el Metra?

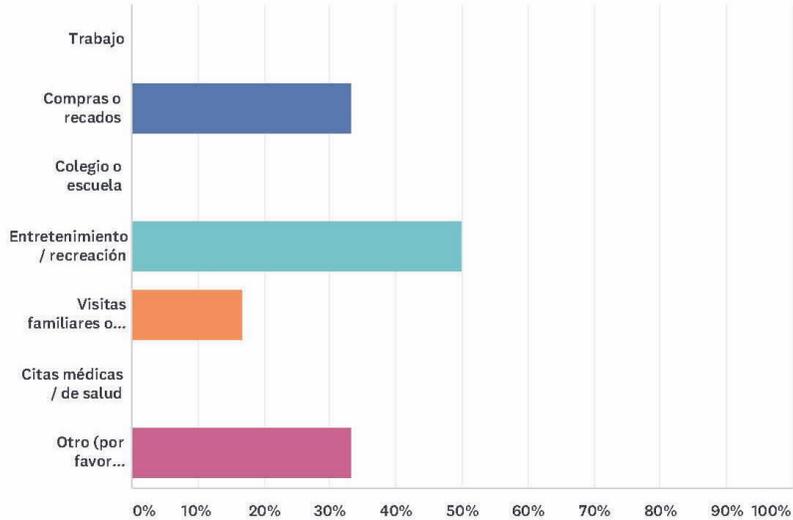
Answered: 7 Skipped: 12



ANSWER CHOICES	RESPONSES	
Menos de 1 día por semana	85.71%	6
1-3 días por semana	14.29%	1
3-5 días por semana	0.00%	0
Casi todos los días	0.00%	0
TOTAL		7

Q28 ¿Qué tipos de viajes suele realizar en Metra? (marque todos los que correspondan)

Answered: 6 Skipped: 13



ANSWER CHOICES	RESPONSES
Trabajo	0.00% 0
Compras o recados	33.33% 2
Colegio o escuela	0.00% 0
Entretenimiento / recreación	50.00% 3
Visitas familiares o amigos	16.67% 1
Citas médicas / de salud	0.00% 0
Otro (por favor especifique)	33.33% 2
Total Respondents: 6	

Q29 El servicio de Metra es conveniente y me lleva a donde quiero ir

Answered: 0 Skipped: 19

 No matching responses.

ANSWER CHOICES	RESPONSES
Totalmente de acuerdo	0.00% 0
De acuerdo	0.00% 0
Ni de acuerdo ni en desacuerdo	0.00% 0
En desacuerdo	0.00% 0
Muy en desacuerdo	0.00% 0
Cualquier comentario adicional	0.00% 0
TOTAL	0

Q30 Me siento seguro usando Metra

Answered: 0 Skipped: 19

 No matching responses.

ANSWER CHOICES	RESPONSES
Totalmente de acuerdo	0.00% 0
De acuerdo	0.00% 0
Ni de acuerdo ni en desacuerdo	0.00% 0
En desacuerdo	0.00% 0
Muy en desacuerdo	0.00% 0
Cualquier comentario adicional	0.00% 0
TOTAL	0

Q31 El horario de Metra satisface mis necesidades:

Answered: 0 Skipped: 19

▲ No matching responses.

ANSWER CHOICES	RESPONSES	
Totalmente de acuerdo	0.00%	0
De acuerdo	0.00%	0
Ni de acuerdo ni en desacuerdo	0.00%	0
En desacuerdo	0.00%	0
Muy en desacuerdo	0.00%	0
Cualquier comentario adicional	0.00%	0
TOTAL		0

Q32 El personal de Metra suele ser amable y cortés.

Answered: 0 Skipped: 19

▲ No matching responses.

ANSWER CHOICES	RESPONSES	
Totalmente de acuerdo	0.00%	0
De acuerdo	0.00%	0
Ni de acuerdo ni en desacuerdo	0.00%	0
En desacuerdo	0.00%	0
Muy en desacuerdo	0.00%	0
Cualquier comentario adicional	0.00%	0
TOTAL		0

Q33 Las tarifas (precios de los boletos) para Metra son razonables.

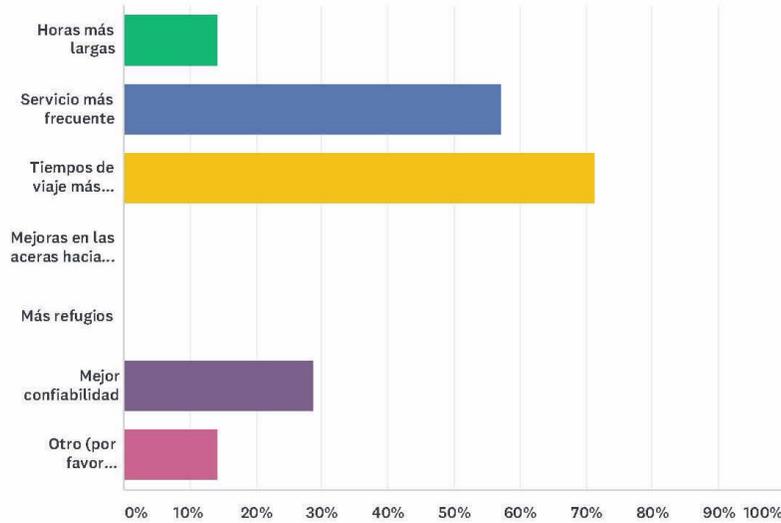
Answered: 0 Skipped: 19

 No matching responses.

ANSWER CHOICES	RESPONSES	
Totalmente de acuerdo	0.00%	0
De acuerdo	0.00%	0
Ni de acuerdo ni en desacuerdo	0.00%	0
En desacuerdo	0.00%	0
Muy en desacuerdo	0.00%	0
Cualquier comentario adicional	0.00%	0
TOTAL		0

Q34 Indique cuál de las siguientes opciones lo haría más propenso a usar Metra en el condado de McHenry (puedes elegir más de uno):

Answered: 7 Skipped: 12



ANSWER CHOICES	RESPONSES	
Horas más largas	14.29%	1
Servicio más frecuente	57.14%	4
Tiempos de viaje más rápidos en el tren	71.43%	5
Mejoras en las aceras hacia y desde la estación de tren	0.00%	0
Más refugios	0.00%	0
Mejor confiabilidad	28.57%	2
Otro (por favor especifique)	14.29%	1
Total Respondents: 7		

Q35 ¿Cómo sueles llegar a una estación de Metra?

Answered: 0 Skipped: 19

 No matching responses.

ANSWER CHOICES	RESPONSES
Caminando	0.00% 0
En bicicleta	0.00% 0
Manejando en un auto solo	0.00% 0
Otra persona me lleva	0.00% 0
En taxi	0.00% 0
En viaje pagado (Uber / Lyft)	0.00% 0
Usando el servicio McRide	0.00% 0
Otro (por favor especifique)	0.00% 0
TOTAL	0

Q35 ¿Cómo sueles llegar a una estación de Metra?

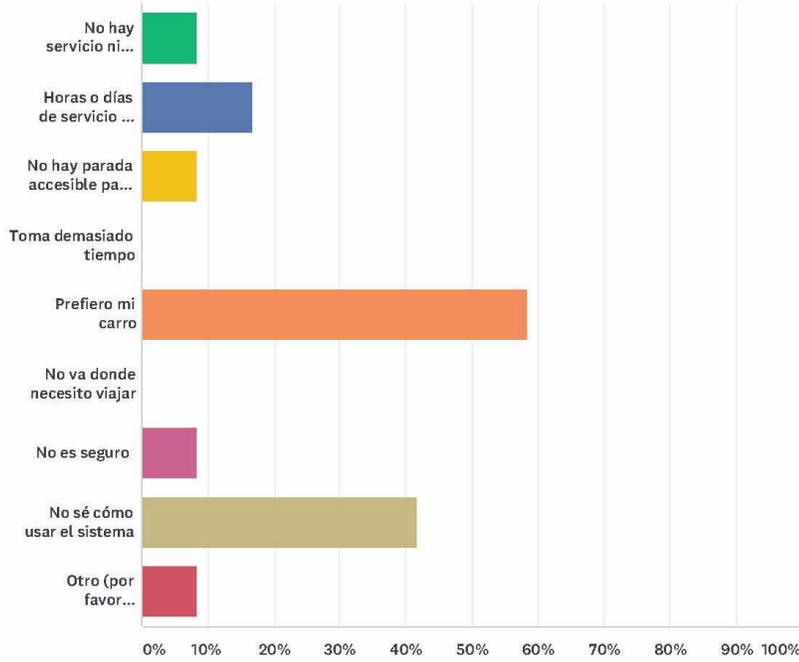
Answered: 0 Skipped: 19

 No matching responses.

ANSWER CHOICES	RESPONSES
Caminando	0.00% 0
En bicicleta	0.00% 0
Manejando en un auto solo	0.00% 0
Otra persona me lleva	0.00% 0
En taxi	0.00% 0
En viaje pagado (Uber / Lyft)	0.00% 0
Usando el servicio McRide	0.00% 0
Otro (por favor especifique)	0.00% 0
TOTAL	0

Q36 ¿Por qué no utilizas el transporte público? (marque todos los que correspondan)

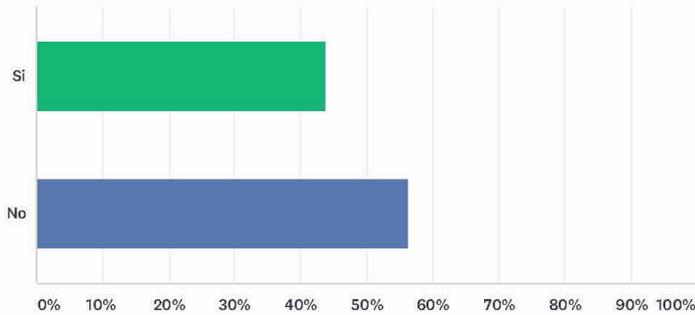
Answered: 12 Skipped: 7



ANSWER CHOICES	RESPONSES
No hay servicio ni parada cerca de donde vivo	8.33% 1
Horas o días de servicio no funcionan con mi horario	16.67% 2
No hay parada accesible para mí	8.33% 1
Toma demasiado tiempo	0.00% 0
Prefiero mi carro	58.33% 7
No va donde necesito viajar	0.00% 0
No es seguro	8.33% 1
No sé cómo usar el sistema	41.67% 5
Otro (por favor especifique)	8.33% 1
Total Respondents: 12	

Q37 ¿Hay algún lugar al que le gustaría llegar en transporte público al que no pueda acceder ahora (puede estar dentro o fuera del condado)?

Answered: 16 Skipped: 3



ANSWER CHOICES	RESPONSES	
Si	43.75%	7
No	56.25%	9
TOTAL		16

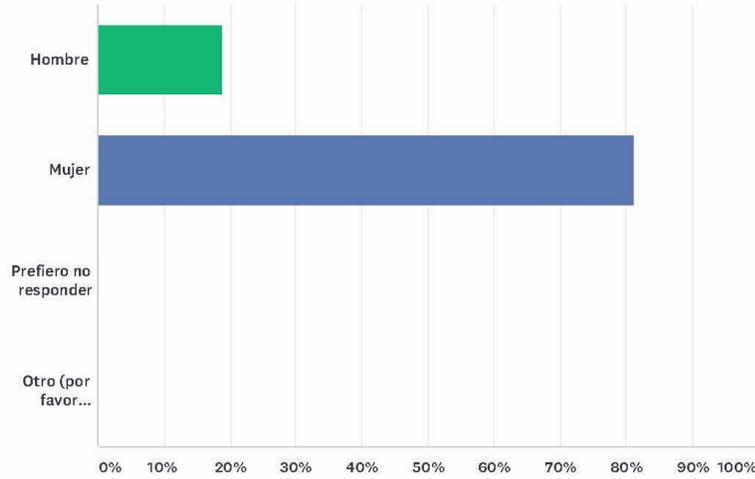
Q38 Haga una lista de hasta cinco lugares a los que le gustaría ir en transporte público (incluya la ciudad donde se encuentran estos lugares.)

Answered: 7 Skipped: 12

ANSWER CHOICES	RESPONSES	
Lugar 1	100.00%	7
Lugar 2	42.86%	3
Lugar 3	14.29%	1
Lugar 4	0.00%	0
Lugar 5	0.00%	0

Q39 ¿Eres tú?

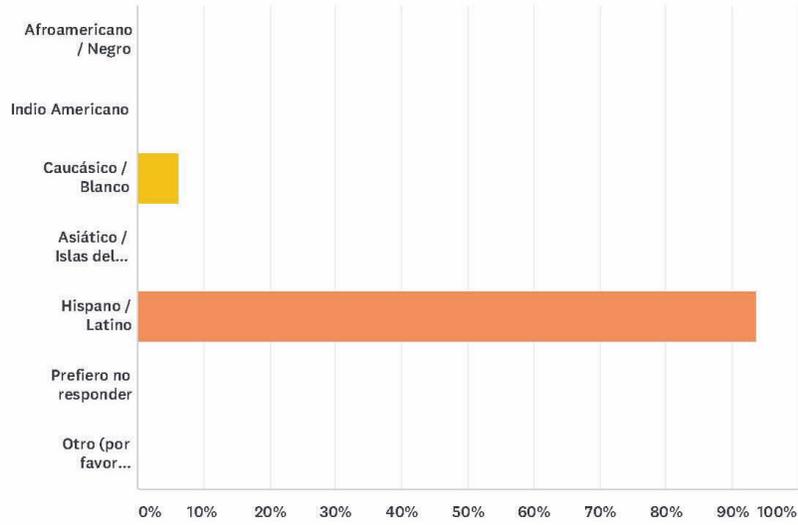
Answered: 16 Skipped: 3



ANSWER CHOICES	RESPONSES	
Hombre	18.75%	3
Mujer	81.25%	13
Prefiero no responder	0.00%	0
Otro (por favor especifique)	0.00%	0
TOTAL		16

Q40 ¿Cuál es tu origen étnico? (marque todos los que correspondan)

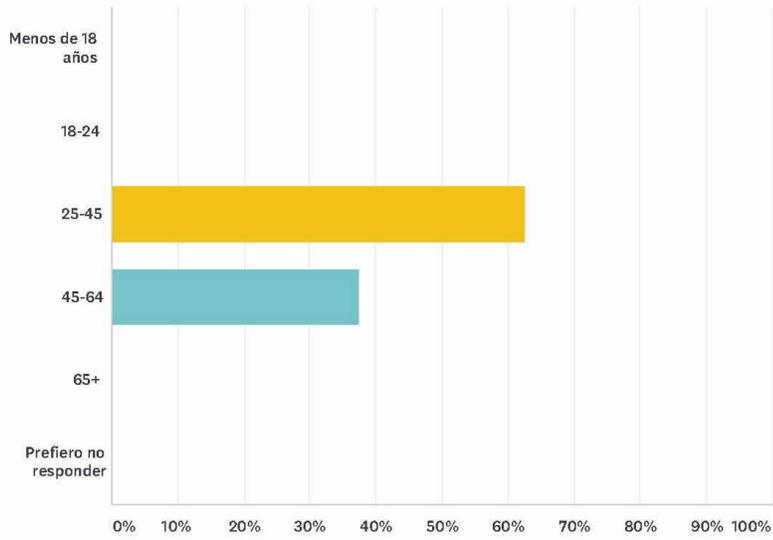
Answered: 16 Skipped: 3



ANSWER CHOICES	RESPONSES
Afroamericano / Negro	0.00% 0
Indio Americano	0.00% 0
Caucásico / Blanco	6.25% 1
Asiático / Islas del Pacífico	0.00% 0
Hispano / Latino	93.75% 15
Prefiero no responder	0.00% 0
Otro (por favor especifique):	0.00% 0
TOTAL	16

Q41 ¿Cuál es tu edad?

Answered: 16 Skipped: 3



ANSWER CHOICES	RESPONSES	
Menos de 18 años	0.00%	0
18-24	0.00%	0
25-45	62.50%	10
45-64	37.50%	6
65+	0.00%	0
Prefiero no responder	0.00%	0
TOTAL		16

Q42 ¿Aproximadamente cuánto se combinan sus ingresos anuales para todos los miembros del hogar?

Answered: 0 Skipped: 19

 No matching responses.

ANSWER CHOICES	RESPONSES	
\$0 a \$24,999	0.00%	0
\$25,000 a \$54,999	0.00%	0
\$55,000 a \$84,999	0.00%	0
\$85,000 a \$104,999	0.00%	0
\$105,000 o más	0.00%	0
Inseguro / no sé	0.00%	0
Prefiero no responder	0.00%	0
TOTAL		0

3. Further Analysis of Concept 1

A. Introduction

McHenry County is over 575 square miles in area, making the existing MCRide service area rather generous compared to many demand responsive zones that exist. Across the country and internationally, demand responsive services tend to share similar challenges and service features that can make the design and delivery of these services a complex equation; these include features such as zone size/configuration, transfer requirements, coordinated time points, on-board ride time constraints, advanced reservation time windows, pick-up time windows, and fare cost.

As the buyer for demand responsive transportation services, McHenry County is wise to limit demand by charging more for mileage over five miles in order to limit long trips that can make demand responsive services inefficient. Introducing transfer points could further limit long trips and encourage customers to choose destinations closer to their home for certain trip types.

In order to determine what would be the best way to implement this concept, several simulated scenarios were designed to evaluate the feasibility of a new service configurations for MCRide which could answer several key questions:

1. Could some lower ridership Pace fixed route services be replaced by MCRide services, and what level of resources would be required? This would offer a curb-to-curb alternative for customers who currently utilize Routes 806, 807, 808 and 809.
2. If transfer points were introduced to encourage consolidating trips at certain high demand locations, what would the resulting transfer and operating cost be?
3. How big of a role for non-dedicated vehicles such as taxis and transportation network companies should there be in the MCRide program?

These three questions are not independent of one another, as any service design or policy affecting where and when resources are assigned has implications for operating costs and customer quality of service. Thus, this analysis is organized as follows to answer these three questions. First, the **existing demand** for MCRide services and Routes 806, 807, 808 and 809 is discussed to set potential demand levels for a simulation model. Second, the basics of the simulation exercise are described, including the model framework and a brief overview of the **operating scenarios** to be tested. Third, the **recommendations** to consider for a countywide MCRide service are described, with the caveat that a more thorough operational modeling exercise would be warranted if McHenry County were to pursue a dramatic redesign of the services.

