McHenry County Transit Plan Implementation Task Force

Agenda
McHenry County Transit Plan
Implementation Task Force

DATE: October 24, 2012
TIME: 2:00 p.m. – 3:00 p.m.
LOCATION: McHenry County Division of Transportation, Conference Room
16111 Nelson Road, Woodstock, IL 60098

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1. **Call to Order** – Jason Osborn (MCDOT)

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

3. **Transit Grant Program**
   - MCRide update – Jason Osborn
   - Algonquin Township Road District – Anna May Miller
   - City of Marengo – Josh Blakemore
   - Faith in Action – Sarah J. Ponitz
   - Veterans Assistance Commission – Mike Iwanicki

4. **Transit Planning Activities**
   - Pace SE McHenry, Midday, and 805 Midday Merger with MCRide – Jason Osborn
   - Randall Road Bus Service – Scott Hennings (MCDOT)
   - UPDATED ITEM 806, 807, and 808 possible fixed-route modifications

5. **Funding Program Updates**
   - McHenry County JARC/NF project status – Jason Osborn
   - McHenry County Transit Grant Discussion – Jason Osborn

6. **Other Business**
   - MCRide ten-ride and round-trip punch card pricing – Scott Hennings
   - McHenry County 2040 Transportation Plan Public Meeting – Jason Osborn

7. **Next ITF Meeting**
   Next meeting: Wednesday, January 23, 2012, 2:00 p.m.

8. **Adjournment**

McHenry County Transit Plan
Implementation Task Force

Minutes
McHenry County Transit Plan
Implementation Task Force

DATE: October 24th, 2012
TIME: 2:00 – 3:00 p.m.
LOCATION: McHenry County Division of Transportation,
16111 Nelson Road, Woodstock, IL 60098

Attendees
McHenry County Staff: Jason Osborn, Scot Hennings
Faith in Action of McHenry County: Sarah Ponitz
Richmond Township Road District: David Bockelmann, Patricia ONeill
City of McHenry: Doug Martin
City of Crystal Lake: Brad Mitchell
Pace: Mary Donner, Dan Dembinski
Dorr Township: Bob Pierce
IL Bureau of Blind Services: Susan Dalton
Pioneer Center: Jeff Kurth
METRA: Rick Mack

The meeting started at 2:00 pm.

Mr. Hennings started the meeting by providing an update of the Transit Grant and MCRide program. The monthly ridership for both services saw a small dip during the summer months of June and July, 2012, likely due to the extremely hot temperature and school being out of session. Taken together, the transit grant program monthly ridership has jumped up to about 15,000 trips during August, after two months of ridership under 13,000. Mr. Hennings then focused specifically on MCRide program ridership, which experienced a similar trend of a low June and July with a rebound to almost 8,000 trips in August. The County portion of MCRide continues to increase, with the County providing almost 2,300 intercommunity trips in August. Finally, Mr. Hennings informed the group that MCRide has approximately 900 distinct riders every month using the service, each riding 9 times per month on average.

Mr. Pierce recounted the events experienced by a regular rider requesting a subscription service. Mr. Osborn said the rider was current in assuming that a subscription could be available if they rode regularly because it depends on total subscriptions offered at the same time.

Mr. Osborn then talked about the proposed Pace SE McHenry, Midday, and 805 Midday merger with MCRide. Importantly, the merger would allow riders in the current MCRide service area to travel down the Randall Road corridor. He discussed the pros and cons of the merger for riders, as well as the increased cost to the County. Mr. Osborn also discussed the proposed Randall Road fixed route bus and the modifications of the 806, 807 and 808 with the ITF. He talked about the strengths and weaknesses of the services, and asked the ITF about their opinions.

Mr. Hennings and Mr. Osborn then asked the group to rank proposed transit projects for the McHenry County 2040 Transportation Plan. These rankings will help prioritize transit investments for the County DOT.

Mr. Osborn moved on to talking about the status of the JARC/New Freedom grants and asked the FIAMC how they were spending down their transit grant. Ms. Ponitz replied that they had already spent down $40,000 due to high gas prices and increased demand for the transportation service. She said that she was relying on goodwill from her drivers to continue providing service throughout the rest of the year without reimbursement.

Finally, Mr. Hennings gave an update on the proposed MCRide fare cards. He explained that Pace prefers one-ride cards instead of ten-ride or two-ride cards because they need a paper trail for each fare collected. Mr. Hennings told the group that the MCDOT is now looking at printing one-way cards for Crystal Lake, Woodstock, and McHenry (each for $1.50) and an intercommunity (universal) card that will cost $3.00. He explained that the cost for the fare card is higher than the average fare being collected so the MCRide program would not lower their total fare collected. The cities of Crystal Lake and McHenry were asked whether they would be interested in purchasing and reselling these cards, but they said they would need to crunch some numbers before committing to do so.

To end the meeting, Mr. Osborn recapped the 2040 Transportation Plan Public Meeting that was held at the Crystal Lake City Hall. The public was able to review comments and talk with MCDOT staff about projects they would like to see. Similar to earlier public participation conducted, the public expressed their desires to invest in roads, transit, bicycles and pedestrians in a more or less equal manner.

The meeting was adjourned at 3:00 pm.

The next meeting is scheduled for Wednesday, January 23rd at 2:00 pm.

