

# McHenry County Transit Plan Implementation Task Force

## Agenda

McHenry County Transit Plan  
Implementation Task Force

**DATE:** July 24, 2013

**TIME:** 2:00 p.m. – 3:00 p.m.

**LOCATION:** Crystal Lake City Hall  
100 W. Woodstock Street, Crystal Lake, IL 60014

1. **Call to Order** – Scott Hennings (MCDOT)
2. **Public Participation/Open Comment Period**
3. **Transit Grant Program**
  - Veterans Assistance Commission – Mike Iwanicki
  - Senior Care Volunteer Network – Sarah Ponitz
4. **MCRide Update** – Scott Hennings
5. **2040 Long Range Transportation Plan Transit Component Presentation**
6. **Funding Program Updates** – Jason Osborn
  - McHenry County JARC/NF project status
  - Senior Grant project status
7. **Other Business** – Scott Hennings
  - Transit Grant Program Timeline Discussion
8. **Next ITF Meeting**  
Next meeting: Wednesday, August 7, 2013, 2:00 p.m.
9. **Adjournment**

# McHenry County Transit Plan Implementation Task Force

## Minutes

McHenry County Transit Plan  
Implementation Task Force

**DATE:** July 24, 2013  
**TIME:** 2:00 – 3:00 p.m.  
**LOCATION:** Crystal Lake City Hall  
100 W. Woodstock Street, Crystal Lake, IL 60014

### Attendees

McHenry County Staff: Scott Hennings, Jason Osborn  
Senior Care Volunteer Network: Sarah Ponitz, Tom Aquilina  
Pace: Mary Donner, Dan Dembinski  
Pioneer Center: Tom Riley  
Metra: Rick Mack  
Senior Services Associates: Meg LaMonica, Bee Rettinger  
Bureau of Blind Services: Susan Dalton  
City of Crystal Lake: Brad Mitchell  
City of Harvard: Dave Nelson  
City of Woodstock: Roscoe Stelford  
Horizons for the Blind: Aaron Mason  
McHenry County Administration: John Labaj

The meeting started at 2:00 pm.

Scott Hennings from the MCDOT began the meeting by asking everyone to introduce themselves and the floor was opened for public comment. Mary Donner from Pace Suburban Bus System mentioned that Grafton Township recently switched from a Township-owned vehicle to a Community vehicle leased from Pace. This will allow them to save money while still providing transportation for seniors in Grafton Township. She also said that they applied for Senior Services Grant funding to help offset the cost of their senior transportation service. Sarah Ponitz from Senior Care Volunteer Network told the group that they were in the process of getting a new transportation database system to increase efficiency.

The discussion then turned to a recent disruption of communication at the Pace Call Center on Tuesday, July 23<sup>rd</sup>. Riders were calling to schedule a trip but were hearing a busy tone because the phones were not working at Pace. Dan Dembinski and Mary Donner mentioned that Pace was looking at how to make sure that updates could be provided to riders during natural disasters, such as using Facebook updates. Jason Osborn from the MCDOT mentioned that MCRide was experiencing more capacity

## McHenry County Transit Plan Implementation Task Force

issues and was looking at how to modify the definition of a “capacity” versus an “adversarial” denial.

Scott Hennings then provided an update of MCRide. He mentioned that the MCDOT, McHenry Township, and the Cities of Crystal Lake, McHenry and Woodstock have applied for a Senior Grant in order to help offset the cost for providing senior transportation.

The discussion then turned to the County’s 2040 Long-Range Transportation Plan Transit Component. Jason Osborn gave an identical presentation to the one that was given last month to the Transportation Committee of the County Board, which provided an overview of the current transit services, proposed new transit services, as well as how the proposed projects meet the goals and objectives of the 2040 Plan.

After the presentation, Susan Dalton from the Bureau of Blind Services said she attended the Transportation Committee meeting in which the Transit Component was discussed, and got the feeling that the Committee didn’t seem all that excited about transit in McHenry County. Mary Donner added that until recently many people didn’t even know there was a bus in the County and are still relatively unfamiliar with transit issues.

Rick Mack from Metra told the group he was glad to see that the Metra UP-NW Upgrades are a priority for many people in the County because it sends a powerful message to State and Federal officials, who will ultimately bear much of the cost. He also mentioned that it was important for the MCDOT to focus on highway congestion mitigation in certain areas of the County. Specifically, it was mentioned that it is not enough to widen existing State routes, but that the County should be looking at adding bypasses in certain heavily traveled locations.

Next, Jason and Scott gave an overview of the JARC/NF federal operating assistance grants for MCRide. They said that the Regional Transit Authority has given assurances that the grant will be extended for MCRide for at least two years due to the Federal Reauthorization bill known as MAP-21. It is unknown if it will continue after 2016.