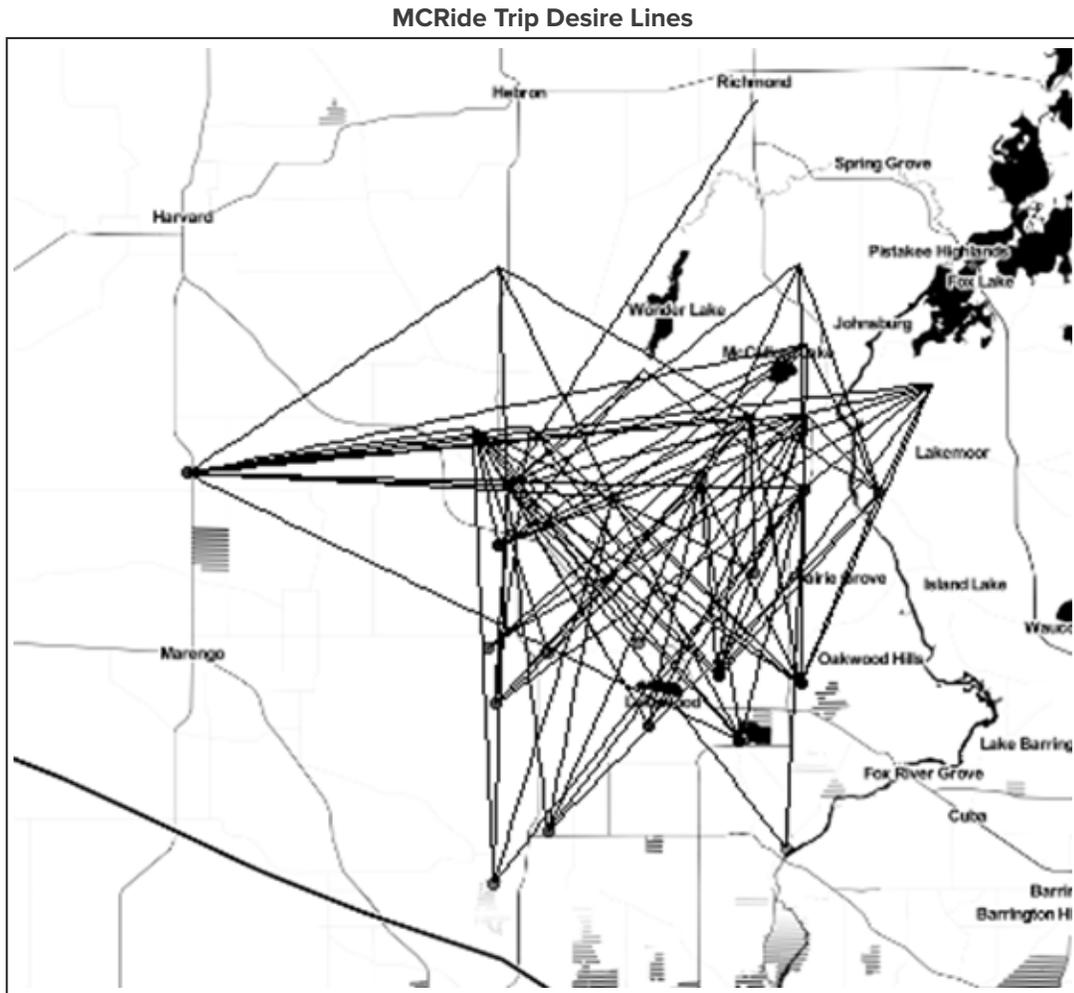
A complete set of operating scenarios which were tested is available upon request.

MCRide trip data from April 2018 were used to identify trip patterns to inform potential service designs; this data set contained 9,936 trips. This data provides information on where and when demand levels are greatest to inform potential structuring opportunities, i.e., opportunities to consolidate trip requests at locations such as Metra stations or other major trip generators.

Note that for this scenario, the only fixed route that would remain in the County would be Route 550.

Trip Analysis

Analysis showed that many trip origins and destinations are concentrated in the McHenry, Woodstock and Crystal Lake communities, but that other communities such as Huntley, Cary, Harvard, Marengo and Lakewood see a significant number of trips. The figure below plots the general origin-destination demand patterns for April 2018.



The table below ranks top destinations accessed by MCRide users, not by precise origin or destination point but by k-means clustering to a centroid. In other words, 1,992 trips did not necessarily begin or end at the Woodstock Metra Station, but the Metra station is the center of a cluster defined by those trips, which would make it a good candidate for a timed transfer point such that customers who wish to travel to or near that location are pooled with others making similar trips when they schedule their rides with Pace.

Most Requested Origin/Destinations by April 2018 MCRide Customers

Origin/Destination Requests	Stop Name
1,992	Woodstock Metra Station
1,962	McHenry Metra Station
1,418	Centegra Hospital McHenry
1,097	Crystal Lake Public Library
1,085	Walmart Supercenter McHenry on Richmond Rd
903	Virginia Road Park and Ride at IL Route 31
330	Centegra Hospital Huntley
263	McHenry County College Crystal Lake

Based on the proximity of these points to one another and public outreach in McHenry County, five points were chosen as potential transfer points which could have vehicles cycle:

- Woodstock Metra Station*
- McHenry Metra Station*
- Northwestern Hospital-Huntley
- McHenry County College, Crystal Lake
- Crystal Lake Metra*

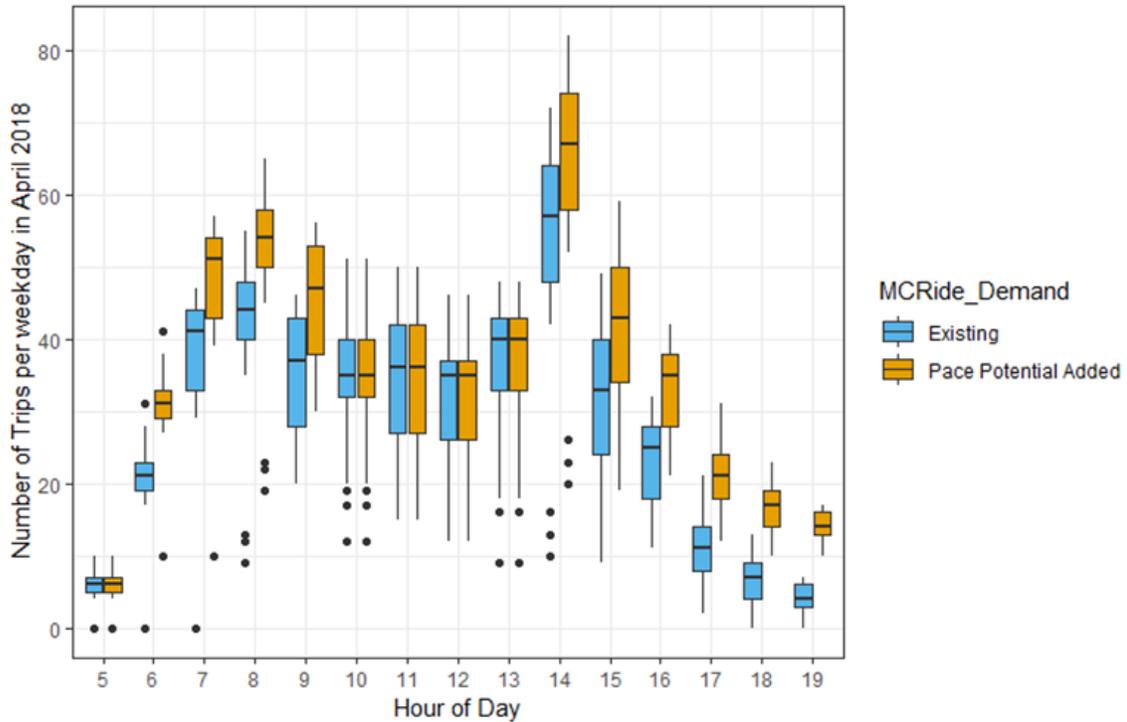
In the following section, the tested operating scenarios describes how anchoring trips to these five locations affect the overall operating performance of the service. Note that **additional transfer points** could still be accommodated, in particular those which could be used for transferring to other demand response services for neighboring counties. These extra-county transfer points were not explicitly tested for the sketch planning here since their timing would depend on neighboring services; however, existing demand patterns were used for this sketch planning, which would capture the relative frequency that these points are currently requested. The three points indicated with an asterisk (*) in the list above are part of this example scenario.

To understand whether and how to structure existing MCRide service, and whether MCRide can accommodate additional demand from Pace fixed route riders, we can examine the demand for trips throughout the course of a typical day. The figure on the next page plots trip requests on each day in April versus the hour the trip was requested. The result is a boxplot where the boxes represent the 25th to 75th percentile demand (i.e. on 50 percent of days of the month, demand will fall within that box). The thick line in the middle of each box is the median value so for half of the days service is operated, demand would be at or below that value. The lines emanating up and down from the 75th and 25th percentiles represent a roughly 95 percent confidence interval, and the dots are outlying data.

Note that there are two bars at each hour and two colors in the legend: “Existing” demand and “Pace Potential Added”. The existing demand in blue (or the boxes to the left of each hour), represent the actual cross-tabulation of trips which began during those hours for the 9,936 trips that took place in April. The orange color, or boxes to the right, represent the hourly demand if ten trips per hour of operation were added to accommodate Pace riders on Routes 806, 806, 807 and 809. For these three routes indicated roughly 55 to 60 riders per weekday would use one of the three services over the span of each service¹.

¹ Route 809 had 1 customer over a 3 hour span; Route 807 transported 27 customers over a 6 hour span; Route 806 transported 29 customers over a 5.5 hour service span. This sums to 57 customers and a maximum span of 6 hours.

MCRide Actual and Potential Trips per Hour



We see that the existing and potential MCRide service (absorbing some Pace demand) is not likely to experience more than 60 trips per hour for most of the morning peak. In the afternoon peak, however, between 2:00 to 3:00 PM (Hour 14), MCRide might experience as many as 80 requests. This is a steep increase in demand followed by an equally steep drop at 3:00 PM; after 3:00 PM (Hour 15), trip requests tend to stay below 40 to 50 trips per hour. However, from 3:00 to 5:00 PM, the difference between the 75th and 25th percentiles is wide, with as few as 20 trips or as many as 50 trips being requested on a given day. This level of demand variation suggests some structuring or use of non-dedicated vehicles is warranted to improve predictability of operations.

These data elements and patterns were used to design operating scenarios which are briefly described in the next section of this chapter.

B. Operating Scenarios and Model Framework

As illustrated in the previous section, MCRide trips tend to concentrate in certain areas (Woodstock, McHenry and Crystal Lake, likely in proportion to population and destinations in those communities) and at certain times of day (particularly an afternoon peak at 2:00 PM caused by the dismissal of Pioneer Center clients). Since this is a demand responsive service intended to serve most of McHenry County, a next-generation flexible service is one which combines insights from these known patterns by allocating vehicle service hours when and where they are needed most yet still allows McHenry County to offer service for the less predictable or outlying requests. The modeling framework and simulated scenarios described in this section offer a sketch planning outcome which can provide a basis for McHenry County to study further if desired.

The technology-enabled demand-responsive platforms available today are a vast improvement over the dial-a-ride services that rely on phones and call centers. They allow for a relatively seamless customer experience by automating the dispatching and routing of the vehicles. For this analysis, a zone-based, adaptive and predictive demand response services is proposed. This means the services have a basic “skeleton schedule” which provides some structure, however vehicles are free to maneuver as needed to service requests as long as some basic constraints (such as timed transfer points) are met.

Wherever and whenever possible, the demand response or flex route services are structured so as to reduce as much as possible vehicle hours/miles when serving passenger trips. Route segments and predetermined points are served on a semi-scheduled basis to encourage passengers to access the service without the need to book a trip. When there is a need for a trip that does not conform (in either its pickup or drop-off location) with the structured elements of the demand response service, the service design is still such that passengers may be requested to walk a block or two to a pickup location or they may be dropped off a few hundred feet from their ultimate destination. These “tactical” service configuration decisions are made during the planning phase of a new system, and can be revisited as often as necessary to fine tune the service. Again, the actual operation of the service is all automated, where the tactical constraints dictate some general parameters of where the vehicle should be and when, and customer requests define the rest of the schedule.

This service model implies a focus on areas that are known to be significant generators of trips, and a more cautious approach to offering services in areas that feature dispersed trip patterns and a low density of generated trips. In areas where service productivity is likely to be low, the amount of dedicated vehicle service is restricted, and non-dedicated vehicles (NDVs) such as taxis or TNCs could be relied upon for the occasional trip. The use of NDVs can also increase service responsiveness, as such vehicles can often be quickly engaged and sent to service the trip, without the need to consider the service capacity limitations of the dedicated vehicle (DV) services —however, these NDVs would need to be handicapped accessible. Yet even though a single NDV-based trip may be somewhat expensive, as little or no ride sharing may be feasible, compared to the alternative of an unproductive vehicle tour that carries very few passengers it is still the most cost-effective approach. An appropriate service model could be designed to explicitly balance service quality and responsiveness objectives with cost-effectiveness considerations. In this report, we offer a high-level scenario for such a service model.

This service model is also designed to scale with the customers and areas it serves. If a zone grows large and additional DVs are needed to serve a growing number of demand requests, the agency can choose to add another vehicle to dedicated service during designated service spans (either identical to or different from existing service spans, depending on when the demand is realized). As service changes over time and data is gathered about demand patterns of customers, the data collected allows agencies to study the system in order to make continual improvement. In this way, the demand response services can truly flex with the needs of the community over time, and since the service can be structured around key locations, the structuring decisions can support other municipal objectives (such as access to health care, education and recreation). This flexibility is also useful when transportation and other infrastructure projects make certain streets, corridors or intersections impassable, such as during transit signal priority, utility or sewer construction. Having flexible services which are defined by **stops**, as opposed to **streets** where they run, is a simple concept that has several use cases to improve day-to-day operating efficiency and customer service.

Simulation Scenarios

Recall that there are various service design features at play which affect the exploration of feasible services:

1. The additional **trip demand** for several existing Pace routes may call for additional vehicle runs, or this demand could be absorbed without additional runs if runs can be semi-structured to accommodate those users.
2. **Transfer points** could be introduced to deter long trips or to, at a minimum, structure some longer trips with similar origin-destination pairs in order to effectively use resources. Potential transfer points were identified through analysis and public outreach:
 - a. Woodstock Metra Station
 - b. McHenry Metra Station
 - c. Centegra Hospital Huntley
 - d. McHenry County College
 - e. Crystal Lake Metra
3. **Non-dedicated vehicles**, such as taxis and transportation network companies could be assigned more of the trip demand than they are currently assigned, thereby reducing the Pace runs and the associated vehicle fleet needed to serve MCRides.

These three questions provide a framework for designing scenarios with various demand levels (e.g. 20 to 80 trip requests per hour), transfer points, fleet sizes and uses of non-dedicated vehicles. The modeling parameters for the scenarios are listed in the table below; over 80 combinations were tested to identify the most promising design. For each combination, 150 trip samples were simulated over a three hour service span to understand how operating delays and random requests in one hour could impact operations in the next hour. Based on this modeling exercise, the next section recommends some general design guidelines for a restructured MCRide service.

Modeled Service Parameters and Levels

Service Parameter	Modeled Levels
Trip demand per hour, based on existing demand and potential additional Pace riders	20, 40, 50, 60 or 80 trips per hour
Dedicated (i.e. Pace) fleet size needed to serve different demand levels	15, 20, 25, or 30 vehicles
Use of non-dedicated capacity such as taxis or TNCs	Assign 0%, 25%, 50%, 75% or 100% of MCRide demand to non-dedicated vehicles
Introduce transfer points or checkpoints at key locations	0 transfer points or 5 transfer/checkpoints

C. Recommended MCRide Structure

Two service assumptions are used to filter the most feasible scenarios:

- The average travel time ratio (actual travel time to direct travel time) should not exceed **1.8**.
- The cutaway vehicles that are used in many demand response services can typically travel **17 to 18 miles in an hour** in prevailing neighborhood travel conditions. This permits sufficient downtime for the driver to stop and rest periodically as well as to conduct other activities such as checking the manifest and communicating with riders or their supervisor; this downtime is typically 10 to 12 minutes of every hour.

If MCRide planners have found that Pace vehicles reliably travel more than 20 miles an hour or that existing travel time ratios greater than 1.8 are tolerable, the above assumptions could be adjusted.

Findings From Sketch Planning Exercise:

This sketch planning exercise reveals some general characteristics of service which would be possible and desirable:

- For hours where less than 20 requests are expected (before 6:00 AM and after 5:00 PM), 11 vehicle runs can accommodate county-wide demand.
- For hours where between 20 and 40 requests are anticipated, 15 to 20 vehicle runs would be sufficient to serve demand.
 - o If MCRide limited trips on Pace vehicles to 11 miles or fewer, and sent trips greater than 11 miles to a taxi or TNC operator, 20 Pace vehicles could serve as many as 60 requests per hour, or up to three passengers per vehicle service hour. Based on existing demand patterns, this suggests 20 MCRide vehicles in service would be sufficient for the entire day except from 2:00 PM to 3:00 PM when a few additional vehicles would be needed to serve the spike in demand.
 - o In contrast to the previous bullet, if MCRide performs trips all over the County with 20 Pace vehicles, they are likely to only be able to serve roughly 40 trips per hour (two passengers per vehicle hour), potentially due to the impact of the long trips in this large service area, whether due to the long detours generating unacceptable travel times or the inability to combine other requests with those long trips.
- For each hour where at least 60 requests are anticipated, 25 shared-vehicles are likely needed to serve countywide demand.
- Timed transfer points do not add significant time or distance to the vehicle fleets, and in some cases they reduce the customer travel time ratio due to pooling. Use of timed transfer points may increase efficiency for trips in zones where they are introduced (e.g. around Woodstock, McHenry and Crystal Lake Metra stations)

The five additional timed transfer stops, when required to be visited once per hour, typically add less than two minutes of travel time per vehicle in the fleet and less than one mile of travel distance (because for this simulation exercise, we average over the entire fleet). This suggests timed transfer points would not add an onerous burden to the selected vehicles that would visit them. Furthermore, the travel time ratio was roughly the same or even went down in some cases when these checkpoints are added, likely because when a vehicle is required to visit these timed transfer points at a certain time (e.g. between 20 and 30 minutes after the hour, every hour), many of the requests to and from that location would be consolidated into the appropriate time. This is the operating model by which several Pace call-and-ride zones operate.

Together, these findings suggest there is a very specific role for taxi and TNC operators for long trips (greater than about 11 miles). Currently, 75 percent of MCRide trips are less than nine miles and 85 percent of MCRide trips are less than 11.3 miles. If Pace is currently using Trapeze to batch schedule MCRide requests each evening, it is possible that the batch assignment process is not effectively pooling certain trips. If needed, the Trip Broker module could be deployed to alter the objective function (e.g. from one maximizing productivity of an ADA paratransit service to one maximizing the productivity of a community dial-a-ride service).