October 24, 2012

McHenry County Transit Plan Implementation Task Force

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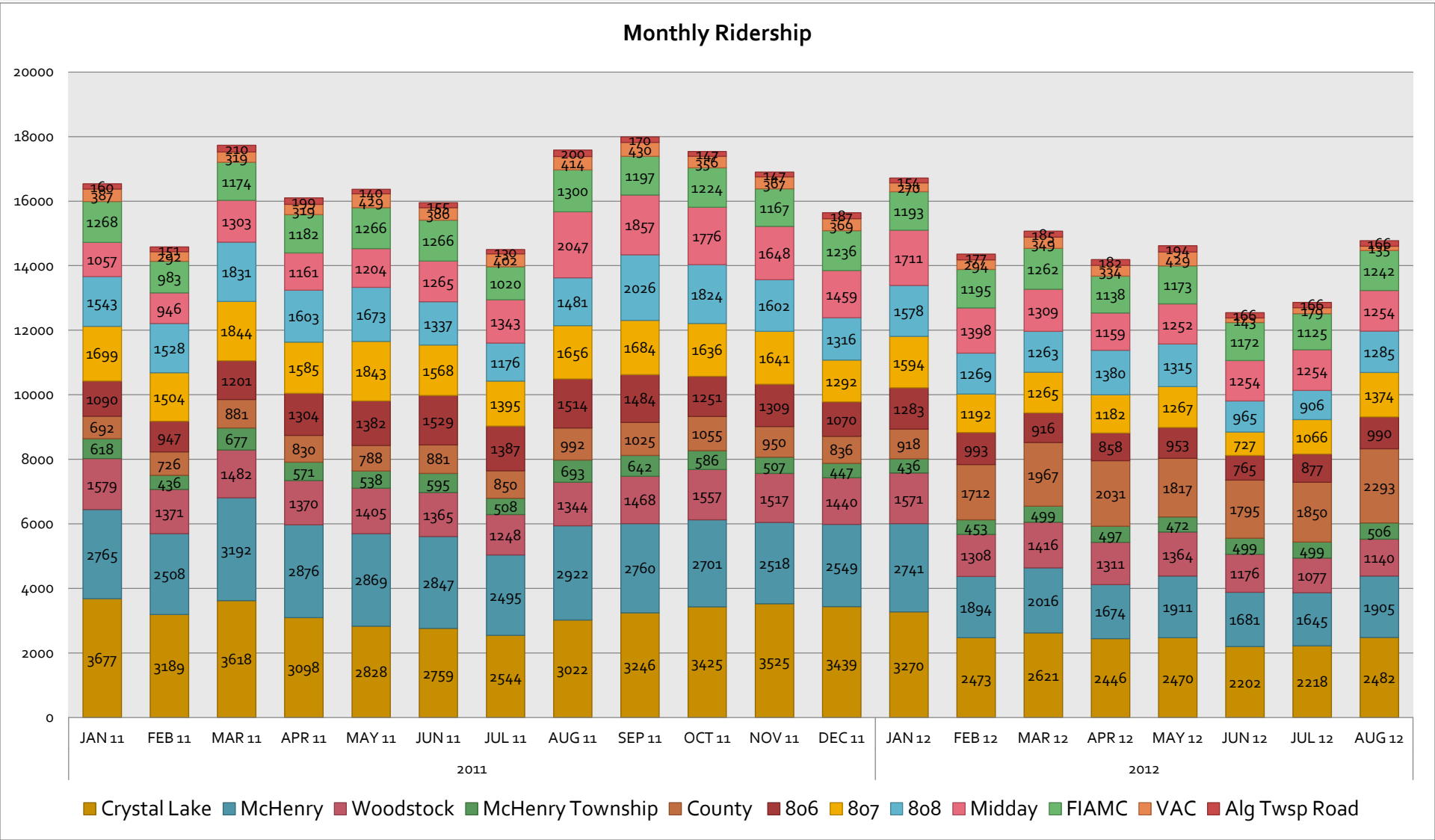
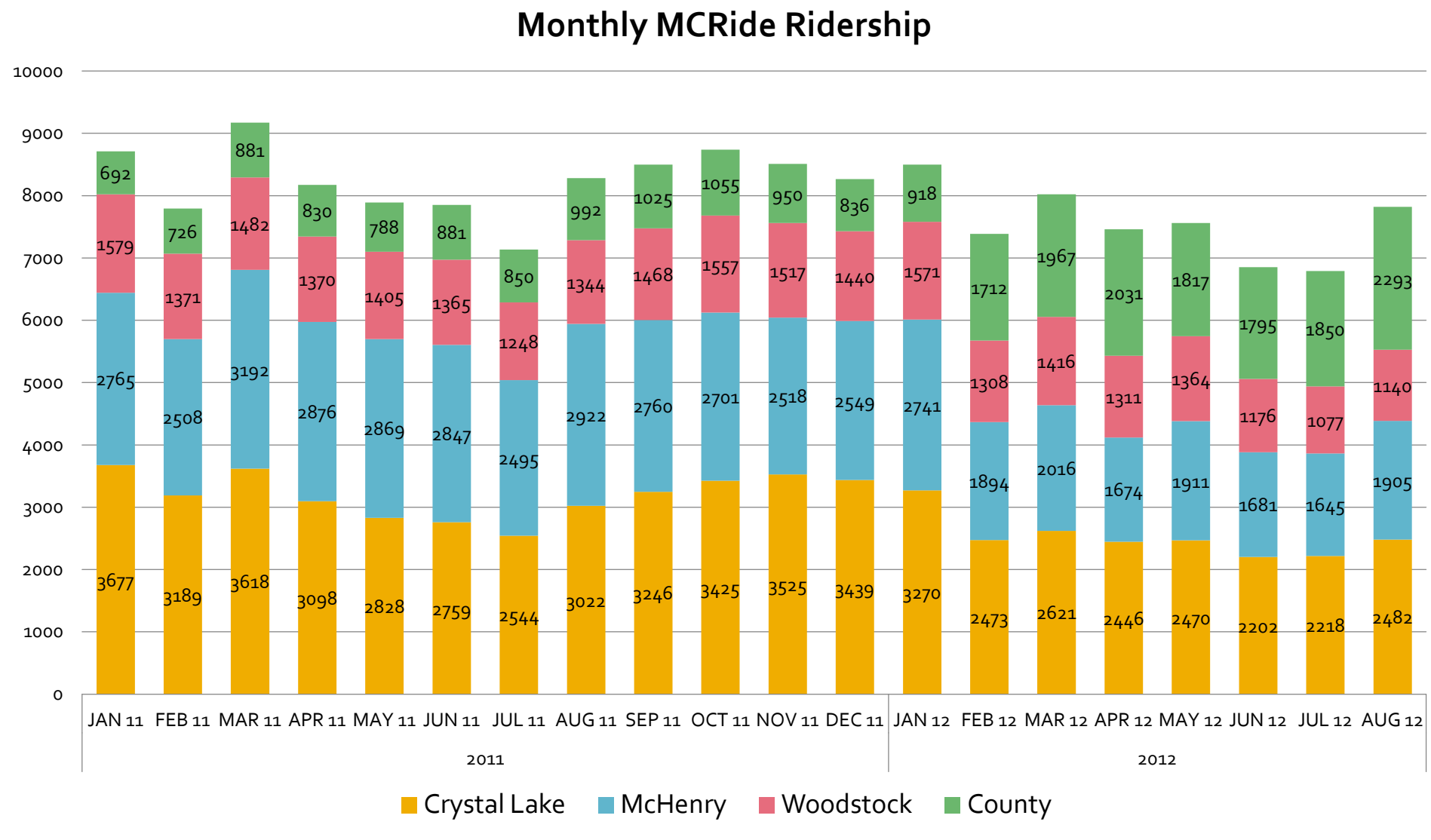
Transit Grant Program Update