Finally, Mr. Osborn informed the group that there will soon be a call for projects for the new McHenry County Transit Grant Program, which the ITF will help administer. This grant cycle will include \$100,000 per year for transit improvements and \$100,000 per year for bicycle and pedestrian improvements in the County. Mr. Osborn told the group that there will likely be a meeting in the near future to do a call for projects.

The meeting was adjourned at 3:10 p.m.

The next meeting is scheduled for a yet to be determined date.

JULY 24, 2013

ITF

Sign-in

<u>NAME</u>	<u>AGENCY</u>
JASON OSBORN	MCDOT
Susan Dalton	Bur. of Blind Serv.
Brad Mitchell	City of Crystal Lake
DAN DEMBINSKI	PACE
DAVE Nelson	City of Harvard
Mary L. Donner	Pace
Rick Mack	METRA
Meg LaMonica	Senior Services Assoc, Inc.
Lee Kettinger	Senior Services Assoc Inc
Jan Aguirre	SCW
Jarom Kovitz	Senior Care Volunteer Network
Scott Hennings	MCDOT
<del>Tom Riley</del>	Pioneer Center
Roscoe Stefford	City of Woodstock
<del>Tom Riley</del>	<del>400</del> <del>500</del> <del>600</del> <del>700</del> <del>800</del> <del>900</del> <del>1000</del>

Transportation Committee Presentation  
June 19, 2013



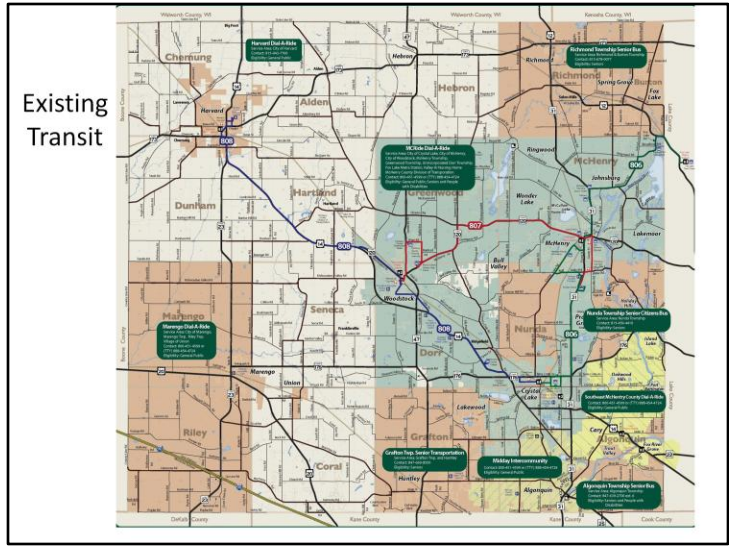
Draft Transit Plan

## Transit Plan



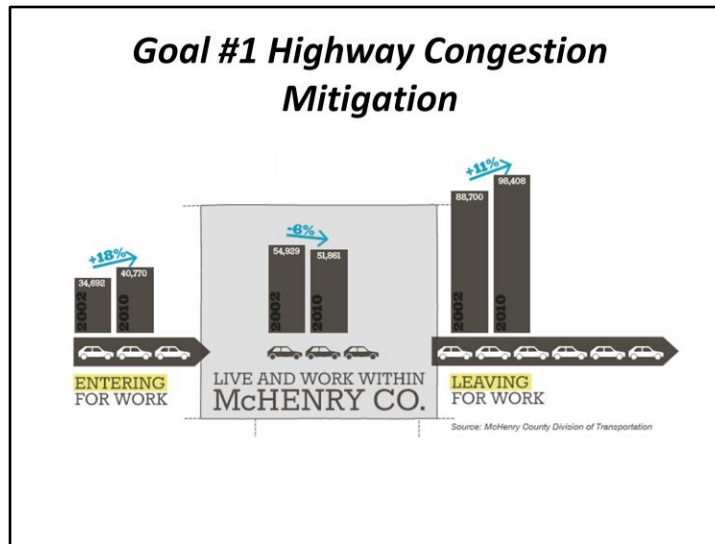
This chapter presents the long term transportation plan for transit services and infrastructure in McHenry County. It highlights the need for this type of infrastructure investment and service operations in order to meet the goals and objectives of the plan. Then, the County's potential role in implementing these types of projects is discussed.

Existing  
Transit



The County is served by the Union Pacific Northwest commuter rail service to Chicago and limited bus service (See Figure 1). The County has commuter rail stations in Harvard, Woodstock, Crystal Lake, Pingree Road, Cary, Fox River Grove and a branch that goes to McHenry. Many County residents also access the Milwaukee District West service at the Big Timber Road station in Elgin and the Milwaukee District North service in Fox Lake. Pace operates three bus routes in the County, the 806 between Crystal Lake and Fox Lake via McHenry and Johnsburg, the 807 between Woodstock and McHenry, and the 808 between Harvard and Crystal Lake via Woodstock. These routes, referred to as fixed-routes, operate during the week on regular fixed schedules.