D. Service and Operating Recommendations

MCRide could explore:

- A. Assigning specific vehicles to trip requests greater than 11 miles; these requests could be fulfilled by Pace runs specifically set aside for longer trips or a taxi/TNC operator.
- B. Introducing transfer points to limit legs of a trip to approximately 11 miles
- C. A combination of the above two recommendations

Limitations, Caveats and Next Steps

There are several limitations of the sketch plan presented here. Before changing any vehicle runs or implementing new software, there are several questions and considerations for McHenry County:

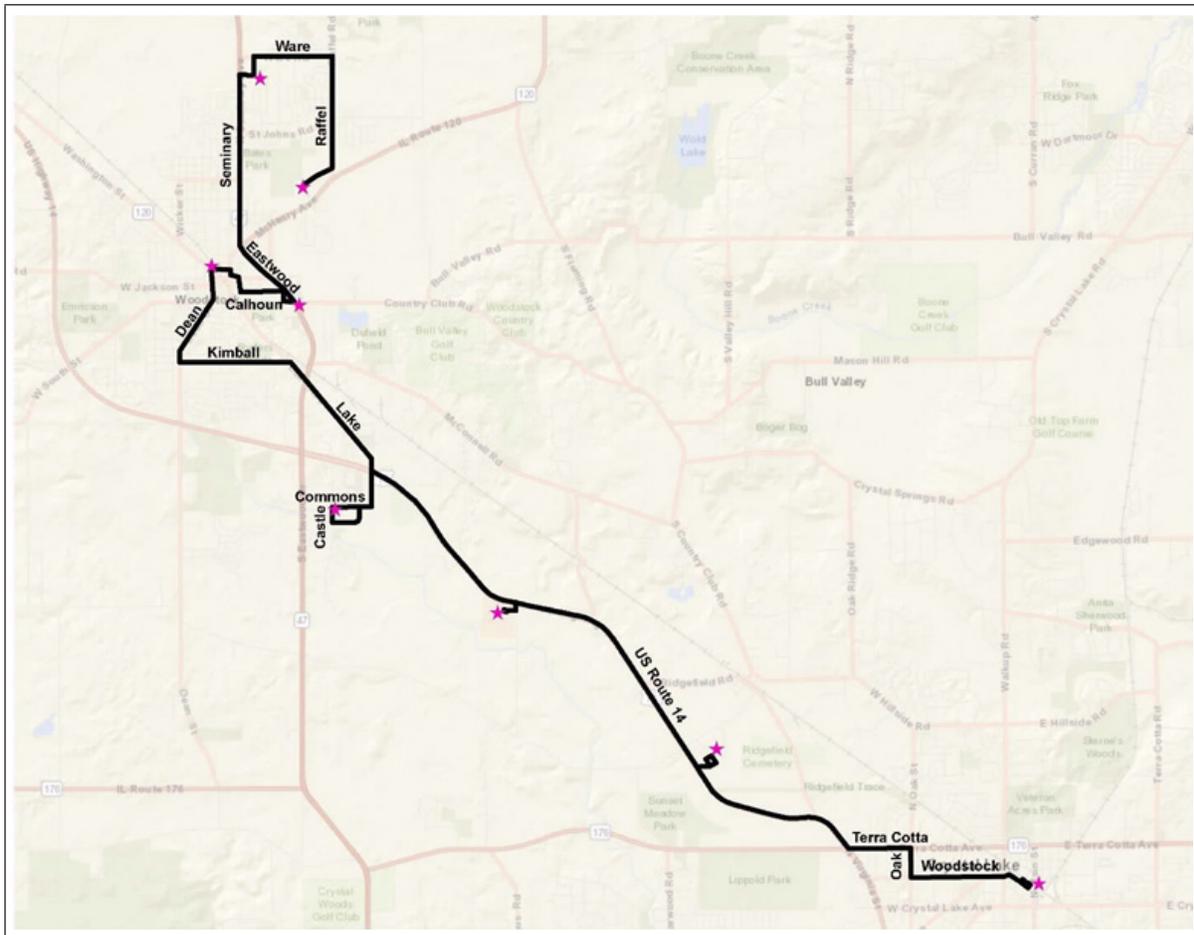
- Challenges with reliable capacity of a TNC or taxi company. These drivers are not required to be in a certain place at a certain time unless this is stipulated in a contract with an operator. Challenges are discussed in more detail in the software section.
- Garage locations and driver work rules for contracted services will impact the number of vehicle service hours and total vehicles required to deliver service, particularly at higher levels of demand. More detailed vehicle and manpower calculations should be produced before making any dramatic changes to the MCRide service.
- Current fare structure may not be sustainable if McHenry County wishes to send additional demand to taxi or TNC companies. The fare structure would need to be evaluated to ensure customers are not using RTA grants to receive subsidized, point-to-point, non-shared taxi service. Experience by NYC MTA and the MBTA in Boston using taxis and TNCs for opt-in programs suggest induced demand can be on the order of 150 to 300 percent increase in trips.
- Pace, as a standalone agency, may be undertaking various studies to improve their own operations, including how the call center functions and how fares are collected. Pace's plans for expanding the Ventra program, including whether the Ventra pass could ultimately serve as both the RTA ADA paratransit identification card and fare (as opposed to existing process whereby customers show the RTA identification and pay the fare with a Pace ADA one-ride ticket) could be extended to MCRide operations and allow for drivers to quickly confirm whether a customer is using a senior, low-income or disabled fare type. The benefit of Ventra integration is that these customers' Ventra passes can look identical to the general public's, as all the requisite information is stored electronically (this would reduce potential stigma a customer might have about displaying an ID or differently-colored Ventra pass to a driver or on a tap-reader).
 - o For most agencies, the disability/ADA eligibility process is critical to managing costs. McHenry County could explore with the RTA and Pace how to align MCRide processes with certain Pace Paratransit procedures to ensure that customers are not taking advantage of the system given the existing special MCRide boundaries afforded to seniors and disabled riders. Conversely, McHenry County may wish to broaden the definition of disabilities that qualify for ADA-paratransit, and hence may pursue their own eligibility process for

MCRiders or continue with limited vetting if the service zones for all (senior/disabled or general public) are to be identical.

- o Low-income fares: Similar to ADA-eligible customers, if McHenry County wants to explore a formal process to determine low-income fare eligibility, the Divvy for Everyone program might be a useful model to follow. Customers wishing to qualify would need to bring in paystubs or other income information to a location within the county, such as the IL Department of Economic Security or Department of Human Services, and customers would receive (a) some sort of identification card or (b) have the appropriate fare deducted from a Ventra card that is able to always recognize their special fare type when they tap it on an MCRide vehicle.

4. Schedules and Maps Concepts 1 through 4

A. Route A Schedule and Map (Concepts 2)²



² Stars on this and other maps indicate timepoints

ROUTE A CRYSTAL LAKE - WOODSTOCK

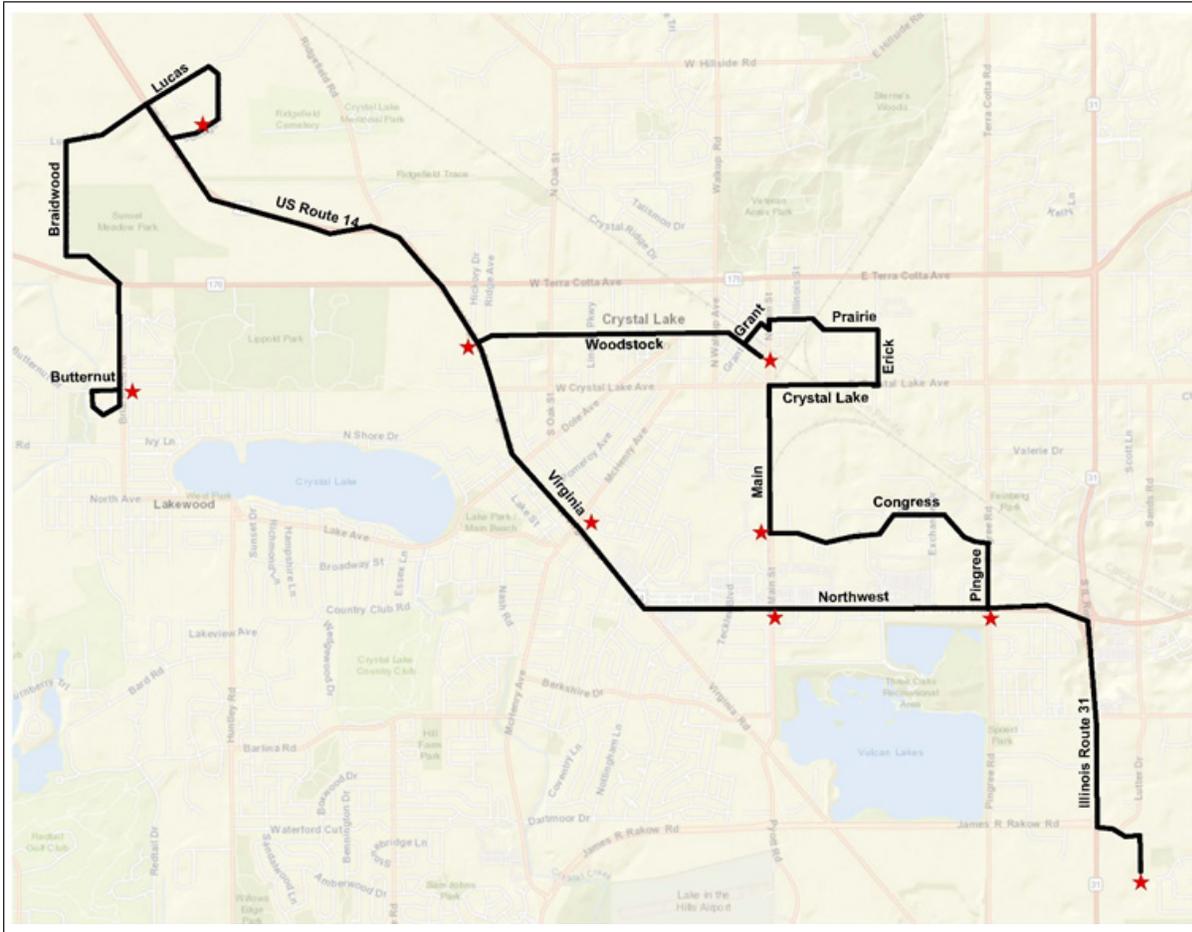
WEEKDAY NORTHBOUND

CRYSTAL LAKE METRA	MC HENRY COUNTY COLLEGE	NORTHWESTERN HOSPITAL-WOODSTOCK	COMMONS/CASTLE	KIMBALL/DEAN	CHURCH/MAIN	SOUTH/EASTWOOD	MC HENRY 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	MC HENRY 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

B. Route A Schedule and Map (Scenario 3)



ROUTE A CRYSTAL LAKE CIRCULATOR

WEEKDAY NORTHBOUND

CRYSTAL LAKE WALMART	NW HIGHWAY/ PINGREE	NW HIGHWAY/ MAIN	VIRGINIA/ MCHENRY	VIRGINIA/ WOODSTOCK	MC HENRY COUNTY COLLEGE	BRIARWOOD/ BUTTERNUT
6:00	6:06	6:08	6:11	6:13	6:18	6:27
7:10	7:16	7:18	7:21	7:23	7:28	7:37
8:20	8:26	8:28	8:31	8:33	8:38	8:47
9:30	9:36	9:38	9:41	9:43	9:48	9:57
10:40	10:46	10:48	10:51	10:53	10:58	11:07
11:50	11:56	11:58	12:01	12:03	12:08	12:17
13:00	13:06	13:08	13:11	13:13	13:18	13:27
14:10	14:16	14:18	14:21	14:23	14:28	14:37
15:20	15:26	15:28	15:31	15:33	15:38	15:47
16:30	16:36	16:38	16:41	16:43	16:48	16:57
17:40	17:46	17:48	17:51	17:53	17:58	18:07

WEEKDAY SOUTHBOUND

BRIARWOOD/ BUTTERNUT	MC HENRY COUNTY COLLEGE	VIRGINIA/ WOODSTOCK	CRYSTAL LAKE METRA	MAIN/ CONGRESS	NW HIGHWAY/ PINGREE	CRYSTAL LAKE WALMART
6:27	6:33	6:41	6:33	6:52	6:55	7:01
7:37	7:43	7:51	7:43	8:02	8:05	8:11
8:47	8:53	9:01	8:53	9:12	9:15	9:21
9:57	10:03	10:11	10:03	10:22	10:25	10:31
11:07	11:13	11:21	11:13	11:32	11:35	11:41
12:17	12:23	12:31	12:23	12:42	12:45	12:51
13:27	13:33	13:41	13:33	13:52	13:55	14:01
14:37	14:43	14:51	14:43	15:02	15:05	15:11
15:47	15:53	16:01	15:53	16:12	16:15	16:21
16:57	17:03	17:11	17:03	17:22	17:25	17:31
18:07	18:13	18:21	18:13	18:32	18:35	18:41

ROUTE A CRYSTAL LAKE CIRCULATOR

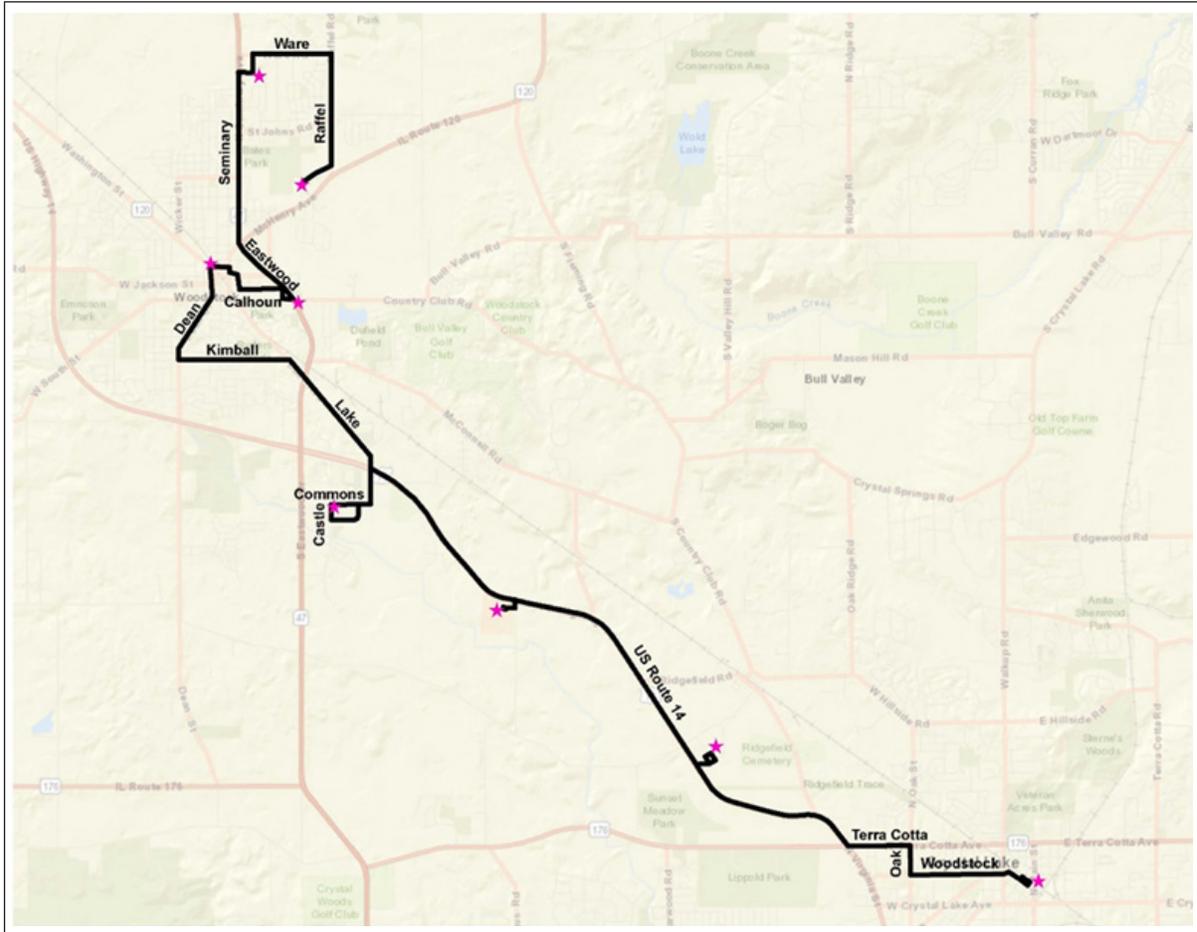
SATURDAY NORTHBOUND

CRYSTAL LAKE WALMART	NWHIGHWAY/ PINGREE	NWHIGHWAY/ MAIN	VIRGINIA/ MCHENRY	VIRGINIA/ WOODSTOCK	MC HENRY COUNTY COLLEGE	BRIARWOOD/ BUTTERNUT
9:00	9:06	9:08	9:11	9:13	9:18	9:27
10:10	10:16	10:18	10:21	10:23	10:28	10:37
11:20	11:26	11:28	11:31	11:33	11:38	11:47
12:30	12:36	12:38	12:41	12:43	12:48	12:57
13:40	13:46	13:48	13:51	13:53	13:58	14:07
14:50	14:56	14:58	15:01	15:03	15:08	15:17
16:00	16:06	16:08	16:11	16:13	16:18	16:27

SATURDAY SOUTHBOUND

BRIARWOOD/ BUTTERNUT	MC HENRY COUNTY COLLEGE	VIRGINIA/ WOODSTOCK	CRYSTAL LAKE METRA	MAIN/ CONGRESS	NWHIGHWAY/ PINGREE	CRYSTAL LAKE WALMART
9:27	9:33	9:41	9:33	9:52	9:55	10:01
10:37	10:43	10:51	10:43	11:02	11:05	11:11
11:47	11:53	12:01	11:53	12:12	12:15	12:21
12:57	13:03	13:11	13:03	13:22	13:25	13:31
14:07	14:13	14:21	14:13	14:32	14:35	14:41
15:17	15:23	15:31	15:23	15:42	15:45	15:51
16:27	16:33	16:41	16:33	16:52	16:55	17:01