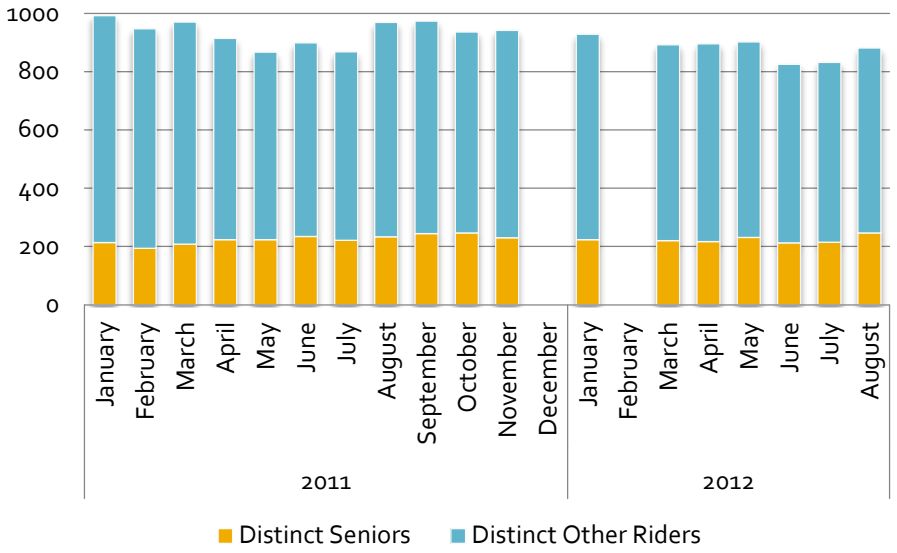
MCRide Update



MCRide Update

- June and July saw a decrease in the number of riders using MCRide
  - This was likely due to an unusually hot summer and school being out of session
- The number of distinct riders using MCRide has remained between 800 and 1000 individuals each month