Richmond, McHenry, Nunda, Algonquin, and Grafton Townships provide seniors and some individuals with disabilities some demand-response services. Demand-response refers to a service that requires individuals to call in advance to schedule a vehicle to provide a single trip. When these services are designed to serve the senior population and individuals with disabilities service they are considered paratransit services. The City of Harvard and the City of Marengo have dial-a-ride services open to the general public. The cities of Crystal Lake, McHenry, and Woodstock are under one demand-response service called MCRide provided through a contract between McHenry County and Pace. Other services are provided by non-profits such as the Senior Care Volunteer Network and agencies such as the Veteran’s Affairs Commission.



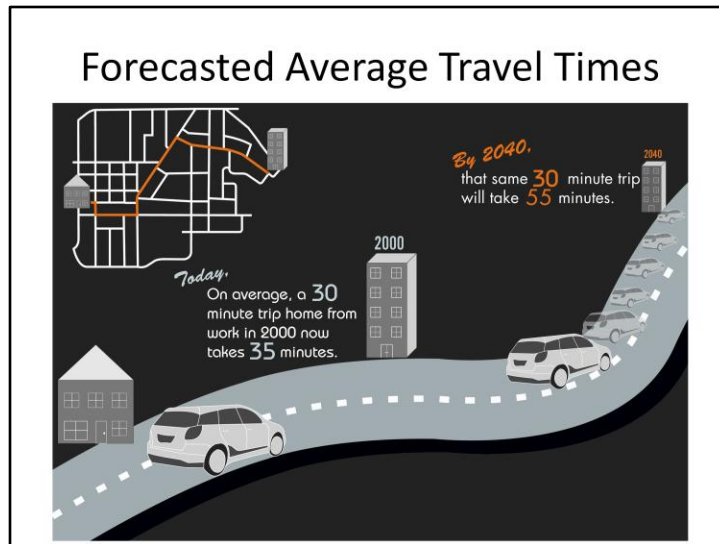
The goal is to have a reliable arterial road network. This goal is to be balanced with the need to preserve the character of McHenry County and the ability to maintain the existing transportation infrastructure.

Since 2002, the number of individuals living and working in McHenry County declined while the number of residents working outside the County and the number of workers living outside the County have grown (See Figure 2).

The pressure to accommodate the nearly 100,000 workers commuting out of the County, over 40,000 workers coming into the County, and 50,000 workers commuting within the County has created a demand to widen highways everywhere and to expand commuter rail service to new areas. As these work pattern trends continue, the pressure on the existing transportation network to accommodate conflicting flows will grow more difficult to address. In recent years, many highway projects have been completed or initiated to address these concerns. These efforts will by design fall short of accommodating the County's future traffic needs.

By the end of 2012, U.S. 14 in Crystal Lake, IL 120 in McHenry, IL 31 from Washington Street to Running Brook Farm Road in McHenry, IL 47 south of Reed Road in Huntley, Algonquin Road, and Rakow Road had been built with what can be considered their ultimate automobile capacity. Current construction of the Western Algonquin Bypass might be the last major project to relieve chronic congestion in Algonquin. Charles J. Miller Road in McHenry is also being built to what is likely its ultimate highway capacity. Designers are currently drafting what is likely the ultimate highway capacity for U.S. 14 between Crystal Lake and Woodstock, IL 47 from Reed Road north through Woodstock to Charles Road, and IL 31 from IL 176 to IL 120, and Randall Road.