C. Route A Schedule and Map (Scenario 4)



ROUTE A CENTRAL MCHENRY

WEEKDAY NORTHBOUND

CRYSTAL LAKE METRA	MC HENRY COUNTY COLLEGE	NORTHWESTERN HOSPITAL-WOODSTOCK	COMMONS/CASTLE	KIMBALL/DEAN	CHURCH/MAIN	SOUTH/EASTWOOD	MCHENRY COUNTY COURTHOUSE	MARION CENTRAL CATHOLIC HS
5:45	-	5:56	6:02	6:11	6:14	6:18	6:23	
6:15	-	6:26	6:32	6:41	6:44	6:48	6:53	
6:45	-	6:56	7:02	7:11	7:14	7:18	7:23	7:33
7:15	7:24	7:30	7:36	7:45	7:48	7:52	7:57	
7:45	7:54	8:00	8:06	8:15	8:18	8:22	8:27	
8:15	8:24	8:30	8:36	8:45	8:48	8:52	8:57	
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	2:37 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	
3:15 PM	3:24 PM	3:30 PM	3:36 PM	3:45 PM	3:48 PM	3:52 PM	3:57 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	4:37 PM
4:15 PM	4:24 PM	4:30 PM	4:36 PM	4:45 PM	4:48 PM	4:52 PM	4:57 PM	
4:55 PM	5:04 PM	5:10 PM	5:16 PM	5:25 PM	5:28 PM	5:32 PM	5:37 PM	
5:15 PM	5:24 PM	5:30 PM	5:36 PM	5:45 PM	5:48 PM	5:52 PM	5:57 PM	
5:45 PM	5:54 PM	6:00 PM	6:06 PM	6:15 PM	6:18 PM	6:22 PM	6:27 PM	
6:15 PM	6:24 PM	6:30 PM	6:36 PM	6:45 PM	6:48 PM	6:52 PM	6:57 PM	

WEEKDAY SOUTHBOUND

MARION CENTRAL CATHOLIC HS	MCHENRY COUNTY COURTHOUSE	SOUTH/EASTWOOD	CHURCH/MAIN	KIMBALL/DEAN	COMMONS/CASTLE	NORTHWESTERN HOSPITAL-WOODSTOCK	MC HENRY COUNTY COLLEGE	CRYSTAL LAKE METRA
	6:31	6:50	6:53	6:57	7:05	7:10	7:16	7:26
	7:01	7:16	7:19	7:23	7:31	7:36	7:42	7:52
7:33	7:43	7:48	7:51	7:55	8:03	8:08	8:14	8:24
	8:01	8:16	8:19	8:23	8:31	8:36	8:42	8:52
	8:35	8:50	8:53	8:57	9:05	9:10	9:16	9:26
	9:05	9:20	9:23	9:27	9:35	9:40	9:46	9:56
	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
2:37 PM	2:47 PM	2:52 PM	2:55 PM	2:59 PM	3:07 PM	3:12 PM	3:18 PM	3:28 PM
	3:05 PM	3:20 PM	3:23 PM	3:27 PM	3:35 PM	3:40 PM	3:46 PM	3:56 PM
	3:50 PM	4:05 PM	4:08 PM	4:12 PM	4:20 PM	4:25 PM	4:31 PM	4:41 PM
	4:20 PM	4:35 PM	4:38 PM	4:42 PM	4:50 PM	4:55 PM	5:01 PM	5:11 PM
4:37 PM	4:47 PM	4:52 PM	4:55 PM	4:59 PM	5:07 PM	5:12 PM	5:18 PM	5:28 PM
	5:12 PM	5:27 PM	5:30 PM	5:34 PM	5:42 PM	5:47 PM	5:53 PM	6:03 PM
	5:42 PM	5:57 PM	6:00 PM	6:04 PM	6:12 PM	6:17 PM	6:23 PM	6:33 PM
	6:12 PM	6:27 PM	6:30 PM	6:34 PM	6:42 PM	6:47 PM	6:53 PM	7:03 PM

ROUTE A CENTRAL MCHENRY

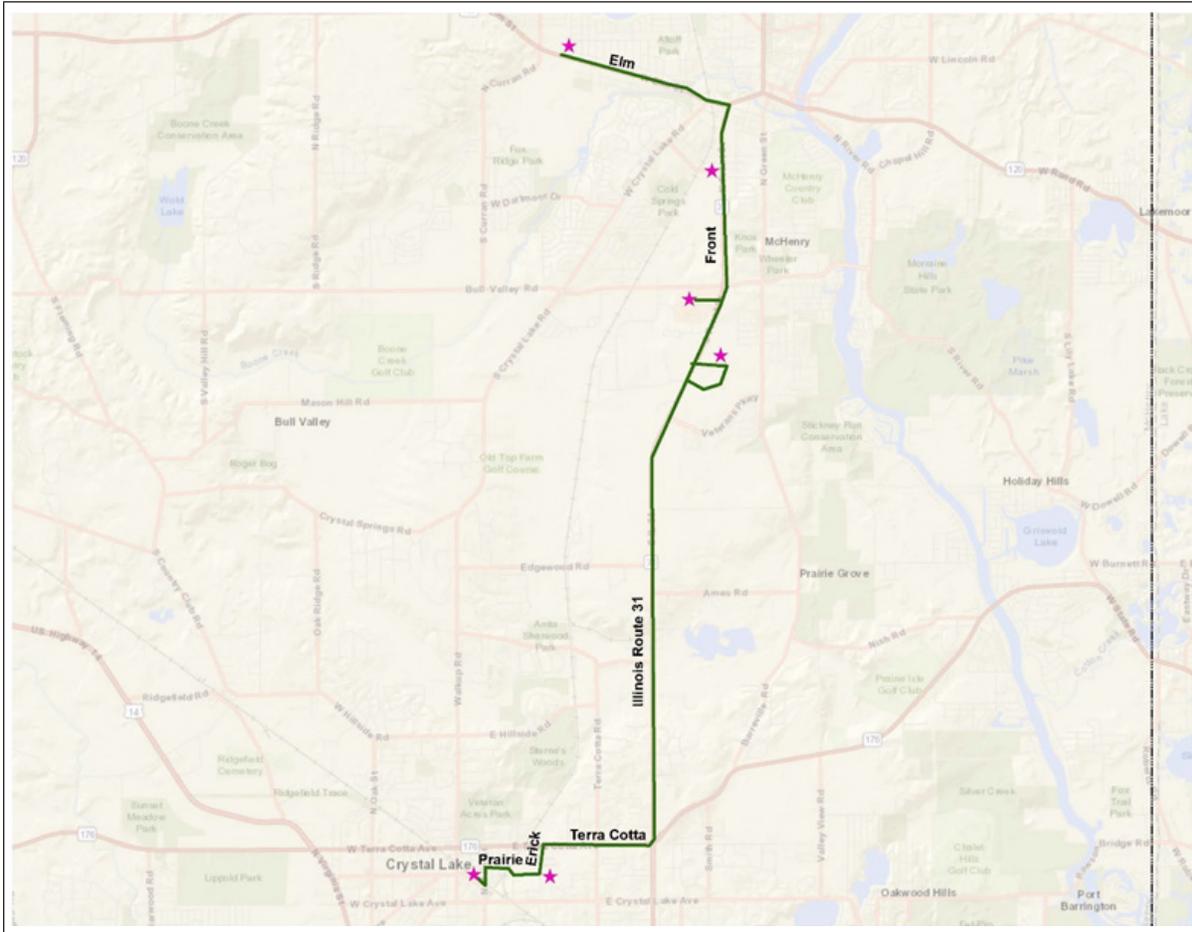
SATURDAY NORTHBOUND

CRYSTAL LAKE METRA	MC HENRY 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	MC HENRY 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

D. Route B Schedule and Map (Scenario 2)



ROUTE B CRYSTAL LAKE - MCHENRY

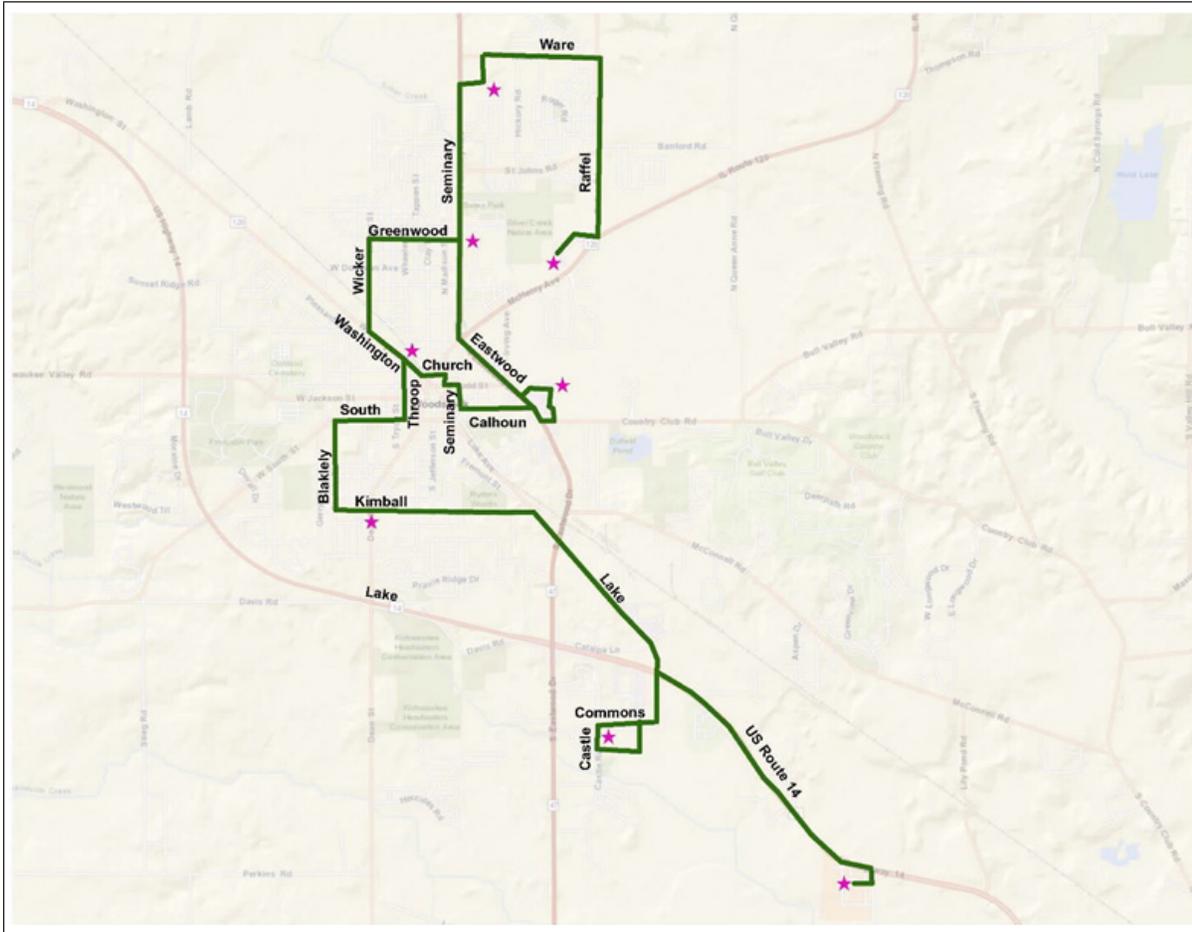
WEEKDAY NORTHBOUND

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

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

E. Route B Schedule and Map (Scenario 3)



ROUTE B WOODSTOCK CIRCULATOR

WEEKDAY NORTHBOUND

NORTHWESTERN HOSPITAL- WOODSTOCK	COMMONS/ CASTLE	KIMBALL/ DEAN	WOODSTOCK METRA	WOODSTOCK JEWEL	GREENWOOD/ SEMINARY	MCHENRY COUNTY COURTHOUSE	MARIAN CENTRAL CATHOLIC HS
6:00	6:06	6:15	6:21	6:27	6:30	6:33	
6:45	6:51	7:00	7:06	7:12	7:15	7:18	7:28
7:25	7:31	7:40	7:46	7:52	7:55	8:03	
8:15	8:21	8:30	8:36	8:42	8:45	8:48	
9:05	9:11	9:20	9:26	9:32	9:35	9:38	
9:50	9:56	10:05	10:11	10:17	10:20	10:23	
10:35	10:41	10:50	10:56	11:02	11:05	11:08	
11:20	11:26	11:35	11:41	11:47	11:50	11:53	
12:05 PM	12:11 PM	12:20 PM	12:26 PM	12:32 PM	12:35 PM	12:38 PM	
12:50 PM	12:56 PM	1:05 PM	1:11 PM	1:17 PM	1:20 PM	1:23 PM	
1:35 PM	1:41 PM	1:50 PM	1:56 PM	2:02 PM	2:05 PM	2:08 PM	
2:20 PM	2:26 PM	2:35 PM	2:41 PM	2:47 PM	2:50 PM	2:53 PM	3:03 PM
3:05 PM	3:11 PM	3:20 PM	3:26 PM	3:32 PM	3:35 PM	3:38 PM	
3:55 PM	4:01 PM	4:10 PM	4:16 PM	4:22 PM	4:25 PM	4:28 PM	4:38 PM
4:40 PM	4:46 PM	4:55 PM	5:01 PM	5:07 PM	5:10 PM	5:13 PM	
5:30 PM	5:36 PM	5:45 PM	5:51 PM	5:57 PM	6:00 PM	6:03 PM	

WEEKDAY SOUTHBOUND

MARIAN CENTRAL CATHOLIC HS	MCHENRY COUNTY COURTHOUSE	GREENWOOD/ SEMINARY	WOODSTOCK METRA	KIMBALL/ DEAN	COMMONS/ CASTLE	NORTHWESTERN HOSPITAL- WOODSTOCK
	6:39	6:43	6:59	7:04	7:12	7:17
7:28	7:38	7:43	7:46	7:50	7:58	8:03
	8:16	8:20	8:36	8:41	8:49	8:54
	8:54	8:58	9:14	9:19	9:27	9:32
	9:44	9:48	10:04	10:09	10:17	10:22
	10:29	10:33	10:49	10:54	11:02	11:07
	11:14	11:18	11:34	11:39	11:47	11:52
	11:59	12:03 PM	12:19 PM	12:24 PM	12:32 PM	12:37 PM
	12:44 PM	12:48 PM	1:04 PM	1:09 PM	1:17 PM	1:22 PM
	1:29 PM	1:33 PM	1:49 PM	1:54 PM	2:02 PM	2:07 PM
	2:14 PM	2:18 PM	2:34 PM	2:39 PM	2:47 PM	2:52 PM
3:03 PM	3:13 PM	3:17 PM	3:33 PM	3:38 PM	3:46 PM	3:51 PM
	4:00 PM	4:04 PM	4:20 PM	4:25 PM	4:33 PM	4:38 PM
4:38 PM	4:48 PM	4:52 PM	5:08 PM	5:13 PM	5:21 PM	5:26 PM
	5:19 PM	5:23 PM	5:39 PM	5:44 PM	5:52 PM	5:57 PM
	6:09 PM	6:13 PM	6:29 PM	6:34 PM	6:42 PM	6:47 PM

ROUTE B WOODSTOCK CIRCULATOR

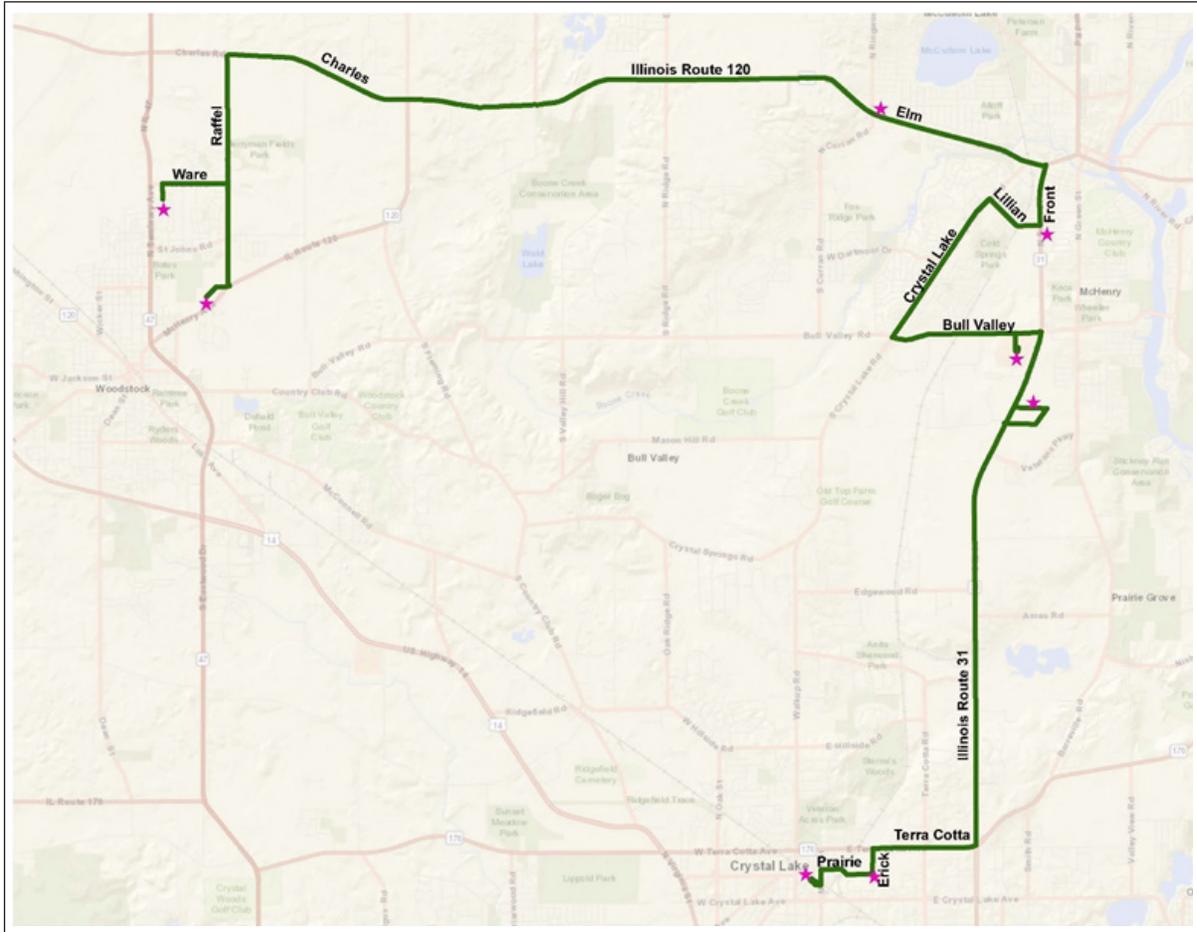
SATURDAY NORTHBOUND

NORTHWESTERN HOSPITAL- WOODSTOCK	COMMONS/ CASTLE	KIMBALL/ DEAN	WOODSTOCK METRA	WOODSTOCK JEWEL	GREENWOOD/ SEMINARY	MCHENRY COUNTY COURTHOUSE
9:05	9:11	9:20	9:26	9:32	9:35	9:38
9:50	9:56	10:05	10:11	10:17	10:20	10:23
10:35	10:41	10:50	10:56	11:02	11:05	11:08
11:20	11:26	11:35	11:41	11:47	11:50	11:53
12:05 PM	12:11 PM	12:20 PM	12:26 PM	12:32 PM	12:35 PM	12:38 PM
12:50 PM	12:56 PM	1:05 PM	1:11 PM	1:17 PM	1:20 PM	1:23 PM
1:35 PM	1:41 PM	1:50 PM	1:56 PM	2:02 PM	2:05 PM	2:08 PM
2:20 PM	2:26 PM	2:35 PM	2:41 PM	2:47 PM	2:50 PM	2:53 PM
3:05 PM	3:11 PM	3:20 PM	3:26 PM	3:32 PM	3:35 PM	3:38 PM
3:55 PM	4:01 PM	4:10 PM	4:16 PM	4:22 PM	4:25 PM	4:28 PM