MCRide Distinct Riders by Month



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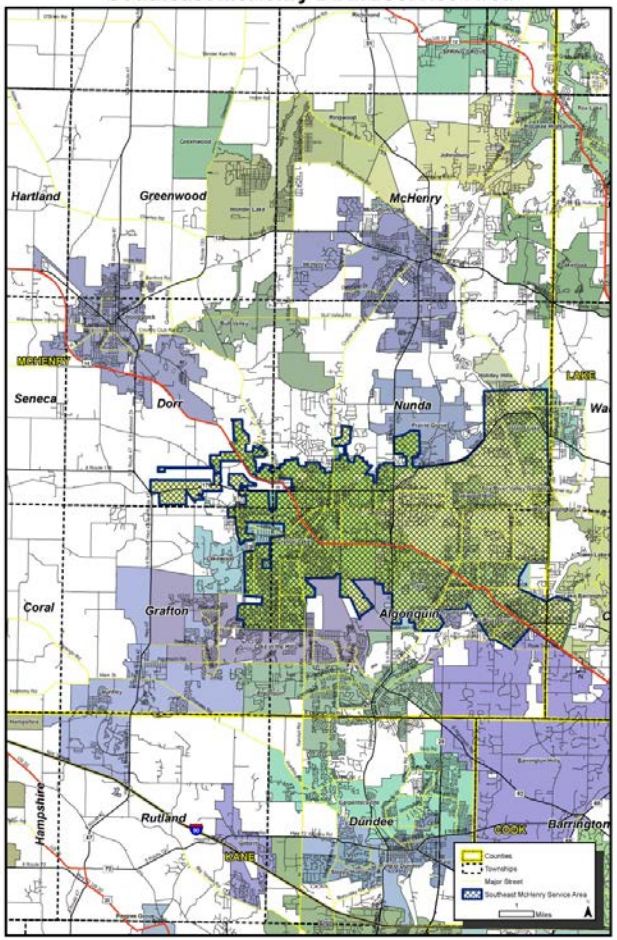
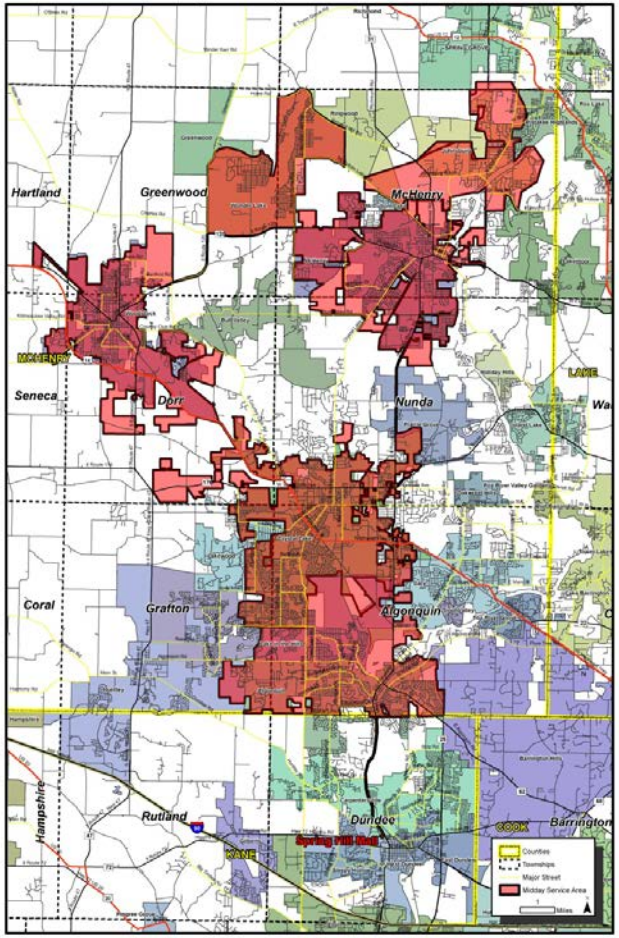
Pace SE McHenry, Midday, and 805 Midday Merger with MCRide