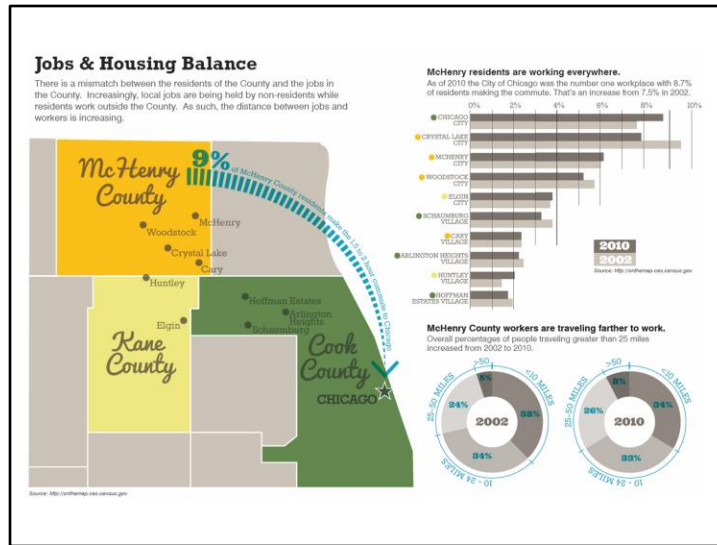


Highways are designed to handle just the amount of traffic forecasted to use the highway on any given day twenty years in the future. It has generally been assumed that a new design process will begin as a highway reaches capacity in order to provide greater capacity. In the near future, a sizeable portion of McHenry County's main highways will be nearly impossible to widen to accommodate additional traffic. Traffic models predict that the average 35 minute trip today in the County will take 55 minutes in 2040 . This average jumped 5 minutes between 2000 and today (2010). Under such circumstances, mass transit, sidewalks, and bicycle trails increasingly become the capacity that can be added.

## Transit has always been a choice



As highway congestion grows, transit in particular will become a quicker, more reliable, and more cost effective choice if a service is provided. When given a choice, people choose to ride transit if it is faster, more reliable, and cheaper than driving. For McHenry County residents, the largest destination for work is Chicago; and, it is has been served well by passenger rail for over 100 years. Between 2002 and 2010, ridership on the Union Pacific Northwest line serving McHenry County grew more than 20% from 9.1 million to 11.0 million trips/year.



Based on the 2010 census, 8.7% (12,276) of the workers living in McHenry County commute to Chicago each day. This percentage has grown from 7.5% in 2002 and is now greater than the percentage working in Crystal Lake. Of these commuters to Chicago, an estimated 40% use Metra each day. This estimate is based on the number of Metra riders in 2006 that boarded on an average day in McHenry County and the number of workers traveling to Chicago ( $4,192/10,236 = 41\%$ ). If each one of these individuals drove to work, the regional highways would have to accommodate approximately 8,400 additional vehicle trips per day and the parking garages in Chicago would need space for an additional 4,200 spots for McHenry County residents. The high percentage of commuters use Metra to travel to Chicago is predictable because the service is faster, more reliable and much cheaper than driving and paying for parking. However, the use of transit to other destinations today is generally impossible. Where possible, the current options are slower, far less reliable, and slightly cheaper than driving.

## Goal #2 Safety

### Fatal Crash Statistics

Crash Type	2005		2006		2007		2008		2009		2010		2011	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Angle	4	13%	2	6%	10	33%	2	11%	1	7%	1	7%	1	7%
Animal	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Fixed object	8	27%	11	34%	6	20%	4	22%	6	40%	4	29%	3	21%
Head on	9	30%	7	22%	7	23%	4	22%	2	13%	1	7%	1	7%
Other non collision	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Other object	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Overturned	1	3%	2	6%	0	0%	4	22%	3	20%	1	7%	1	7%
Parked motor vehicle	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Bicyclist	0	0%	0	0%	0	0%	0	0%	0	0%	1	7%	1	7%
Pedestrian	2	7%	1	3%	2	7%	2	11%	2	13%	2	14%	2	14%
Rear end	4	13%	0	0%	0	0%	1	6%	1	7%	1	7%	0	0%
Sideswipe opposite direction	2	7%	3	9%	1	3%	0	0%	0	0%	0	0%	1	7%
Sideswipe same direction	0	0%	2	6%	0	0%	0	0%	0	0%	0	0%	0	0%
Train	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Turning	0	0%	4	13%	4	13%	1	6%	0	0%	3	21%	4	29%
Unknown	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	30		32		30		18		15		14		14	

In six years, the number of fatalities in the County has been reduced by 50%. As seen in Table 1, the annual number of fatalities has dropped from approximately 30 each year to approximately 14 each year. However, the annual number of bicycle and pedestrian fatalities has remained constant and trending higher from 2 to 3 each year.

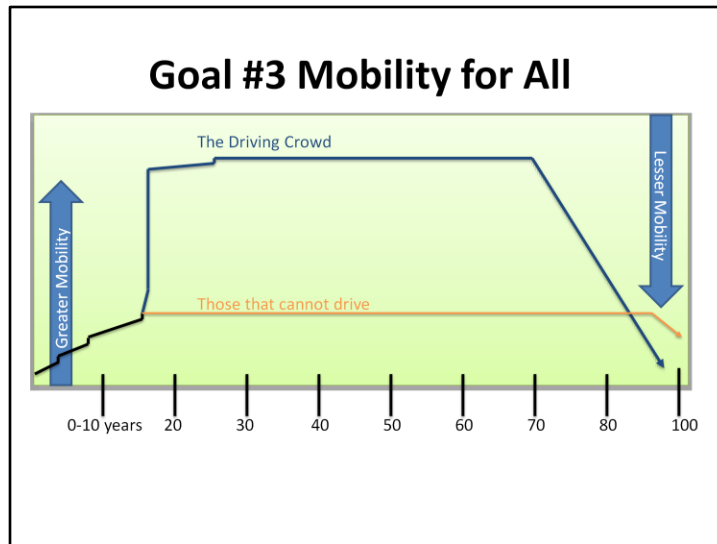
Providing safe bicycle and pedestrian access to transit services is a critical aspect of making transit a real option for people. Every transit trip begins with a bicycle or pedestrian trip. In six years, the number of transportation-related fatalities in the County has been reduced by 50%. As seen in Table 1, the annual number of fatalities has dropped from approximately 30 each year to approximately 14 each year. However, the annual number of bicycle and pedestrian fatalities has remained constant and trending higher from 2 to 3 each year. These statistics suggests that a bicycle and pedestrian facilities are not being improved as they being used more. As such, improvements to bicycle and pedestrian infrastructure in the County would likely improve safety, accommodate greater bicycle and pedestrian trips, and thereby promote transit use.