SATURDAY SOUTHBOUND

MCHENRY COUNTY COURTHOUSE	GREENWOOD/ SEMINARY	WOODSTOCK METRA	KIMBALL/ DEAN	COMMONS/ CASTLE	NORTHWESTERN HOSPITAL- WOODSTOCK
9:44	9:48	10:04	10:09	10:17	10:22
10:29	10:33	10:49	10:54	11:02	11:07
11:14	11:18	11:34	11:39	11:47	11:52
11:59	12:03 PM	12:19 PM	12:24 PM	12:32 PM	12:37 PM
12:44 PM	12:48 PM	1:04 PM	1:09 PM	1:17 PM	1:22 PM
1:29 PM	1:33 PM	1:49 PM	1:54 PM	2:02 PM	2:07 PM
2:14 PM	2:18 PM	2:34 PM	2:39 PM	2:47 PM	2:52 PM
3:13 PM	3:17 PM	3:33 PM	3:38 PM	3:46 PM	3:51 PM
4:00 PM	4:04 PM	4:20 PM	4:25 PM	4:33 PM	4:38 PM
4:48 PM	4:52 PM	5:08 PM	5:13 PM	5:21 PM	5:26 PM

F. Route B Schedule and Map (Scenario 4)



ROUTE B CRYSTAL LAKE - MCHENRY - WOODSTOCK

WEEKDAY NORTHBOUND

CRYSTAL LAKE METRA	ERICK/PRAIRIE	PIONEER CENTER	NORTHWESTERN HOSPITAL-MCHENRY	FRONT/LILLIAN	CENTER FOR INDEPENDENT LIVING	MCHENRY COUNTY COURTHOUSE	MARIAN CENTRAL CATHOLIC HS
5:50	5:54		6:07	6:18	6:22	6:37	
6:20	6:24		6:37	6:48	6:52	7:07	
6:50	6:54	7:03	7:07	7:18	7:22		7:37
7:20	7:24		7:37	7:48	7:52	8:07	
7:50	7:54	8:03	8:07	8:18	8:22	8:37	
8:20	8:24		8:37	8:48	8:52	9:07	
9:20	9:24		9:37	9:48	9:52	10:07	
10:20	10:24		10:37	10:48	10:52	11:07	
11:20	11:24		11:37	11:48	11:52	12:07 PM	
12:20 PM	12:24 PM		12:37 PM	12:48 PM	12:52 PM	1:07 PM	
1:20 PM	1:24 PM		1:37 PM	1:48 PM	1:52 PM	2:07 PM	
2:20 PM	2:24 PM	2:33 PM	2:37 PM	2:48 PM	2:52 PM		3:07 PM
3:20 PM	3:24 PM		3:37 PM	3:48 PM	3:52 PM	4:07 PM	
3:50 PM	3:54 PM	4:03 PM	4:07 PM	4:18 PM	4:22 PM		4:37 PM
4:20 PM	4:24 PM		4:37 PM	4:48 PM	4:52 PM	5:07 PM	
4:50 PM	4:54 PM		5:07 PM	5:18 PM	5:22 PM	5:37 PM	
5:20 PM	5:24 PM		5:37 PM	5:48 PM	5:52 PM	6:07 PM	
5:50 PM	5:54 PM		6:07 PM	6:18 PM	6:22 PM	6:37 PM	

WEEKDAY SOUTHBOUND

MARIAN CENTRAL CATHOLIC HS	MCHENRY COUNTY COURTHOUSE	CENTER FOR INDEPENDENT LIVING	NORTHWESTERN HOSPITAL-MCHENRY	PIONEER CENTER	ERICK/PRAIRIE	CRYSTAL LAKE METRA
	6:17	6:30	6:36	6:45	6:54	7:00
	6:47	7:00	7:06	7:15		7:30
	7:17	7:30	7:36	7:45	7:54	8:00
7:47		8:00	8:06	8:15		8:30
	8:17	8:30	8:36	8:45		9:00
	8:47	9:00	9:06	9:15		9:30
	9:17	9:30	9:36	9:45		10:00
	10:17	10:30	10:36	10:45		11:00
	11:17	11:30	11:36	11:45		12:00 PM
	12:17 PM	12:30 PM	12:36 PM	12:45 PM		1:00 PM
	1:17 PM	1:30 PM	1:36 PM	1:45 PM		2:00 PM
	2:17 PM	2:30 PM	2:36 PM	2:45 PM	2:54 PM	3:00 PM
3:17 PM		3:30 PM	3:36 PM	3:45 PM	3:54 PM	4:00 PM
	3:47 PM	4:00 PM	4:06 PM	4:15 PM		4:30 PM
	4:17 PM	4:30 PM	4:36 PM	4:45 PM		5:00 PM
4:47 PM		5:00 PM	5:06 PM	5:15 PM		5:30 PM
	5:17 PM	5:30 PM	5:36 PM	5:45 PM		6:00 PM
	5:47 PM	6:00 PM	6:06 PM	6:15 PM		6:30 PM
	6:17 PM	6:30 PM	6:36 PM	6:45 PM		7:00 PM

ROUTE B CRYSTAL LAKE - MCHENRY - WOODSTOCK

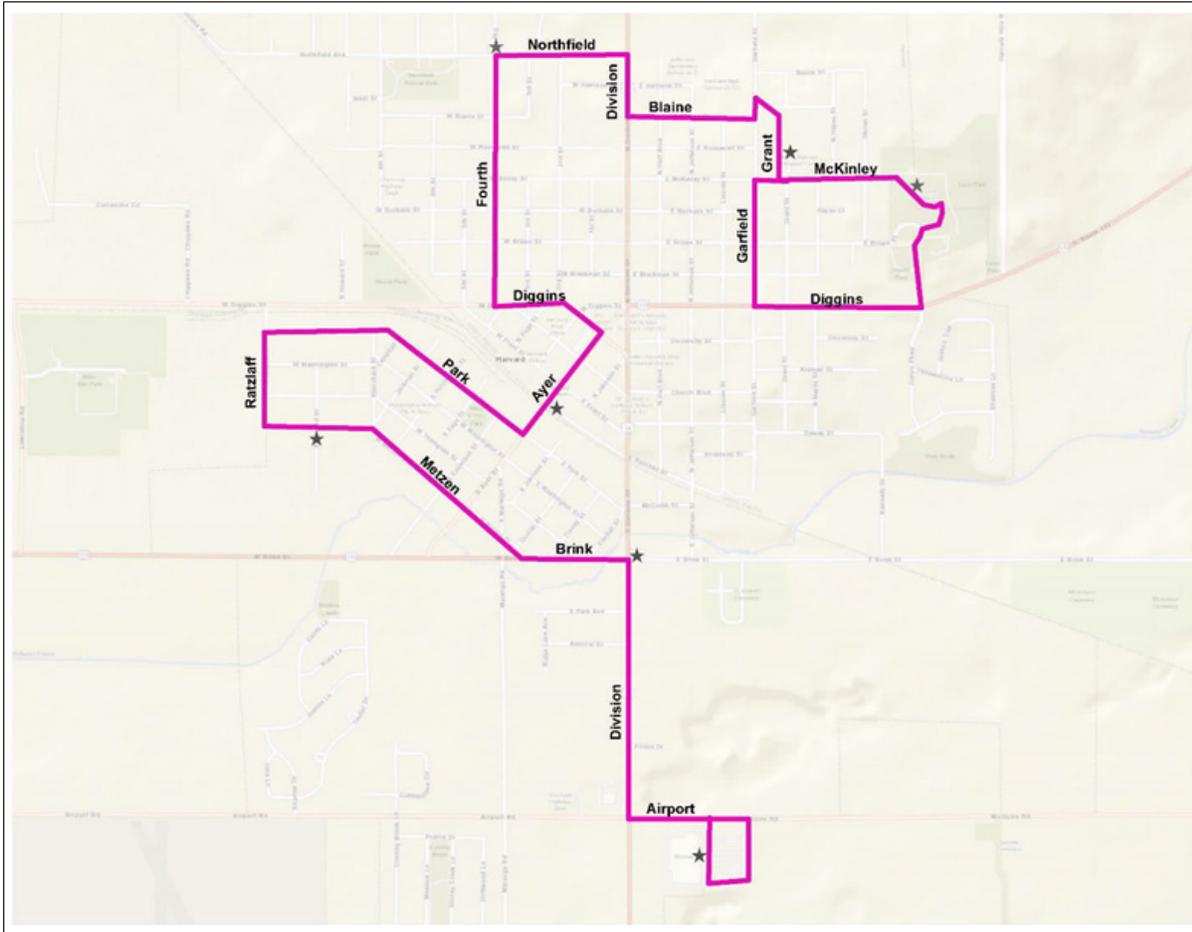
SA TURDAY NORTHBOUND

CRYSTAL LAKE METRA	ERICK/ PRAIRIE	PIONEER CENTER	NORTHWESTERN HOSPITAL- MCHENRY	FRONT/ LILLIAN	CENTER FOR INDEPENDENT LIVING	MCHENRY COUNTY COURTHOUSE
8:50	8:54		9:07	9:18	9:22	9:37
9:50	9:54		10:07	10:18	10:22	10:37
10:50	10:54		11:07	11:18	11:22	11:37
11:50	11:54		12:07 PM	12:18 PM	12:22 PM	12:37 PM
12:50 PM	12:54 PM		1:07 PM	1:18 PM	1:22 PM	1:37 PM
1:50 PM	1:54 PM	2:03 PM	2:07 PM	2:18 PM	2:22 PM	2:37 PM
2:50 PM	2:54 PM		3:07 PM	3:18 PM	3:22 PM	3:37 PM
3:50 PM	3:54 PM	4:03 PM	4:07 PM	4:18 PM	4:22 PM	4:37 PM

SA TURDAY SOUTHBOUND

MCHENRY COUNTY COURTHOUSE	CENTER FOR INDEPENDENT LIVING	FRONT/ LILLIAN	NORTHWESTERN HOSPITAL- MCHENRY	PIONEER CENTER	ERICK/ PRAIRIE	CRYSTAL LAKE METRA
9:50	10:03	10:09	10:18	10:27	10:29	10:33
10:50	11:03	11:09	11:18	11:27	11:29	11:33
11:50	12:03 PM	12:09 PM	12:18 PM	12:27 PM	12:29 PM	12:33 PM
12:50 PM	1:03 PM	1:09 PM	1:18 PM	1:27 PM	1:29 PM	1:33 PM
1:50 PM	2:03 PM	2:09 PM	2:18 PM	2:27 PM	2:29 PM	2:33 PM
2:50 PM	3:03 PM	3:09 PM	3:18 PM	3:27 PM	3:29 PM	3:33 PM
3:50 PM	4:03 PM	4:09 PM	4:18 PM	4:27 PM	4:29 PM	4:33 PM
4:50 PM	5:03 PM	5:09 PM	5:18 PM	5:27 PM	5:29 PM	5:33 PM

G. Route C Schedule and Map (Concept 3 and 4)



ROUTE C HARVARD CIRCULATOR

WEEKDAY NORTHBOUND

HARVARD WALMART	DIVISION/ BRINK	HOWARD/ METZGEN	HARVARD METRA	4th/ NORTHFIELD	MERCY HOSPITAL- HARVARD	HARVARD DIGGINS 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

HARVARD DIGGINS 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

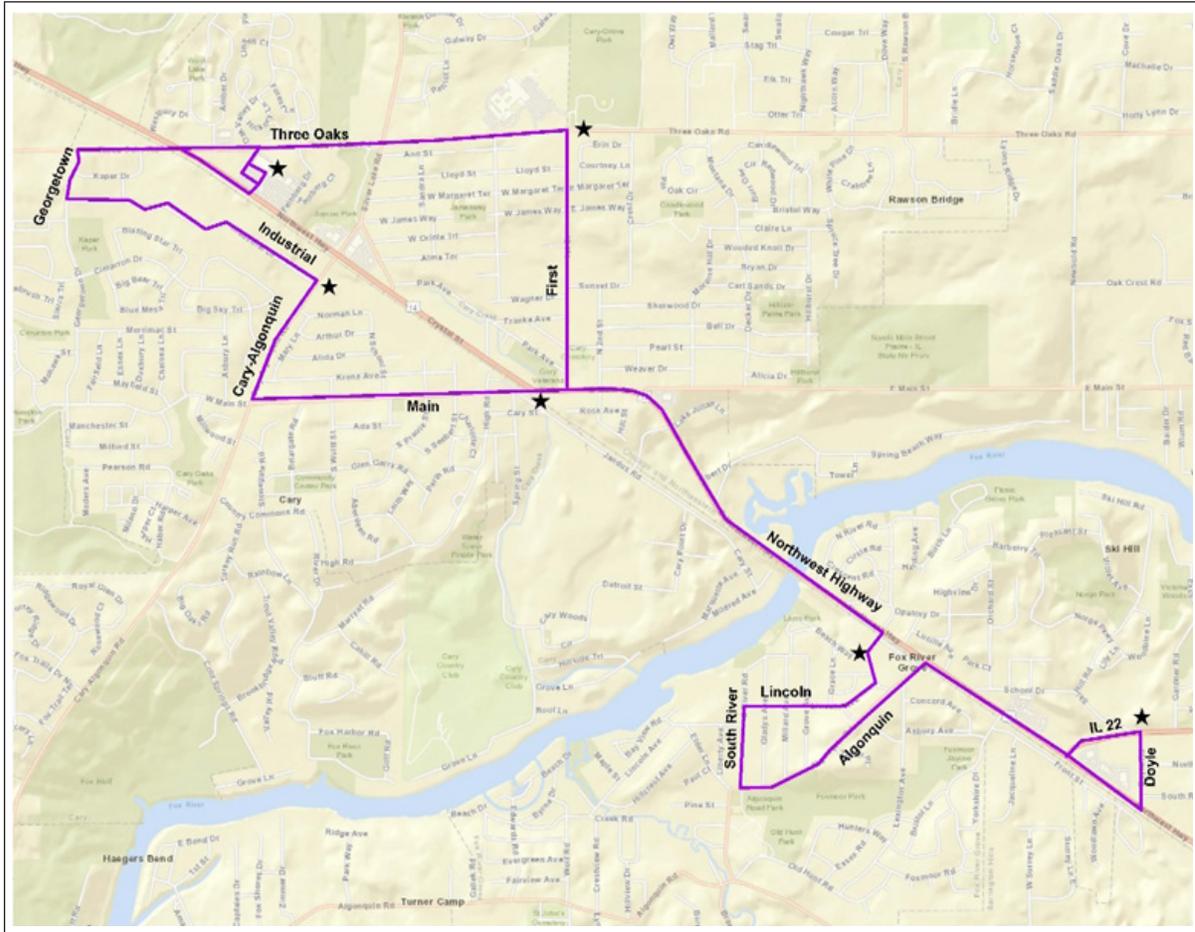
SATURDAY NORTHBOUND

MERCY						
HARVARD WALMART	DIVISION/ BRINK	HOWARD/ METZGEN	HARVARD METRA	4th/ NORTHFIELD	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

HARVARD DIGGINS 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

H. Route D Schedule and Map (Concept 3)



ROUTE D FOX RIVER GROVE-CARY

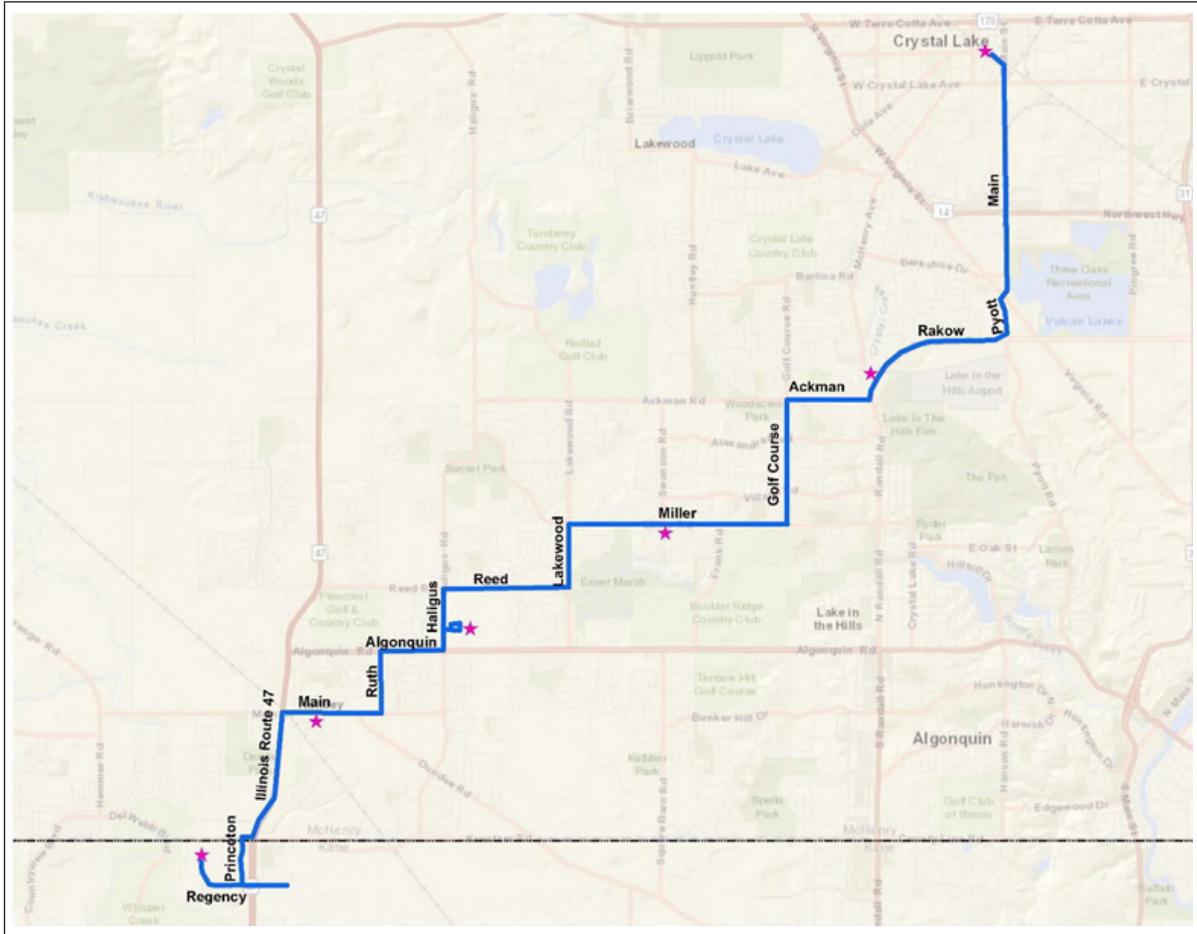
WEEKDAY CLOCKWISE

IL 22/DOYLE	LINCOLN/ BREAKAWAY	CARY-			THREE OAKS/ FIRST	CARY METRA	LINCOLN/ BREAKAWAY	IL 22/DOYLE
		CARY METRA	ALGONQUIN/ INDUSTRIAL	CARY JEWEL				
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	10:36	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