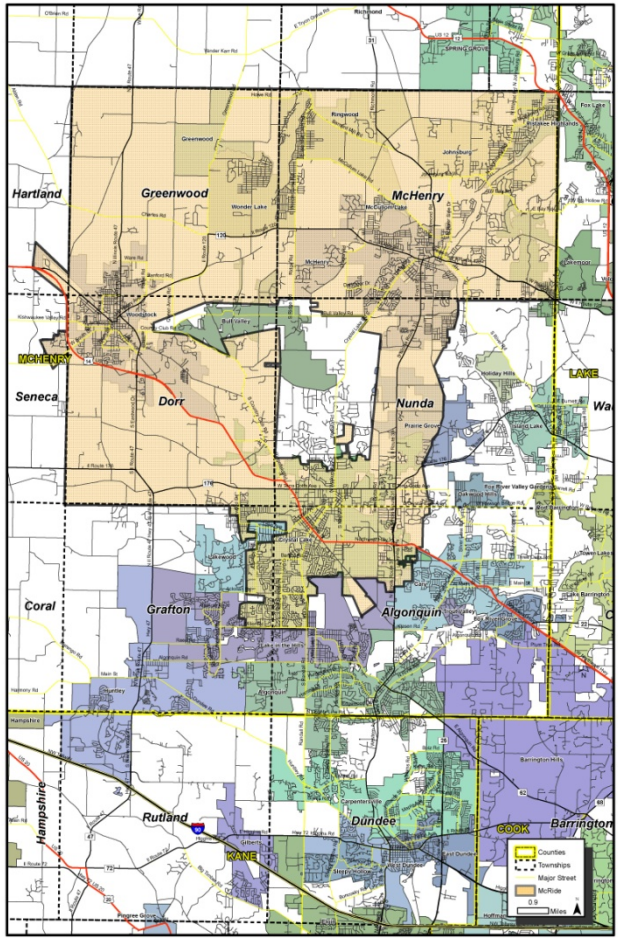
Southeast McHenry D.A.R.Service Area



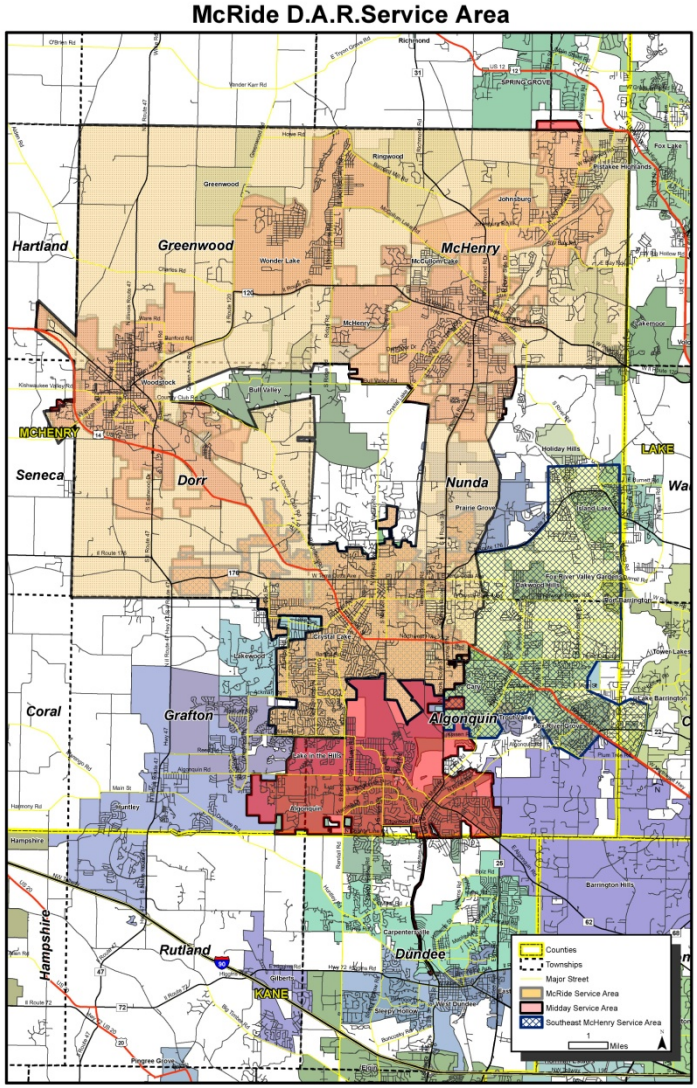
McHenry Midday D.A.R. Service Areas



McRide D.A.R.Service Area



Pace SE McHenry, Midday, and 805 Midday Merger with MCRide



- Merger would allow riders to access the commercial corridor along Randall Road.
- Questions to consider:
  - How much will total ridership increase if these services are merged?
  - With more intercommunity trips taken, by how much will the County's costs increase?
- Should this merger be a priority?
  - If so, why or why not?

Randall Road Bus Service

Crystal Lake-Elgin Route via Randall Road Service Characteristics	
Service Area	Crystal Lake, Lake in the Hills, Algonquin, Carpentersville, Sleepy Hollow, West Dundee, Elgin
Days of Service	Monday-Friday
Service Span	6:30 a.m. to 8:00 p.m.
Frequency	30-90 minutes
Vehicles	4
Estimated Operating Cost Daily Estimated Operating Cost Annually	$2,000-$3,500 $500,000-900,000
Estimated Capital Cost	$1,200,000
Strengths	Integrating service with existing Route 550 could result in greater ridership Route serves key destinations along Randall Road New service to the more densely populated southeastern McHenry County
Weaknesses	High operating and capital costs

Northbound

Pace 548**	Elgin TC*	Big Timber Metra***	Sherman Hospital	Chase	Country Inn	Galvin Tech	Randall/ Algonquin	Main/ Rt. 14	CL Metra	UP-N	Pace 806	Pace 808
6:22	6:30		6:39	6:43	6:48	6:53	7:00	7:12	7:20	7:23	7:30	7:30
6:52	7:00	7:05	7:10	7:14	7:20	7:25	7:32	7:44	7:52	7:55	8:15	
7:22	7:40		7:50	7:54	8:02	-	8:12	8:24	8:32	8:25	8:51	8:40
8:02	8:24	8:29	8:34	8:38	8:44	-	8:54	9:06	9:14	9:17		
9:07	9:15	9:23	9:25	9:29	-	-	9:38	9:50	9:58	10:01		
9:37	9:45	9:50	9:55	9:59	-	-	10:08	10:20	10:28	10:31		
	10:45	10:50	10:55	10:59	-	-	11:08	11:20	11:28	11:31		
	11:45	11:50	11:55	11:59	-	-	12:08	12:20	12:28	12:31	12:51	
	12:45	12:50	12:55	12:59			1:08	1:20	1:28	1:31		
1:37	1:45	1:50	1:55	1:57	-	-	2:06	2:18	2:26	2:29	2:51	2:00
2:07												3:05
2:37	2:50	3:00	3:03	3:08			3:17	3:29	3:37	3:40		
3:07											4:10	4:10
3:37	3:45	3:50	3:55	4:00	-	-	4:07	4:19	4:27	4:30	4:58	
4:07	4:15		4:25	4:30	-	-	4:37	4:49	4:57	5:00		5:05
4:37	4:55	4:58	5:05	5:10	-	-	5:17	5:29	5:37	5:40	5:36	
5:07	5:15		5:25	5:30	-	-	5:37	5:49	5:57	6:00	6:16	
5:37	5:40	5:43	5:50	5:55	-	-	6:02	6:14	6:22	6:25	6:49	
6:07	6:10	6:01	6:20	6:25	-	-	6:32	6:44	6:52	6:55		
		6:29										
6:37	6:45	6:39	6:55	6:59	-	-	7:06	7:18	7:26	7:29	7:38	
7:07	7:15	7:07	7:25	7:29	-	-	7:35	7:47	7:55	7:58	9:51	

* Black represents scheduled times of new fixed route services
**Blue represents scheduled times of connecting Pace bus routes
***Green and red represent scheduled times of Metra trains, with red indicating express trains