## Personal Safety



Although personal safety on a vehicle has not been an issue in McHenry County, personal safety in Chicago continues to steer many away from using Metra to connect to CTA trains and buses. In a June 23, 2012 Chicago Tribune article “CTA thefts, robberies on rise since 2009”, Hilkevitch, Bodens, and Germuska provide an analysis of crime trends on the CTA. In 2011, about 5,800 crimes were reported on the CTA. Thefts were the highest number of crimes climbing 42 percent between 2009 and 2011. CTA officials reminded the Tribune at the time that over 532 million rides were provided on the CTA in 2011. This means that a crime occurs for about every 100,000 trips.

The CTA offers safety tips including staying alert and awake. The CTA specifically asks riders to not become too engrossed in a book, an activity enjoyed by many Metra riders. Additionally, the wooden CTA platforms drop down to electrified tracks. Those traveling with children are urged to allow extra time and to carry small children through the turnstiles and to hold them back from the edges of the platform. Parents with strollers have to use the stairs except where elevators have been installed.



The goal is to improve the transportation in the County to meet the needs of seniors, children, persons with disabilities, and people without automobiles. The objective is to lower the costs incurred by individuals, families, not-for-profit organizations, and government agencies related to accessing basic services. Throughout one's lifetime, one's relative mobility generally changes with age. In McHenry County, those that drive have far greater mobility during most of their lifetime than those that cannot drive.

At a point in life where driving is no longer an option, those that learned how to access and use the limited transit services available while they were younger are likely to have greater mobility than life-long drivers. For most, that time can come early in life following an accident or a medical procedure. For some, this could occur temporarily due to economic hardship. For all, basic and regularly scheduled transit services provide greater mobility than having to rely solely on the automobile.

## American Association of Retired Persons

“the mobility needs of an aging population, the focus of transportation planning and policy must shift from increasing road capacity to providing more multimodal solutions”.

With the growing elderly population, many of the senior residents are underserved by public transportation. Based on input from stakeholders in the community and research of issues and best practices, McHenry County needs to make certain improvements to accommodate the transportation needs of senior citizens. Some recommendations include coordination with other entities and public education. Also, volunteer organizations will continue to serve a critical role in senior transportation in the County. The American Association of Retired Persons (AARP) Public Policy Institute found that in order to accommodate “the mobility needs of an aging population, the focus of transportation planning and policy must shift from increasing road capacity to providing more multimodal solutions”. Improvements for the aging population will also improve the quality of life for the entire community.

## ***Goal #4 Transportation Choices***



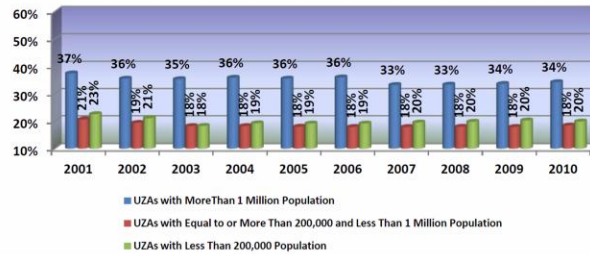
The goal is to become a bicycle and pedestrian friendly County with improved commuter rail and local bus services. One objective of this plan is to identify where missing links to the sidewalks and bikeways are needed. Another objective of the plan is to restructure local bus services and add additional commuter rail services.

Like drivers, transit riders pattern their lives based on their commutes and choices. Unlike drivers, transit riders must conform their schedules to fit the service schedules and service types provided in McHenry County. These services have a small geographic foot-print and can be limited to early morning and early afternoon (See Figure 8). Many make hard choices about where and how to live in order to access basic services. As such, providing transit as a true choice is a function of geographic coverage, service duration and frequency, and service type.