SATURDAY CLOCKWISE

IL 22/DOYLE	LINCOLN/ BREAKAWAY	CARY-			THREE OAKS/ FIRST	CARY METRA	LINCOLN/ BREAKAWAY	IL 22/DOYLE
		CARY METRA	ALGONQUIN/ INDUSTRIAL	CARY JEWEL				
9:00	9:07	9:14	9:17	9:22	9:25	9:28	9:32	9:40
9:50	9:57	10:04	10:07	10:12	10:15	10:18	10:22	10:30
10:40	10:47	10:54	10:57	11:02	11:05	11:08	11:12	11:20
11:30	11:37	11:44	11:47	11:52	11:55	11:58	12:02 PM	12:10 PM
12:20 PM	12:27 PM	12:34 PM	12:37 PM	12:42 PM	12:45 PM	12:48 PM	12:52 PM	1:00 PM
1:10 PM	1:17 PM	1:24 PM	1:27 PM	1:32 PM	1:35 PM	1:38 PM	1:42 PM	1:50 PM
2:00 PM	2:07 PM	2:14 PM	2:17 PM	2:22 PM	2:25 PM	2:28 PM	2:32 PM	2:40 PM
2:50 PM	2:57 PM	3:04 PM	3:07 PM	3:12 PM	3:15 PM	3:18 PM	3:22 PM	3:30 PM
3:40 PM	3:47 PM	3:54 PM	3:57 PM	4:02 PM	4:05 PM	4:08 PM	4:12 PM	4:20 PM
4:30 PM	4:37 PM	4:44 PM	4:47 PM	4:52 PM	4:55 PM	4:58 PM	5:02 PM	5:10 PM

I. Route D Schedule and Map (Concept 4)



ROUTE D HUNTLEY - CRYSTAL LAKE

WEEKDAY SOUTHBOUND

NORTHWESTERN						
CRYSTAL LAKE METRA	MCHENRY/RANDALL	MILLER/SWANSON	HOSPITAL-HUNTLEY	MAIN/CHURCH	DEERPATH	
5:50	5:57	6:03	6:09	6:16	6:26	
6:15	6:22	6:28	6:34	6:41	6:51	
6:40	6:47	6:53	6:59	7:06	7:16	
7:05	7:12	7:18	7:24	7:31	7:41	
7:30	7:37	7:43	7:49	7:56	8:06	
7:55	8:02	8:08	8:14	8:21	8:31	
8:20	8:27	8:33	8:39	8:46	8:56	
8:45	8:52	8:58	9:04	9:11	9:21	
9:10	9:17	9:23	9:29	9:36	9:46	
9:55	10:02	10:08	10:14	10:21	10:31	
10:40	10:47	10:53	10:59	11:06	11:16	
11:25	11:32	11:38	11:44	11:51	12:01 PM	
12:10 PM	12:17 PM	12:23 PM	12:29 PM	12:36 PM	12:46 PM	
12:55 PM	1:02 PM	1:08 PM	1:14 PM	1:21 PM	1:31 PM	
1:40 PM	1:47 PM	1:53 PM	1:59 PM	2:06 PM	2:16 PM	
2:25 PM	2:32 PM	2:38 PM	2:44 PM	2:51 PM	3:01 PM	
3:10 PM	3:17 PM	3:23 PM	3:29 PM	3:36 PM	3:46 PM	
3:35 PM	3:42 PM	3:48 PM	3:54 PM	4:01 PM	4:11 PM	
4:00 PM	4:07 PM	4:13 PM	4:19 PM	4:26 PM	4:36 PM	
4:25 PM	4:32 PM	4:38 PM	4:44 PM	4:51 PM	5:01 PM	
4:50 PM	4:57 PM	5:03 PM	5:09 PM	5:16 PM	5:26 PM	
5:15 PM	5:22 PM	5:28 PM	5:34 PM	5:41 PM	5:51 PM	
5:40 PM	5:47 PM	5:53 PM	5:59 PM	6:06 PM	6:16 PM	
6:05 PM	6:12 PM	6:18 PM	6:24 PM	6:31 PM	6:41 PM	
6:30 PM	6:37 PM	6:43 PM	6:49 PM	6:56 PM	7:06 PM	

WEEKDAY NORTHBOUND

NORTHWESTERN						
DEERPATH	MAIN/CHURCH	HOSPITAL-HUNTLEY	MILLER/SWANSON	MCHENRY/RANDALL	CRYSTAL LAKE METRA	
6:31	6:42	6:51	7:00	7:04	7:12	
6:56	7:07	7:16	7:25	7:29	7:37	
7:21	7:32	7:41	7:50	7:54	8:02	
7:46	7:57	8:06	8:15	8:19	8:27	
8:11	8:22	8:31	8:40	8:44	8:52	
8:36	8:47	8:56	9:05	9:09	9:17	
9:01	9:12	9:21	9:30	9:34	9:42	
9:26	9:37	9:46	9:55	9:59	10:07	
9:51	10:02	10:11	10:20	10:24	10:32	
10:36	10:47	10:56	11:05	11:09	11:17	
11:21	11:32	11:41	11:50	11:54	12:02 PM	
12:06 PM	12:17 PM	12:26 PM	12:35 PM	12:39 PM	12:47 PM	
12:51 PM	1:02 PM	1:11 PM	1:20 PM	1:24 PM	1:32 PM	
1:36 PM	1:47 PM	1:56 PM	2:05 PM	2:09 PM	2:17 PM	
2:21 PM	2:32 PM	2:41 PM	2:50 PM	2:54 PM	3:02 PM	
3:06 PM	3:17 PM	3:26 PM	3:35 PM	3:39 PM	3:47 PM	
3:51 PM	4:02 PM	4:11 PM	4:20 PM	4:24 PM	4:32 PM	
4:16 PM	4:27 PM	4:36 PM	4:45 PM	4:49 PM	4:57 PM	
4:41 PM	4:52 PM	5:01 PM	5:10 PM	5:14 PM	5:22 PM	
5:06 PM	5:17 PM	5:26 PM	5:35 PM	5:39 PM	5:47 PM	
5:31 PM	5:42 PM	5:51 PM	6:00 PM	6:04 PM	6:12 PM	
5:56 PM	6:07 PM	6:16 PM	6:25 PM	6:29 PM	6:37 PM	
6:21 PM	6:32 PM	6:41 PM	6:50 PM	6:54 PM	7:02 PM	

ROUTE D HUNTLEY - CRYSTAL LAKE

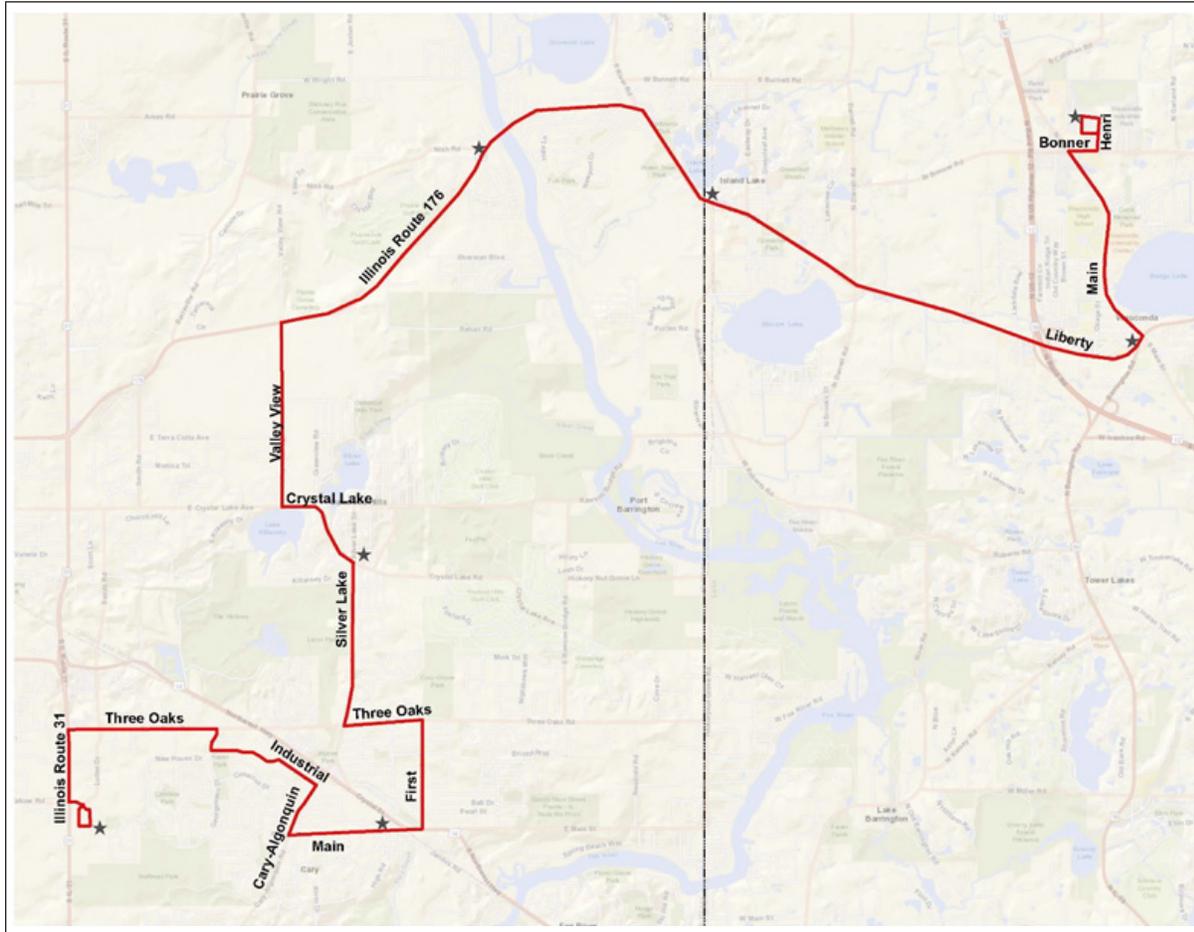
SATURDAY SOUTHBOUND

NORTHWESTERN					
CRYSTAL LAKE METRA	MCHENRY/ RANDALL	MILLER/ SWANSON	HOSPITAL- HUNTLEY	MAIN/ CHURCH	DEERPATH
9:10	9:17	9:23	9:29	9:36	9:46
9:55	10:02	10:08	10:14	10:21	10:31
10:40	10:47	10:53	10:59	11:06	11:16
11:25	11:32	11:38	11:44	11:51	12:01 PM
12:10 PM	12:17 PM	12:23 PM	12:29 PM	12:36 PM	12:46 PM
12:55 PM	1:02 PM	1:08 PM	1:14 PM	1:21 PM	1:31 PM
1:40 PM	1:47 PM	1:53 PM	1:59 PM	2:06 PM	2:16 PM
2:25 PM	2:32 PM	2:38 PM	2:44 PM	2:51 PM	3:01 PM
3:35 PM	3:42 PM	3:48 PM	3:54 PM	4:01 PM	4:11 PM

SATURDAY NORTHBOUND

NORTHWESTERN					
DEERPATH	MAIN/ CHURCH	HOSPITAL- HUNTLEY	MILLER/ SWANSON	MCHENRY/ RANDALL	CRYSTAL LAKE METRA
9:51	10:02	10:11	10:20	10:24	10:32
10:36	10:47	10:56	11:05	11:09	11:17
11:21	11:32	11:41	11:50	11:54	12:02 PM
12:06 PM	12:17 PM	12:26 PM	12:35 PM	12:39 PM	12:47 PM
12:51 PM	1:02 PM	1:11 PM	1:20 PM	1:24 PM	1:32 PM
1:36 PM	1:47 PM	1:56 PM	2:05 PM	2:09 PM	2:17 PM
2:21 PM	2:32 PM	2:41 PM	2:50 PM	2:54 PM	3:02 PM
3:06 PM	3:17 PM	3:26 PM	3:35 PM	3:39 PM	3:47 PM
4:16 PM	4:27 PM	4:36 PM	4:45 PM	4:49 PM	4:57 PM

J. Route E Schedule and Map



ROUTE E CARY - WAUCONDA

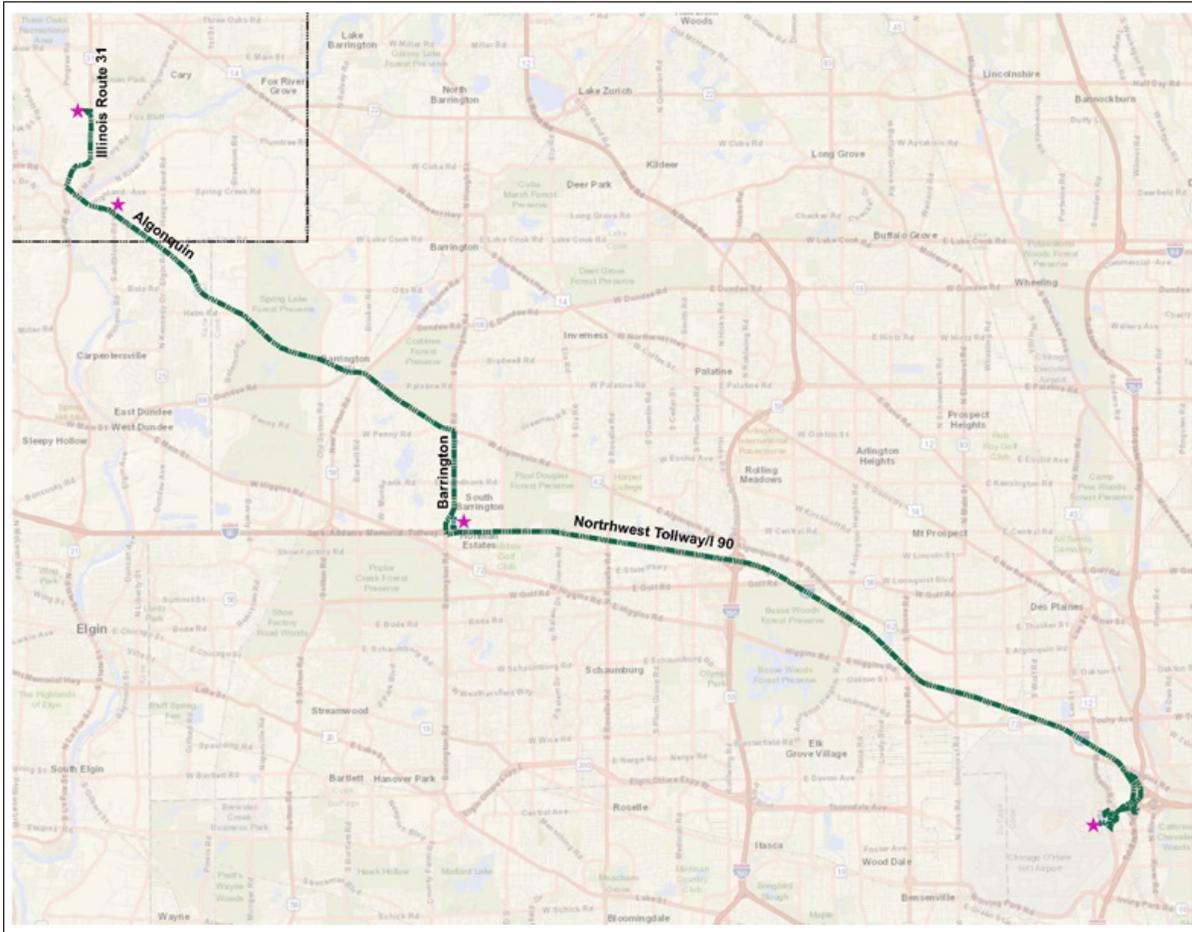
WEEKDAY EASTBOUND

CRYSTAL LAKE		CRYSTAL LAKE/		STATE/	LIBERTY/	INDUSTRIAL/
WALMART	CARY METRA	SILVER LAKE	IL 176/ NISH	ROBERTS	MAIN	JAMIE
5:48	5:57	6:06	6:13	6:15	6:25	6:30
6:18	6:27	6:36	6:43	6:45	6:55	7:00
6:48	6:57	7:06	7:13	7:15	7:25	7:30
7:18	7:27	7:36	7:43	7:45	7:55	8:00
7:48	7:57	8:06	8:13	8:15	8:25	8:30
8:18	8:27	8:36	8:43	8:45	8:55	9:00
3:00 PM	3:09 PM	3:18 PM	3:25 PM	3:27 PM	3:37 PM	3:42 PM
3:30 PM	3:39 PM	3:48 PM	3:55 PM	3:57 PM	4:07 PM	4:12 PM
4:00 PM	4:09 PM	4:18 PM	4:25 PM	4:27 PM	4:37 PM	4:42 PM
4:30 PM	4:39 PM	4:48 PM	4:55 PM	4:57 PM	5:07 PM	5:12 PM
5:00 PM	5:09 PM	5:18 PM	5:25 PM	5:27 PM	5:37 PM	5:42 PM
5:30 PM	5:39 PM	5:48 PM	5:55 PM	5:57 PM	6:07 PM	6:12 PM

WEEKDAY WESTBOUND

INDUSTRIAL/	LIBERTY/ MAIN		STATE/	CRYSTAL LAKE/	CRYSTAL LAKE	
JAMIE			ROBERTS	SILVER LAKE	CARY METRA	LAKE WALMART
5:38	5:43	5:53	5:58	6:05	6:16	6:30
6:08	6:13	6:23	6:28	6:35	6:46	7:00
6:38	6:43	6:53	6:58	7:05	7:16	7:30
7:08	7:13	7:23	7:28	7:35	7:46	8:00
7:38	7:43	7:53	7:58	8:05	8:16	8:30
8:08	8:13	8:23	8:28	8:35	8:46	9:00
3:22 AM	3:27 AM	3:37 AM	3:42 AM	3:49 AM	4:00 AM	4:14 AM
3:52 PM	3:57 PM	4:07 PM	4:12 PM	4:19 PM	4:30 PM	4:44 PM
4:22 PM	4:27 PM	4:37 PM	4:42 PM	4:49 PM	5:00 PM	5:14 PM
4:52 PM	4:57 PM	5:07 PM	5:12 PM	5:19 PM	5:30 PM	5:44 PM
5:22 PM	5:27 PM	5:37 PM	5:42 PM	5:49 PM	6:00 PM	6:14 PM
5:52 PM	5:57 PM	6:07 PM	6:12 PM	6:19 PM	6:30 PM	6:44 PM