Southbound

Pace 806**	Pace 808	UP-N***	CL Metra*	Main/Rt. 14	Randall/ Algonquin	Galvin Tech	Country Inn	Chase	Sherman Hospital	Big Timber Metra	Elgin TC	Pace 548
			5:32	5:35	5:43	5:55			6:03	6:07	6:12	6:17	6:30
		6:00	6:09	6:12	6:20	6:32	-	-	6:40	6:45	6:51	6:55	7:00
		6:13	6:41	6:44	6:52	7:04	-	-	7:13	7:18	7:24	7:28	7:40
7:23	7:23	6:50	7:31	7:34	7:42	7:54	-	-	8:04	8:09	8:36	8:19	8:45
		7:35											
		8:00	8:10	8:13	8:21	8:33	-	-	8:43	8:48		8:58	9:15
8:12	8:23		8:40	8:43	8:51	9:13	-	-	9:23	9:26	9:36	9:36	9:45
			9:40	9:43	9:51	10:02	-	-	10:11	10:15	10:22	10:25	10:45
		10:00	10:40	10:43	10:51	11:02	-	-	11:11	11:15	11:22	11:25	11:45
			11:40	11:43	11:51	12:02			12:11	12:15	12:22	12:25	12:45
			12:40	12:43	12:51	1:02	-	-	1:11	1:15	1:22	1:25	1:45
			1:40	1:43	1:51	2:02			2:11	2:15	2:22	2:25	2:45
		2:00	2:30	2:33	2:41	2:53	2:58	3:03	3:10	3:15	3:22	3:25	3:45
	2:54		3:18	3:21	3:29	3:41	-	3:48	3:55	4:00	4:07	4:10	4:15
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4:05	3:50		4:18	4:21	4:29	4:41	-	4:48	4:55	5:00	5:07	5:10	5:15
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806,807, and 808 Fixed-Route Modifications

McHenry County 2040 Transit Plan
McHenry County Department of Transportation

Figure 4

Route 806

- Except for the number of riders getting on at the Crystal Lake Metra Station, the route picks up very few people. In order to capture additional ridership a few options to restructure the route are proposed as follows and shown on Figure 4:
  - The amount of retail on IL Route 31 north of McHenry has greatly expanded in recent years and the route should be shifted from IL Route 120 and Chapel Hill, where ridership is very low, to IL Route 31 (Richmond Road) and Johnsburg Road. The large new Walmart store along this route is set significantly back from the main road and may require routing onto the site to properly serve it. This revised routing would also serve the township senior center and a social service center serving families. This section of IL Route 31 is significantly more populated than the existing Chapel Hill corridor.
  - The lengthy deviations on one northbound morning and southbound afternoon trip via Elm-Oak-Orleans-McCullom Lake-Riverside should be discontinued and be served by dial-a-ride service.
  - The segment of the regular route along Ridgeview and Prime Parkway portion, already skipped on two southbound trips, does not have significant ridership and should be shifted to IL Route 31.
  - The counts do not reflect the significant ridership to/from the Pioneer Center. The Pioneer Center should be added as a timepoint on the schedule.
  - In order to capture the same ridership from the AM service, the schedule should be adjusted to provide earlier service in the afternoon.