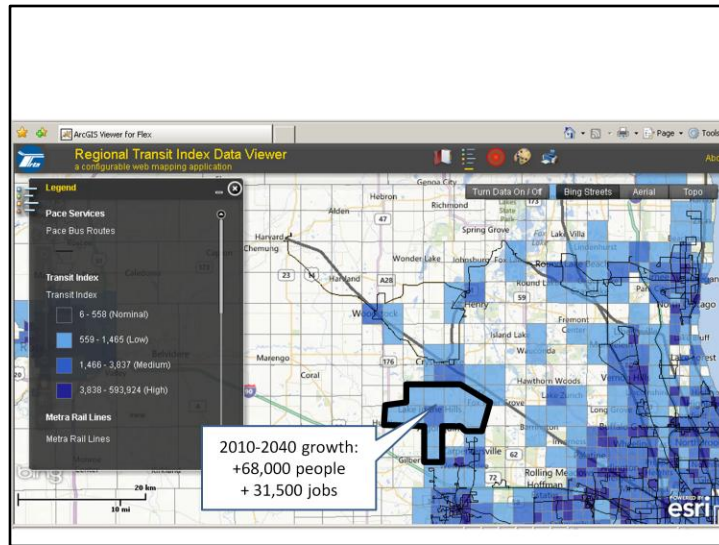
In the last thirty years, little has changed in the County in terms of transit. Metra added its first station in over 100 years in the County when the Pingree Road Station opened in 2005. In 2012, after decades of operating independently, the Crystal Lake, McHenry, and Woodstock dial-a-ride services were combined into a single service called MCRide. The calls for the McHenry Township Senior Express service are coordinated with MCRide to provide users in the Township a single contact point and greater choices. In December 2012, Pace restructured Pace Bus Route 806 to travel p IL 31 in McHenry and Route 807 more directly between Woodstock and McHenry, and refined the Route 808 schedule.



## 2010 Farebox Recovery Ratios in the United States by Urban Zone Area size (UZAs)



Wanting to have a transit as a choice and actually using transit are two distinct indicators of need. To better predict the likely level of transit service that a given geographic area will actually supports, planning staff at the Regional Transportation Authority (RTA) developed a Transit Demand Index (TDI) based on an analysis of existing service in the RTA service area. These have been correlated with a number of demographic characteristics and the ones with the most direct relationships identified. This means that areas shown to be able to support a certain level of transit service by the TDI are not based on general transit market indicators but on very specific indicators of where and when transit meets the performance expected in the Chicago region. The threshold for the provision of transit services in Chicago is in general far more difficult to meet than other areas of the Midwest. For example, urban areas with over 1,000,000 persons tend to have fare box recovery ratios, an indicator of how much the costs are covered by fare revenues, between 30 and 40 percent. Urban areas less than a million will have recovery ration around 20% .



The RTA TDI shows that the increased potential for transit ridership is based on adult population and senior population. People in households with children are less likely to ride transit and more cars in a household will reduce transit demand. Also, retail workers have a high likelihood of riding transit, while other types of employment don't ride transit as much.

The RTA has created an online map of the region (<http://www.rtams.org/RTG>) showing areas of high, medium, and low transit demand based on these factors. Figure 10 shows the map for McHenry County, and adjacent areas of the RTA service area. Areas that offer medium to high levels of support for transit in McHenry County include:

- Woodstock
- McHenry
- Crystal Lake
- Cary/Fox River Grove
- Algonquin

- Marengo
- Spring Grove/Richmond and the Harvard area have some quarter mile sections that show medium or high levels of support.

An area over 9 miles square between Crystal Lake, Huntley, and Elgin that has no commuter rail, bus routes, and limited demand-response/paratransit services meets the criteria for low to medium transit service. This area encircled in Figure 10 had 106,000 residents and 26,600 jobs in 2010. By 2040, this area will become far more transit supportive. Between 2010 and 2040, over 30% of the population growth of the County will likely occur in this area. An estimated 68,000 additional persons will be living here for a total of 174,000 and an additional 31,500 jobs are to be added making the total jobs in this area 58,100.