K. Route F Schedule and Map



ROUTE F O'HARE EXPRESS

WEEKDAY EASTBOUND

LAKE IN THE HILLS PARK AND RIDE	ALGONQUIN/ SANDBLOOM	BARRINGTON ROAD PARK AND RIDE	O'HARE KISS AND FLY
5:00	5:09	5:27	5:51
5:50	5:59	6:17	6:41
6:40	6:49	7:07	7:31
7:40	7:49	8:07	8:31
8:30	8:39	8:57	9:21
9:20	9:29	9:47	10:11
10:20	10:29	10:47	11:11
11:10	11:19	11:37	12:01
12:00 PM	12:09 PM	12:27 PM	12:51 PM
1:00 PM	1:09 PM	1:27 PM	1:51 PM
1:50 PM	1:59 PM	2:17 PM	2:41 PM
2:40 PM	2:49 PM	3:07 PM	3:31 PM
3:40 PM	3:49 PM	4:07 PM	4:31 PM
4:30 PM	4:39 PM	4:57 PM	5:21 PM
5:20 PM	5:29 PM	5:47 PM	6:11 PM
6:20 PM	6:29 PM	6:47 PM	7:11 PM
7:10 PM	7:19 PM	7:37 PM	8:01 PM
8:00 PM	8:09 PM	8:27 PM	8:51 PM
9:00 PM	9:09 PM	9:27 PM	9:51 PM
9:50 PM	9:59 PM	10:17 PM	10:41 PM

WEEKDAY WESTBOUND

O'HARE KISS AND FLY	BARRINGTON ROAD PARK AND RIDE	ALGONQUIN/ SANDBLOOM	LAKE IN THE HILLS PARK AND RIDE
6:06	6:31	6:50	7:23
6:56	7:21	7:40	8:13
7:46	8:11	8:30	9:03
8:46	9:11	9:30	10:03
9:36	10:01	10:20	10:53
10:26	10:51	11:10	11:43
11:26	11:51	12:10 PM	12:43 PM
12:16 PM	12:41 PM	1:00 PM	1:33 PM
1:06 PM	1:31 PM	1:50 PM	2:23 PM
2:06 PM	2:31 PM	2:50 PM	3:23 PM
2:56 PM	3:21 PM	3:40 PM	4:13 PM
3:46 PM	4:11 PM	4:30 PM	5:03 PM
4:46 PM	5:11 PM	5:30 PM	6:03 PM
5:36 PM	6:01 PM	6:20 PM	6:53 PM
6:26 PM	6:51 PM	7:10 PM	7:43 PM
7:26 PM	7:51 PM	8:10 PM	8:43 PM
8:16 PM	8:41 PM	9:00 PM	9:33 PM
9:06 PM	9:31 PM	9:50 PM	10:23 PM
10:06 PM	10:31 PM	10:50 PM	11:23 PM
10:56 PM	11:21 PM	11:40 PM	12:13 AM

ROUTE F O'HARE EXPRESS

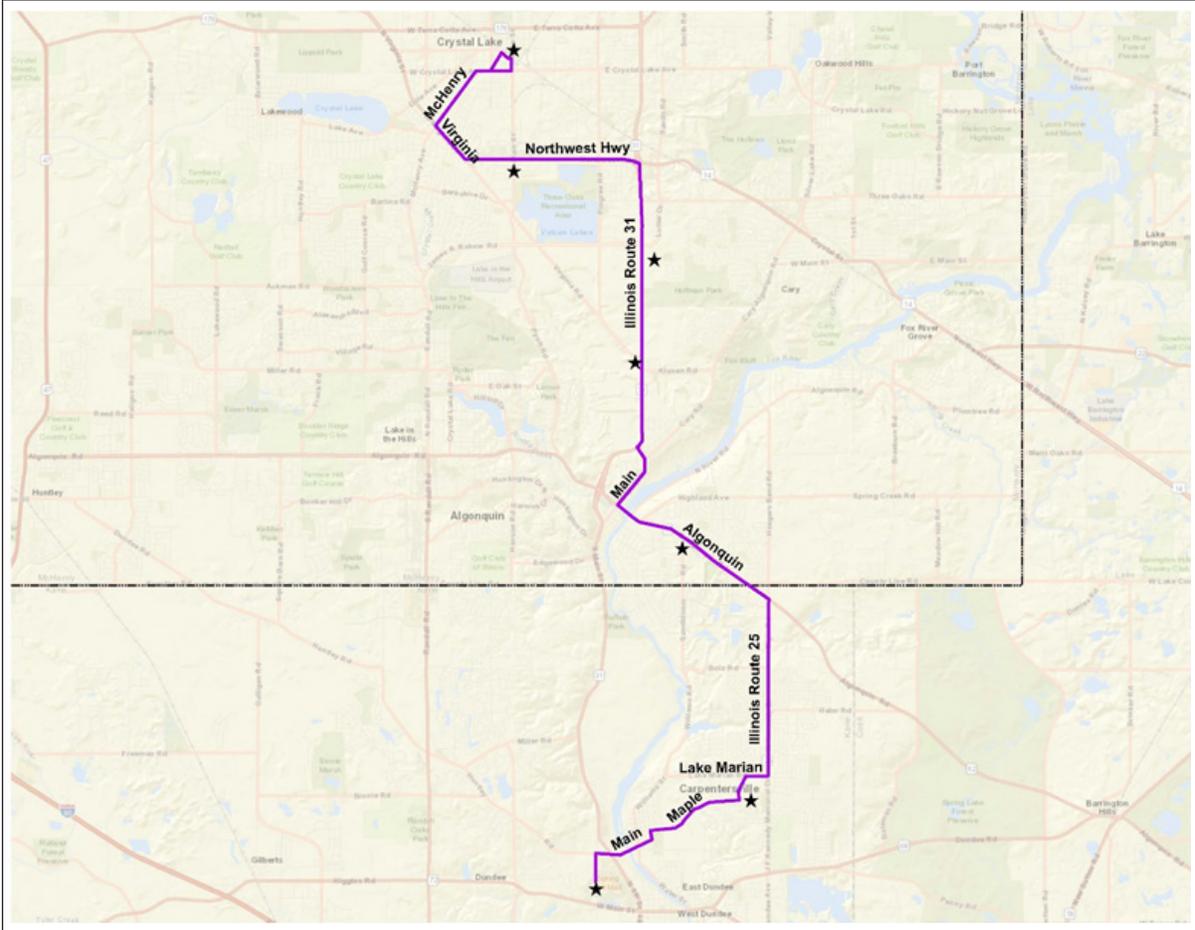
SATURDAY AND SUNDAY EASTBOUND

LAKE IN THE HILLS PARK AND RIDE	ALGONQUIN/ SANDBLOOM	BARRINGTON ROAD PARK AND RIDE	O'HARE KISS AND FLY
5:00	5:09	5:27	5:51
5:50	5:59	6:17	6:41
6:40	6:49	7:07	7:31
7:40	7:49	8:07	8:31
8:30	8:39	8:57	9:21
9:20	9:29	9:47	10:11
10:20	10:29	10:47	11:11
11:10	11:19	11:37	12:01 PM
12:00 PM	12:09 PM	12:27 PM	12:51 PM
1:00 PM	1:09 PM	1:27 PM	1:51 PM
1:50 PM	1:59 PM	2:17 PM	2:41 PM
2:40 PM	2:49 PM	3:07 PM	3:31 PM
3:40 PM	3:49 PM	4:07 PM	4:31 PM
4:30 PM	4:39 PM	4:57 PM	5:21 PM
5:20 PM	5:29 PM	5:47 PM	6:11 PM
6:20 PM	6:29 PM	6:47 PM	7:11 PM
7:10 PM	7:19 PM	7:37 PM	8:01 PM
8:00 PM	8:09 PM	8:27 PM	8:51 PM
9:00 PM	9:09 PM	9:27 PM	9:51 PM
9:50 PM	9:59 PM	10:17 PM	10:41 PM

SATURDAY AND SUNDAY WESTBOUND

O'HARE KISS AND FLY	BARRINGTON ROAD PARK AND RIDE	ALGONQUIN/ SANDBLOOM	LAKE IN THE HILLS PARK AND RIDE
6:06	6:31	6:50	7:23
6:56	7:21	7:40	8:13
7:46	8:11	8:30	9:03
8:46	9:11	9:30	10:03
9:36	10:01	10:20	10:53
10:26	10:51	11:10	11:43
11:26	11:51	12:10 PM	12:43 PM
12:16 PM	12:41 PM	1:00 PM	1:33 PM
1:06 PM	1:31 PM	1:50 PM	2:23 PM
2:06 PM	2:31 PM	2:50 PM	3:23 PM
2:56 PM	3:21 PM	3:40 PM	4:13 PM
3:46 PM	4:11 PM	4:30 PM	5:03 PM
4:46 PM	5:11 PM	5:30 PM	6:03 PM
5:36 PM	6:01 PM	6:20 PM	6:53 PM
6:26 PM	6:51 PM	7:10 PM	7:43 PM
7:26 PM	7:51 PM	8:10 PM	8:43 PM
8:16 PM	8:41 PM	9:00 PM	9:33 PM
9:06 PM	9:31 PM	9:50 PM	10:23 PM
10:06 PM	10:31 PM	10:50 PM	11:23 PM
10:56 PM	11:21 PM	11:40 PM	12:13

L. Route G Schedule and Map



ROUTE G CRYSTAL LAKE - SPRING HILL MALL

WEEKDAY SOUTHBOUND

CRYSTAL LAKE METRA	NORTHWEST HWY/ MAIN	CRYSTAL LAKE WALMART	PARK AND RIDE	ALGONQUIN/ SANDBLOOM	BESINGER/ MAPLE	SPRING HILL MALL
5:50	5:58	6:06	6:11	6:19	6:26	6:35
6:20	6:28	6:36	6:41	6:49	6:56	7:05
6:50	6:58	7:06	7:11	7:19	7:26	7:35
7:20	7:28	7:36	7:41	7:49	7:56	8:05
7:50	7:58	8:06	8:11	8:19	8:26	8:35
8:20	8:28	8:36	8:41	8:49	8:56	9:05
9:20	9:28	9:36	9:41	9:49	9:56	10:05
10:20	10:28	10:36	10:41	10:49	10:56	11:05
11:20	11:28	11:36	11:41	11:49	11:56	12:05 PM
12:20 PM	12:28 PM	12:36 PM	12:41 PM	12:49 PM	12:56 PM	1:05 PM
1:20 PM	1:28 PM	1:36 PM	1:41 PM	1:49 PM	1:56 PM	2:05 PM
2:20 PM	2:28 PM	2:36 PM	2:41 PM	2:49 PM	2:56 PM	3:05 PM
3:20 PM	3:28 PM	3:36 PM	3:41 PM	3:49 PM	3:56 PM	4:05 PM
3:50 PM	3:58 PM	4:06 PM	4:11 PM	4:19 PM	4:26 PM	4:35 PM
4:20 PM	4:28 PM	4:36 PM	4:41 PM	4:49 PM	4:56 PM	5:05 PM
4:50 PM	4:58 PM	5:06 PM	5:11 PM	5:19 PM	5:26 PM	5:35 PM
5:20 PM	5:28 PM	5:36 PM	5:41 PM	5:49 PM	5:56 PM	6:05 PM
5:50 PM	5:58 PM	6:06 PM	6:11 PM	6:19 PM	6:26 PM	6:35 PM

WEEKDAY NORTHBOUND

SPRING HILL MALL	BESINGER/ MAPLE	ALGONQUIN/ SANDBLOOM	PARK AND RIDE	CRYSTAL LAKE WALMART	NORTHWEST HWY/ MAIN	CRYSTAL LAKE METRA
6:45	6:56	7:05	7:14	7:18	7:26	7:32
7:15	7:26	7:35	7:44	7:48	7:56	8:02
7:45	7:56	8:05	8:14	8:18	8:26	8:32
8:15	8:26	8:35	8:44	8:48	8:56	9:02
8:45	8:56	9:05	9:14	9:18	9:26	9:32
9:15	9:26	9:35	9:44	9:48	9:56	10:02
10:15	10:26	10:35	10:44	10:48	10:56	11:02
11:15	11:26	11:35	11:44	11:48	11:56	12:02 PM
12:15 PM	12:26 PM	12:35 PM	12:44 PM	12:48 PM	12:56 PM	1:02 PM
1:15 PM	1:26 PM	1:35 PM	1:44 PM	1:48 PM	1:56 PM	2:02 PM
2:15 PM	2:26 PM	2:35 PM	2:44 PM	2:48 PM	2:56 PM	3:02 PM
3:15 PM	3:26 PM	3:35 PM	3:44 PM	3:48 PM	3:56 PM	4:02 PM
4:15 PM	4:26 PM	4:35 PM	4:44 PM	4:48 PM	4:56 PM	5:02 PM
4:45 PM	4:56 PM	5:05 PM	5:14 PM	5:18 PM	5:26 PM	5:32 PM
5:15 PM	5:26 PM	5:35 PM	5:44 PM	5:48 PM	5:56 PM	6:02 PM
5:45 PM	5:56 PM	6:05 PM	6:14 PM	6:18 PM	6:26 PM	6:32 PM
6:15 PM	6:26 PM	6:35 PM	6:44 PM	6:48 PM	6:56 PM	7:02 PM

ROUTE G CRYSTAL LAKE - SPRING HILL MALL

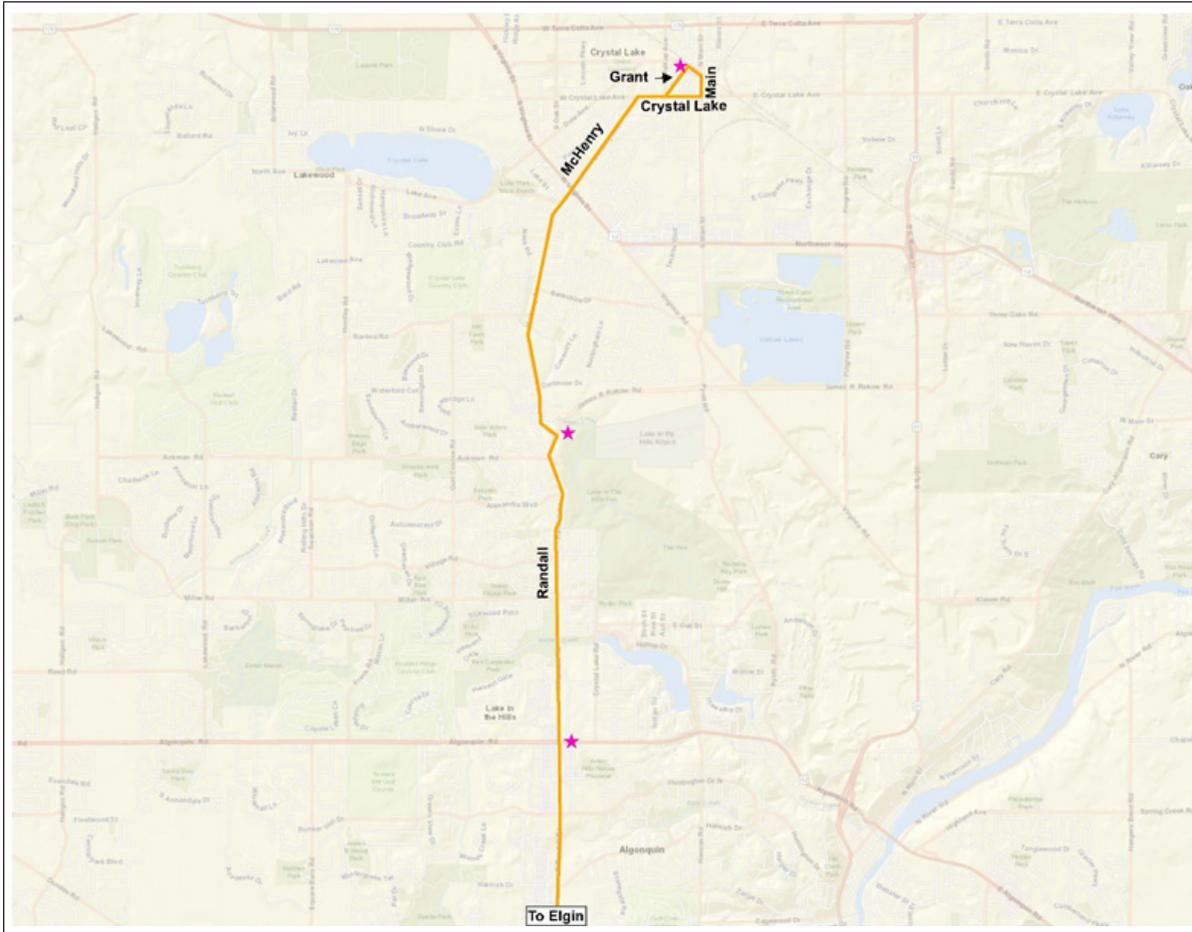
SATURDAY SOUTHBOUND

CRYSTAL LAKE METRA	NORTHWEST HWY/ MAIN	CRYSTAL LAKE WALMART	PARK AND RIDE	ALGONQUIN/ SANDBLOOM	BESINGER/ MAPLE	SPRING HILL MALL
8:50	8:58	9:06	9:11	9:19	9:26	9:35
9:50	9:58	10:06	10:11	10:19	10:26	10:35
10:50	10:58	11:06	11:11	11:19	11:26	11:35
11:50	11:58	12:06	12:11	12:19	12:26	12:35 PM
12:50 PM	12:58 PM	1:06 PM	1:11 PM	1:19 PM	1:26 PM	1:35 PM
1:50 PM	1:58 PM	2:06 PM	2:11 PM	2:19 PM	2:26 PM	2:35 PM
2:50 PM	2:58 PM	3:06 PM	3:11 PM	3:19 PM	3:26 PM	3:35 PM
3:50 PM	3:58 PM	4:06 PM	4:11 PM	4:19 PM	4:26 PM	4:35 PM

SATURDAY NORTHBOUND

SPRING HILL MALL	BESINGER/ MAPLE	ALGONQUIN/ SANDBLOOM	PARK AND RIDE	CRYSTAL LAKE WALMART	NORTHWEST HWY/ MAIN	CRYSTAL LAKE METRA
9:45	9:56	10:05	10:14	10:18	10:26	10:32
10:45	10:56	11:05	11:14	11:18	11:26	11:32
11:45	11:56	12:05	12:14	12:18	12:26	12:32 PM
12:45 PM	12:56 PM	1:05 PM	1:14 PM	1:18 PM	1:26 PM	1:32 PM
1:45 PM	1:56 PM	2:05 PM	2:14 PM	2:18 PM	2:26 PM	2:32 PM
2:45 PM	2:56 PM	3:05 PM	3:14 PM	3:18 PM	3:26 PM	3:32 PM
3:45 PM	3:56 PM	4:05 PM	4:14 PM	4:18 PM	4:26 PM	4:32 PM
4:45 PM	4:56 PM	5:05 PM	5:14 PM	5:18 PM	5:26 PM	5:32 PM