806,807, and 808 Fixed-Route Modifications

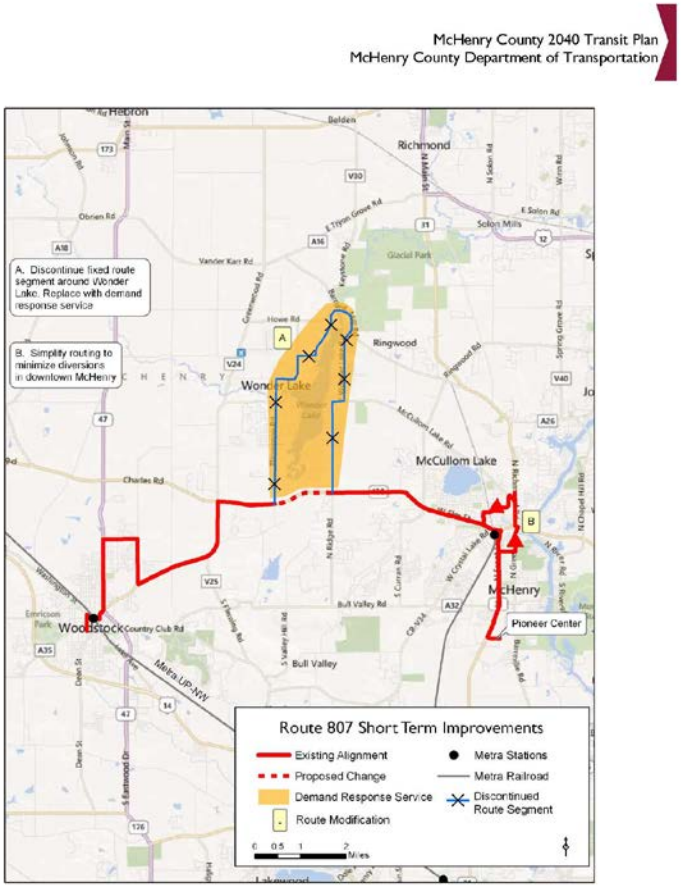


Figure 5

Route 807

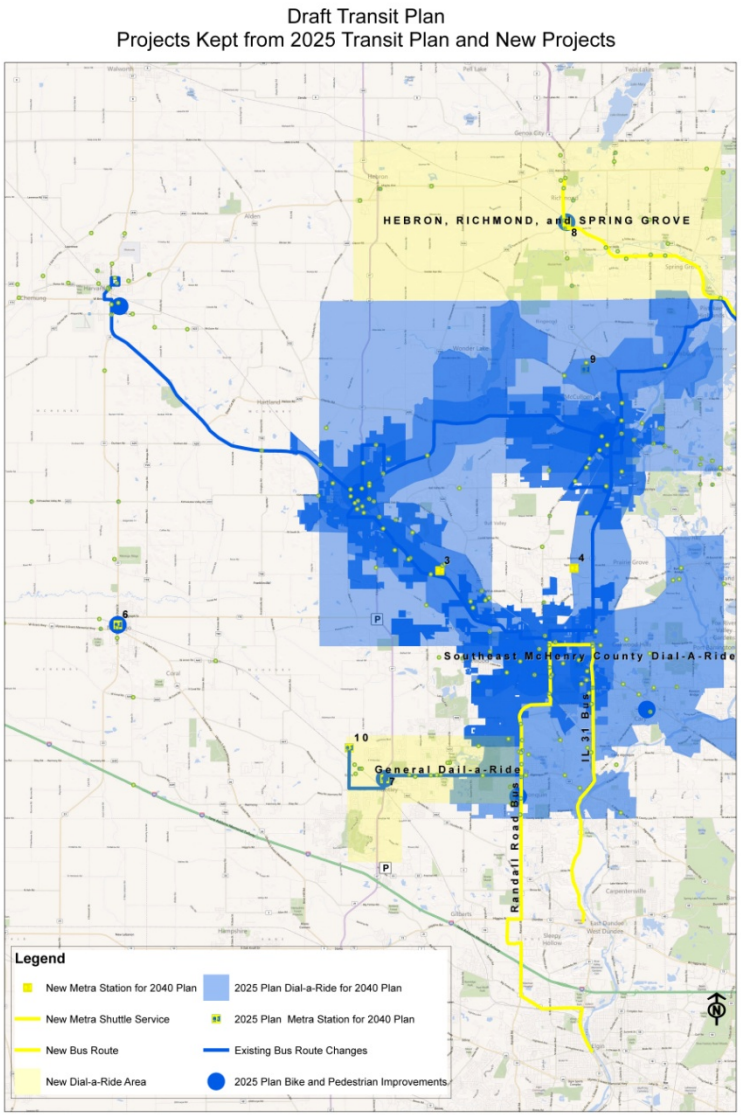
- Route 807 makes an approximately 10 mile loop around Wonder Lake, an area of lower density single family homes. It also serves the City of McHenry with various route deviations. Recommendations for restructuring Route 807 as shown on Figure 5 include:
  - The long diversion via Wonder Lake has very little ridership and it is recommended that it be replaced by dial-a-ride service. The service would operate via IL Route 120 between Thompson Road and East Wonder Lake Road instead of diverting around the lake.
  - The routing within the City of McHenry needs to be clarified, simplified, and made more uniform. Ridership counts should be analyzed carefully to pick a standard routing which incorporates the best parts of the downtown loop, the Orleans loop, and service to McHenry Commons. The Pioneer Center will need to continue being served on at least one morning and afternoon trip.

806,807, and 808 Fixed-Route Modifications

Route 808

- Route 808 provides service between Crystal Lake, Woodstock and Harvard. The route travels mainly via US Route 14 to link the three cities. Modifications to Route 808 are below:
  - Based on apparent low ridership, it is recommended that the route variations that serve Marian Central High School be discontinued and replaced by dial-a-ride for the occasional users, allowing the timetable to be greatly simplified.
  - The variable mid route layover times at Woodstock in the timetable should be reviewed and revised if appropriate. It is not clear what connections, or other purposes these are now required to serve.
  - Diverting all trips via Centegra Medical Center, at least on a trial basis (at least 6 months), should be considered. As an alternative, perhaps a light on the highway activated by the Medical Center, could notify bus drivers of a request to be picked up to travel either via eastbound or westbound.

Rank Transit Projects for the 2040 Plan



Project	Municipality	Description	Is this needed? (Y/N)	On a scale of 1 to 5, how important is this project? (1= not important and 5 = very important)	Does this meet the plans goals? (Y/N)	Write any additional comments here
Randall Road Bus Route	Crystal Lake, Lake in the Hills, Algonquin	Regularly scheduled fixed-route bus service running between Crystal Lake and Elgin via Randall Road.				
IL 31 Bus Route	Crystal Lake, Algonquin	Regularly scheduled fixed-route bus service running between Crystal Lake and the Spring Hill Mall on IL 31				
General Dial-a-Ride	Huntley, Lake in the Hills, Algonquin	New general public dial-a-ride service along Algonquin Road from Randall Road to Huntley				
Hebron, Richmond, and Spring Grove Dial-a-Ride	Hebron, Richmond, Spring Grove	New general public dial-a-ride service in Hebron, Richmond, and Burton Townships				
Southeast McHenry County Dial-a-Ride	Algonquin, Lake in the Hills, Cary, Fox Rive Grove	New general public dial-a-ride service in the Village of Algonquin, Lake in the Hills, Cary, and Fox River Grove				
Richmond Metra Shuttle Service	Richmond, Spring Grove	New shuttle bus service between Richmond and the Fox Lake Metra Station				
Restructure Existing Bus Routes	Woodstock, Crystal Lake, McHenry	Restructuring the existing Pace bus routes (806, 807 and 808) to make them run more efficiently				
New Woodstock Metra Station **(Project 3)**	Woodstock	New Metra Station between the current stations in Crystal Lake and Woodstock (3)				
New Nunda Township Metra Station **(Project 4)**		New Metra Station in Nunda Township along the McHenry spur (4)				
New Marengo Metra Station **(Project 6)**	Marengo	New Metra Station in Marengo (6)				
Project	**Municipality**	**Description**	**Is this needed? (Y/N)**	**On a scale of 1 to 5, how important is this project? (1= not important and 5 = very important)**	**Does this meet the plans goals? (Y/N)**	**Write any additional comments here**
New Huntley Metra Station **(Project 7)**	Huntley	New Metra Station in Huntley along IL 47 (7)				
New Richmond Metra Station **(Project 8)**	Richmond	New Metra Station in Richmond (8)				
New Ringwood Metra Station **(Project 9)**	Ringwood	New Metra Station in Ringwood (9)				
New Coyne Station Road Metra Station **(Project 10)**	Huntley	New Coyne Station Road Metra Station (10)				