## ***Goal #5 Environmental Quality***

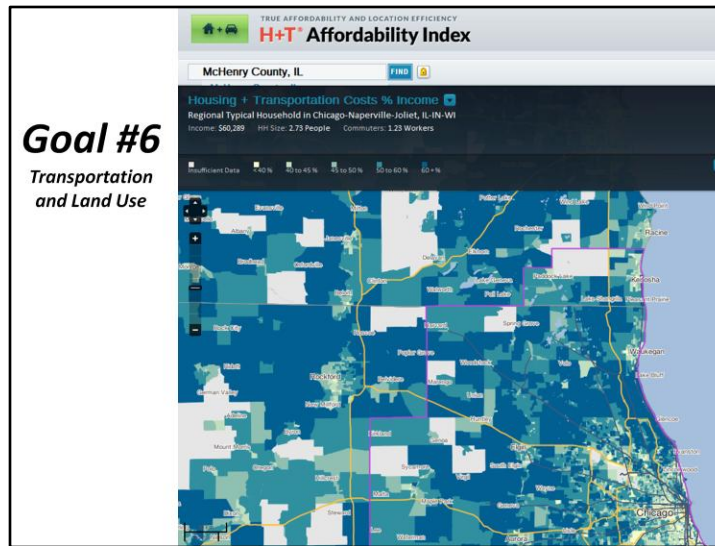


The goal is to promote ecological and human health. One objective of this plan is to balance the other objectives with the need to protect and enhance certain habitats and improve the quality of life in certain neighborhoods. One objective is to adopt innovative best practices in roadway design to limit or mitigate negative impacts to surface and ground water. Another objective of the plan is to identify transportation infrastructure to promote healthy and active living.

Increased levels of transit use would result in significant benefits in terms of health and physical fitness, the environment, and transportation-related effects. The following are some benefits resulting from the implementation of expanded transit services in the County.

Replacing automobile trips with shared mass transit trips can have significant environmental benefits. Between 30 and 45 percent of Americans live in areas impacted by traffic-related air pollution. A single person, who replaces a 20-mile round-trip car commute with public transit can reduce his annual CO<sub>2</sub> emissions by 4,800 pounds per year, equal to a 10 percent reduction in all greenhouse gases produced by an average two-adult, two-car household (Davis, Todd, and Monica Hale. (2007). *Public Transportation's Contribution to US Greenhouse Gas Reduction*. McLean, VA: American Public Transportation Association). McHenry County residents, with their longer average commutes, will see even greater health benefits when using transit.

Transit is inherently linked with active modes of transportation, such as walking and biking. In fact, each transit trip typically generates two trips by foot; one for the rider to reach the transit vehicle, and another for the rider to get from the vehicle to their destination. These short trips taken by "active" modes of transportation are important in helping to improve community health. It is estimated that public transit users take 30 percent more steps and spend roughly eight more minutes walking each day than drivers (Edwards, R. 2008. *Public Transit, Obesity, and Medical Costs: Assessing the Magnitudes*. *Preventative Medicine*, 46(1); 14-21. January.).



The goal is to prioritize economic development by supporting development and industry. An objective of the plan is to identify areas of high employment and areas of higher unemployment levels that can positively benefit from new transportation infrastructure investments.

Transit oriented development (TOD) is a recognition of the difficulties and opportunities of transit services. Difficulties include providing service in areas of large single land use such as 2,000 unit residential subdivisions and 500,000 square foot commercial strips. Opportunities include encouraging and supporting mixed-use developments of smaller residential, industrial, and commercial developments that are walkable and easier to serve with transit services. Land use patterns that are dense and diverse are critical to the success of fixed route bus services. When developing the TDI, the RTA found that retail employment in particular is a strong indicator for transit suitability. Service jobs pay less than other jobs. As such, those within the retail sector are more likely than the rest of the work force to seek transit as a superior economic choice. This might be particularly true in McHenry County. The transportation and housing costs exceed 60% of household income throughout much of the County. A housing and transportation affordability index created by the Center for Neighborhood technology shows that McHenry County has costs much higher than other populated areas of northern Illinois. This is an important factor as economic growth in the County will be less as a result of high housing and transportation costs.

According to the McHenry County 2030 Comprehensive Plan, the County should advocate for best practices and work with other jurisdictions to ensure that the regional transportation network provides adequate access to transit stations for pedestrians, bicyclists, and motorists alike. The County should also look to expand transit service into areas with high transportation and housing costs in order to make these areas more affordable. A household in the Chicago region can save almost \$12,000/year if they can eliminate one car by using transit.

## Estimated Bicycle and Pedestrian Funding by Source

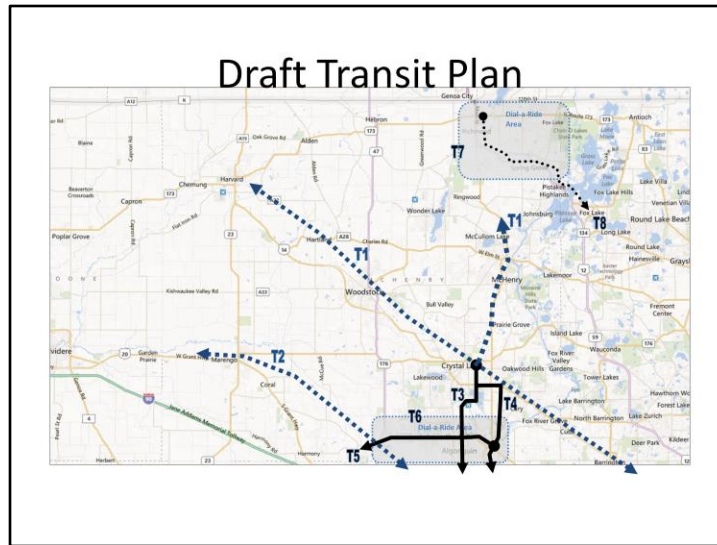
	County (MFT, Option, & Matching)	County RTA	RTA	IDOT ISTHA	USDOT (STP, CMAQ, STPR, NHS, Earmarks)	Local	TOTAL	Per Year
Operations	\$0	\$37.50	\$275	\$0	\$0	\$7	\$320	\$13
New	\$0	\$0	\$40	\$4	\$380	\$3	\$427	\$17