M. Route H (550) Schedule and Map



ROUTE H (550) ELGIN TRANSPORTATION CENTER - CRYSTAL LAKE

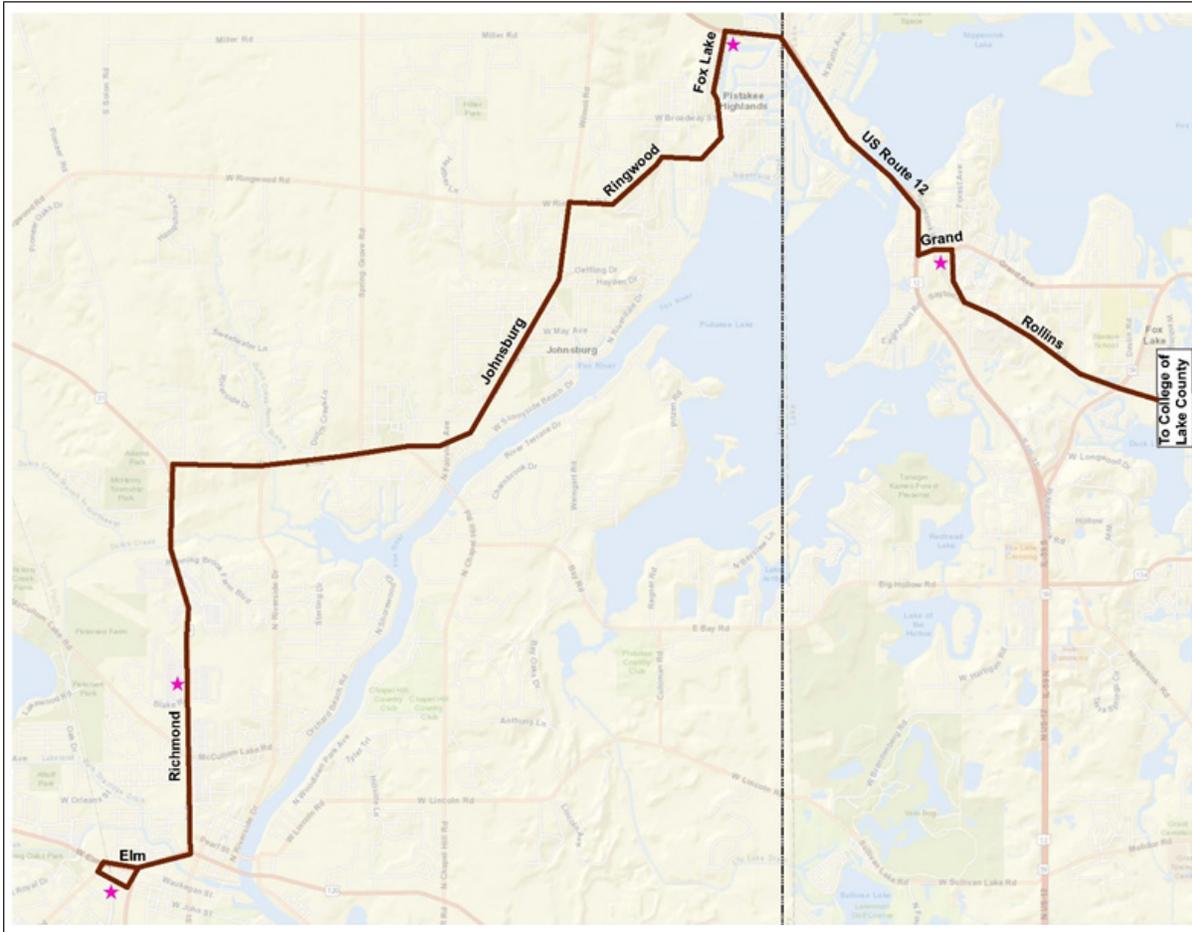
WEEKDAY NORTHBOUND

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	TECHNOLOGY/ GALVIN	RANDALL/ ALGONQUIN	RANDALL/ MCHENRY	CRYSTAL LAKE METRA STATION
5:30AM	5:34AM	5:38AM	5:40AM	-	5:45AM	-	6:01AM	6:05AM	6:18AM
6:00	6:04	6:08	6:10	-	6:15:00	-	6:31	6:35	6:48
6:30	6:34	6:38	6:41	6:48AM	6:54	6:57AM	7:14	7:18	7:28
7:00	7:06	7:10	7:14	7:19	7:27	7:32	-	-	-
7:42	7:47	7:51	7:55 F	8:01	8:10	-	8:21	8:25	8:35
8:16	8:20	8:24	8:28	8:33	8:40	8:44	9:01	9:05	9:19
8:47	8:51	8:55	8:59	9:04	9:10	9:14	9:31	9:35	9:50
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
3:15	3:20	3:24	3:28	3:34	3:41	3:46PM	-	-	-
3:50	3:54	3:58	4:02	-	4:08	4:13	4:29	4:33	4:46
4:15	4:20	4:24	4:28	4:34	4:41	4:46	-	-	-
4:45	4:49	4:53	4:57	-	5:02	5:08	5:24	5:28	5:41
5:15	5:19	5:23	5:27	-	5:32	5:38	5:54	5:58	6:11
6:15	6:19	6:23	6:27	-	6:32	6:38	6:52	6:56	7:08
6:45	6:49	6:53	6:55	-	7:00	-	7:16	7:20	7:33
7:15	7:19	7:23	7:25	-	7:30	-	7:46	7:50	8:03

WEEKDAY SOUTHBOUND

CRYSTAL LAKE METRA STATION	RANDALL/ MCHENRY	RANDALL/ ALGONQUIN	TECHNOLOGY/ GALVIN	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
6:34AM	6:41AM	6:48AM	7:00AM	7:08AM	-	7:15AM	7:20AM	7:24AM	7:30AM
-	-	-	7:35	7:44	-	7:50	7:55	7:59	8:05
7:30	7:37	7:42	-	7:55	8:00AM	-	8:08	8:12	8:18
7:49	7:56	8:01	-	8:15	8:19	-	8:27	8:31	8:37
8:44	8:51	8:56	9:10	9:15	-	9:24	9:29	9:33	9:39
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
-	-	-	3:55PM	4:10	4:16	4:22	4:27	4:32	4:38
4:03	4:10	4:16	-	4:31	4:39	4:52	4:58	5:03	5:09
-	-	-	4:55	5:10	5:15	5:21	5:26	5:30	5:37
5:05	5:14	5:20	5:34	5:40	5:45	5:52	5:57	6:01	6:06
6:05	6:13	6:18	6:32	6:37	6:42	6:47	6:52	6:55	7:00
6:34	6:41	6:47	-	7:00	-	7:07	7:12	7:16	7:21
7:21	7:28	7:34	-	7:47	-	7:54	7:59	8:03	8:10

N. Route I (570) Schedule and Map



ROUTE I (570) MCHENRY - CLC

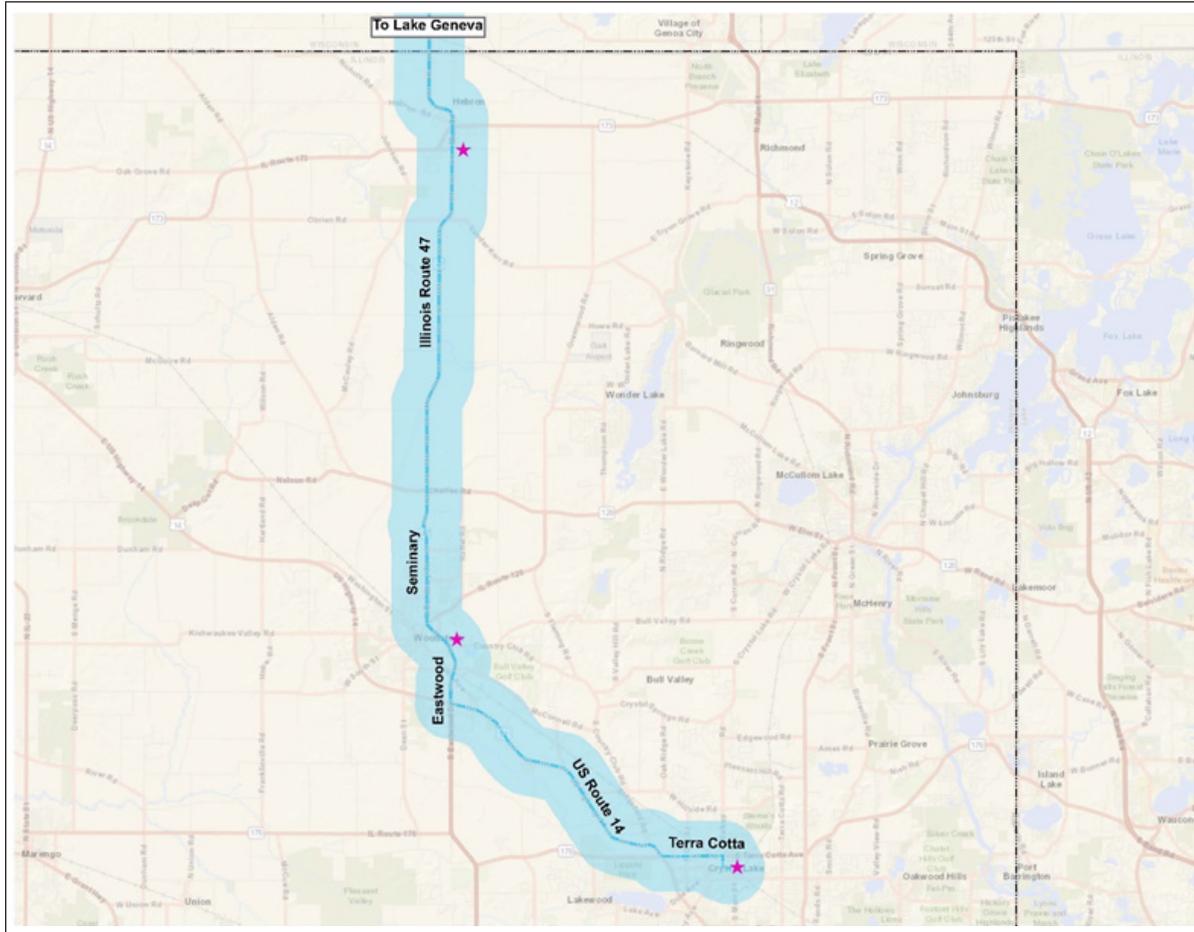
WEEKDAY EASTBOUND

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
6:46	6:54	7:04	7:10	6:13AM	6:25AM	6:29AM	6:31AM	6:41AM	6:52AM
7:46	7:54	8:04	8:10	7:13	7:25	7:29	7:31	7:41	7:52
8:46	8:54	9:04	9:10	8:13	8:25	8:29	8:31	8:41	8:52
				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
				6:29	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	5:58AM	6:00AM	6:10AM	6:13	6:19	6:29	6:37
6:36	6:44	6:55	6:58	7:00	7:10	7:13	7:19	7:29	7:37
7:36	7:44	7:55	7:58	8:00	8:10	8:13	8:19	8:29	8:37
8:36	8:44	8:55	8:58	9:00	9:10				
9:36	9:44	9:55	9:58	10:00	10:10				
10:36	10:44	10:55	10:58	11:00	11:11				
11:36	11:44	11:55	11:58	12:00PM	12:11PM				
12:36PM	12:44PM	12:55PM	12:58PM	1:00	1:11				
1:36	1:44	1:55	1:58	2:00	2:11				
2:36	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				

O. Route J Schedule and Map³



ROUTE J CRYSTAL LAKE - LAKE GENEVA INTERURBAN

WEEKDAY NORTHBOUND

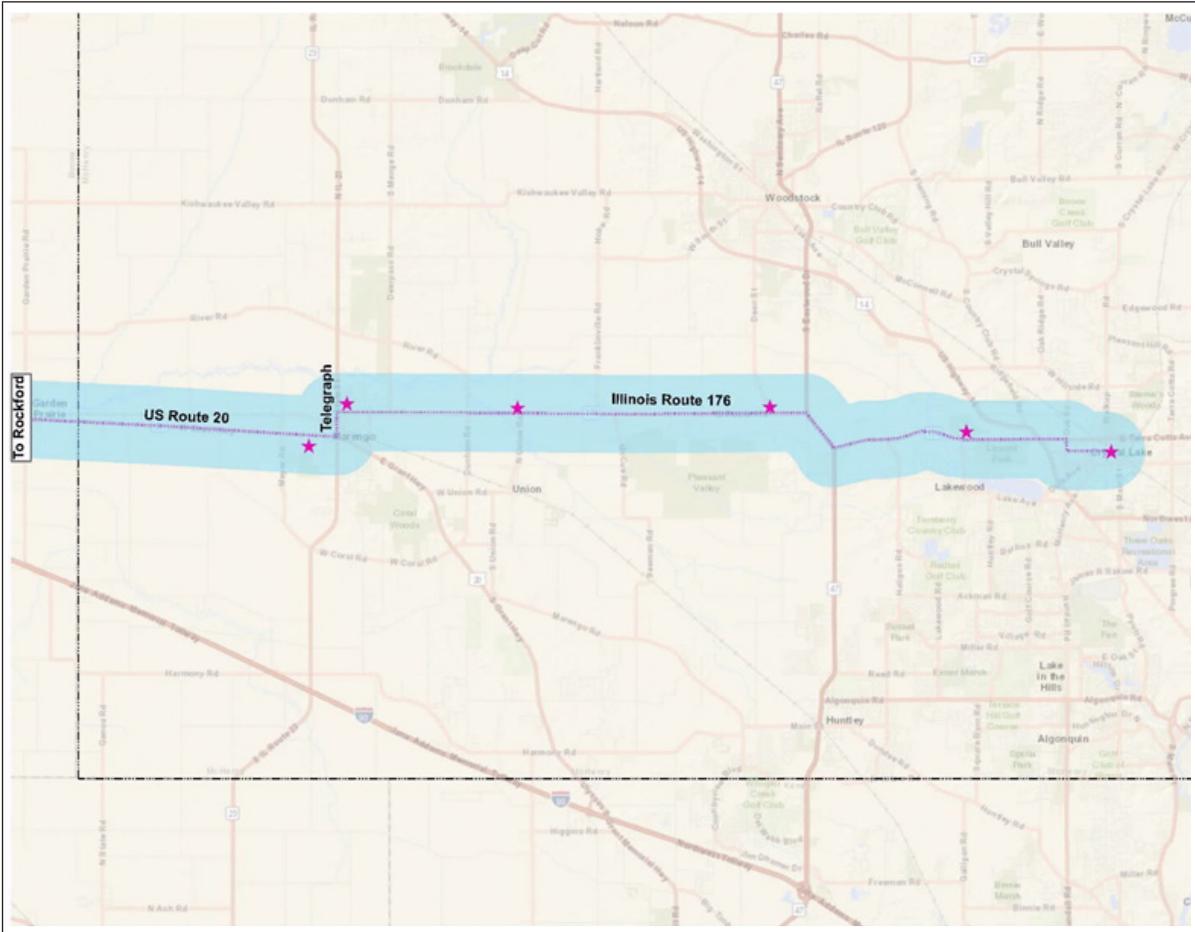
CRYSTAL LAKE (METRA)	WOODSTOCK (EASTWOOD/ SOUTH)	HEBRON (4th/MAIN)	LAKE GENEVA (MAIN/BROAD)
9:10	9:32	9:49	10:04
12:10 PM	12:32 PM	12:49 PM	1:04 PM
2:40 PM	3:02 PM	3:19 PM	3:34 PM
3:40 PM	4:02 PM	4:19 PM	4:34 PM

WEEKDAY SOUTHBOUND

LAKE GENEVA (MAIN/BROAD)	HEBRON (4th/MAIN)	WOODSTOCK (EASTWOOD/ SOUTH)	CRYSTAL LAKE (METRA)
10:19	10:36	10:53	11:10
1:19 PM	1:36 PM	1:53 PM	2:10 PM
3:49 PM	4:06 PM	4:23 PM	4:40 PM
4:49 PM	5:06 PM	5:23 PM	5:40 PM

3 For this route and Route K, the blue zone is the flex zone

P. Route K Schedule and Map



ROUTE K CRYSTAL LAKE - ROCKFORD INTERURBAN								
WEEKDAY WEST BOUND								
CRYSTAL LAKE (METRA)	CRYSTAL LAKE (IL 176/ BRIARWOOD)	IL 176/DEAN	IL 176/UNION	MARENGO (TELEGRAPH/ STATE)	MARENGO (GRANT HWY/ PARK DR)	GARDEN PRAIRIE/ U S 20	BELVIDERE (STATE/ MEADOW)	ROCKFORD (EAST SIDE TRANSFER CENTER)
6:10	6:16	6:23	6:29	6:34	6:37	6:44	6:55	7:06
7:10	7:16	7:23	7:29	7:34	7:37	7:44	7:55	8:06
8:35	8:41	8:48	8:54	8:59	9:02	9:09	9:20	9:31
11:00	11:06	11:13	11:19	11:24	11:27	11:34	11:45	11:56
3:15 PM	3:21 PM	3:28 PM	3:34 PM	3:39 PM	3:42 PM	3:49 PM	4:00 PM	4:11 PM
4:15 PM	4:21 PM	4:28 PM	4:34 PM	4:39 PM	4:42 PM	4:49 PM	5:00 PM	5:11 PM
WEEKDAY EAST BOUND								
ROCKFORD (EAST SIDE TRANSFER CENTER)	BELVIDERE (STATE/ MEADOW)	GARDEN PRAIRIE/ US 20	MARENGO (GRANT HWY/ PARK DR)	MARENGO (TELEGRAPH/ STATE)	IL 176/UNION	IL 176/DEAN	CRYSTAL LAKE (IL 176/ BRIARWOOD)	CRYSTAL LAKE (METRA)
7:21	7:33	7:45	7:52	7:55	7:59	8:08	8:13	8:19
8:21	8:33	8:45	8:52	8:55	8:59	9:08	9:13	9:19
9:45	9:57	10:09	10:16	10:19	10:23	10:30	10:37	10:43
12:15 PM	12:27 PM	12:39 PM	12:46 PM	12:49 PM	12:53 PM	1:00 PM	1:07 PM	1:13 PM
4:30 PM	4:42 PM	4:54 PM	5:01 PM	5:04 PM	5:08 PM	5:15 PM	5:22 PM	5:28 PM
5:30 PM	5:42 PM	5:54 PM	6:01 PM	6:04 PM	6:08 PM	6:15 PM	6:22 PM	6:28 PM