Focus Group Rankings of Transit Projects

FOCUS GROUP RANKINGS

Transit Project	Average Ranking
Randall Rd Bus	3.0
General Dial a Ride	3.5
UP NW Upgrades	3.5
New Huntley Metra Station	4.0
Restructure Existing Bus Routes	5.0
New Marengo Metra Station	6.8
Southeast McHenry County Dial a Ride	7.0
IL 31 Bus	7.5
New Richmond Metra Station	8.5
New Nunda Township Metra Station	9.3
New Woodstock Metra Station	9.5
New Johnsburg Metra Station	10.0
New Coyne Station Rd Metra Station	10.0
Hebron, Richmond, Spring Grove Dial a Ride	10.3
Richmond Metra Shuttle Service	11.3
Alg. Rd Bus Service	15.0

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MCRide ten-ride and round-trip punch card pricing

Good for a **one-way** dial-a-ride trip within the City of Crystal Lake. This card is **not valid** on Metra, Pace Routes 806, 807, and 808 and other dial-a-ride services.

Dial 1-800-451-4599 to schedule a trip.

Pace personnel reserve the right to validate the authenticity of this ticket through verification of securing features.

This ticket belongs to: _____

Good for a **one-way** dial-a-ride trip within the City of Woodstock. This card is **not valid** on Metra, Pace Routes 806, 807, and 808 and other dial-a-ride services.

Dial 1-800-451-4599 to schedule a trip.

Pace personnel reserve the right to validate the authenticity of this ticket through verification of securing features.

This ticket belongs to: _____

Good for a **one-way** dial-a-ride trip within the City of McHenry. This card is **not valid** on Metra, Pace Routes 806, 807, and 808 and other dial-a-ride services.

Dial 1-800-451-4599 to schedule a trip.

Pace personnel reserve the right to validate the authenticity of this ticket through verification of securing features.

This ticket belongs to: _____

Good for a **one-way** dial-a-ride trip within the MCRide service area, which includes the Cities of Crystal Lake, Woodstock and McHenry. For seniors and people with disabilities, the MCRide service area also includes McHenry, Greenwood, and Dorr Townships. This card is **not valid** on Metra, Pace Routes 806, 807, and 808 and other dial-a-ride services.

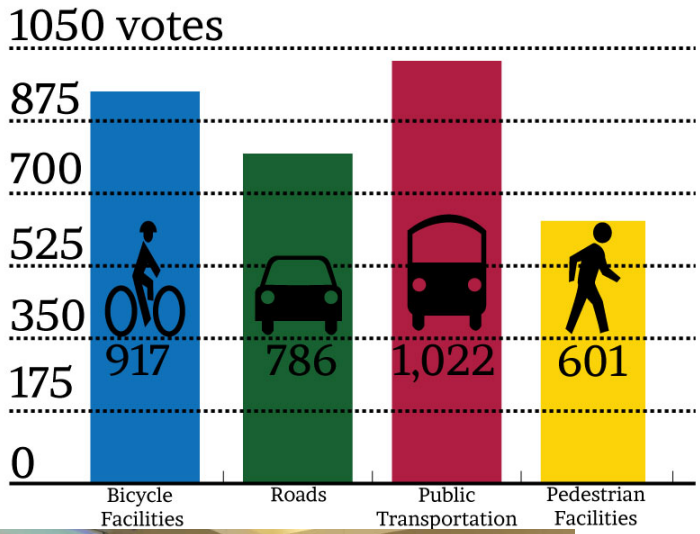
Dial 1-800-451-4599 to schedule a trip.

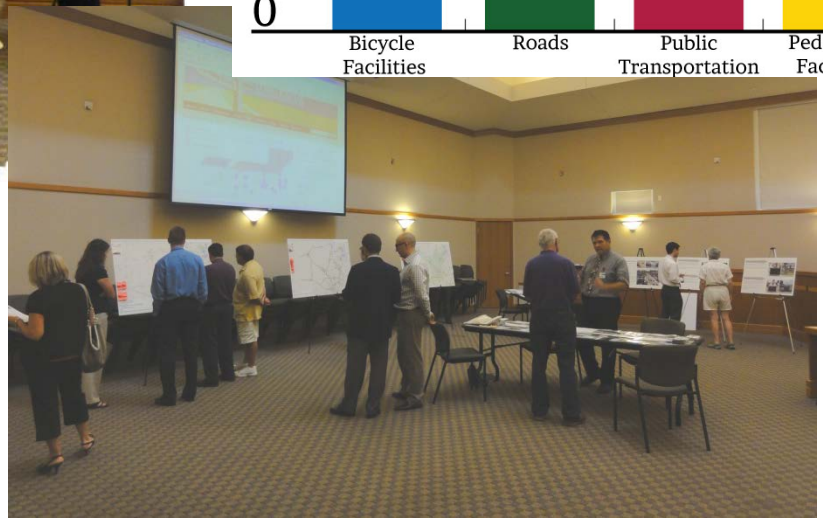
Pace personnel reserve the right to validate the authenticity of this ticket through verification of securing features.

This ticket belongs to: _____

McHenry County 2040 Transportation Plan Public Meeting

Strong Support for Transit Continues





Thank You for Attending!

Next meeting: Wednesday, January 23 at 2:00 p.m.