- A couple of things we can do to leverage/save money:
- Coordinate park and ride lots and station amenities
  - Coordinate to improve bicycle and pedestrian facilities

Federal funding is critical for new transit service and infrastructure. On the other hand, local funding from the RTA, County, and other local agencies is very important to fund transit operations. Between now and 2040, modest increases in the amount of funding for transit are estimated given current trends. Most of this is a result of assuming federal funding for Metra’s Union Pacific Northwest line upgrades (\$380 million).

It is important to note that transit funding for new projects must compete for limited funds. As such, it is imperative that McHenry County puts a strategy in place to most effectively and efficiently pursue the limited dollars. It will be important for the County to team with other entities. For example, to implement bus service along Randall Road partnerships with Kane County and the City of Elgin would likely be needed.

Partnerships should be pursued to build park and ride lots and make infrastructure improvements like sidewalks and transit stop amenities. The County should also continue to meet with Pace and monitor service on the fixed bus routes and local dial-a-rides. The Transit Plan Implementation Task Force created in 2006 to help implement the coordinated demand-response recommendations of the County’s 2005 Transit Plan should continue to meet in order to facilitate these conversations and to explore actionable partnerships.



Transit service concepts were developed by a consultant team led by TranSystems Inc. over the course of a year of study. A Transit Steering Committee was created including representation from the Illinois Department of Transportation, the Regional Transit Authority, Pace Suburban Bus, Metra Commuter Rail, and the McHenry County Council of Governments. The steering committee reviewed market conditions for transit service and contemplated the best solutions to pursue over the next several years with consideration for distant future services. These projects were presented to individual focus groups and posted on the 2040 Plan website for individual rankings.

The Randall Road, IL 31, and Algonquin Road bus service projects and the Huntley Area Dial-a-Ride service are proposed to meet the gap of service and needs indicated by the RTA's TDI index in Huntley, Lake in the Hills, southern Crystal Lake, and Algonquin. The Richmond Area Dial-a-Ride and the Richmond to Fox Lake Metra Shuttle are proposed to better serve the growing communities of Richmond and Spring Grove. All of the transit projects listed in Table 2 would require additional financial resources.

## Project Evaluation

Project Name	Estimated Costs (\$2013)	2040 Goals Met (Yes/No)							
		1	2	3	4	5	6a	6b	#
<b>T1 Metra Union Pacific Northwest Line Upgrades</b>	\$381,510,000	Y	Y	Y	Y	Y	Y	Y	7
<b>T2 Metra Milwaukee District West Line Extension to Huntley, Union, and Marengo</b>	\$133,085,855	Y	N	Y/N	Y	Y	Y	Y	5.5
<b>T3 Randall Road Bus Service</b>	\$1,320,000	Y/N	N	Y/N	Y	Y	Y	Y	5
<b>T4 IL 31 Bus Service</b>	\$720,000	Y/N	N	Y/N	Y	Y	Y	Y	5
<b>T5 Algonquin Road Bus Service</b>	\$720,000	Y/N	N	Y/N	Y	Y	Y	Y	5
<b>T6 Huntley Area Dial-a-Ride</b>	\$240,000	N	N	Y	Y	Y	Y	Y	5
<b>T7 Richmond Area Dial-a-Ride</b>	\$120,000	N	N	Y	Y	Y	Y	N	4
<b>T8 Richmond to Fox Lake Metra Shuttle</b>	\$50,000	N	N	Y/N	Y	Y	Y	N	3.5

The projects, estimated project costs, and a review of plan goals met are summarized in this table. The total costs of all of these projects is \$64.1 million. This exceeds the estimated finances by \$1.1 million dollars. During the remaining public outreach, it will be important to identify a project or two to drop from the draft plan.

The graphic features a stylized road sign for 'McHenry County' on the left, pointing towards the right. To its right is a vertical post supporting a blue banner that reads 'LONG RANGE TRANSPORTATION PLAN' in white capital letters. Below the banner, the year '2040' is displayed in a bold, black font. The background of the graphic shows a perspective view of a road with yellow lane markings receding into the distance under a light blue sky.

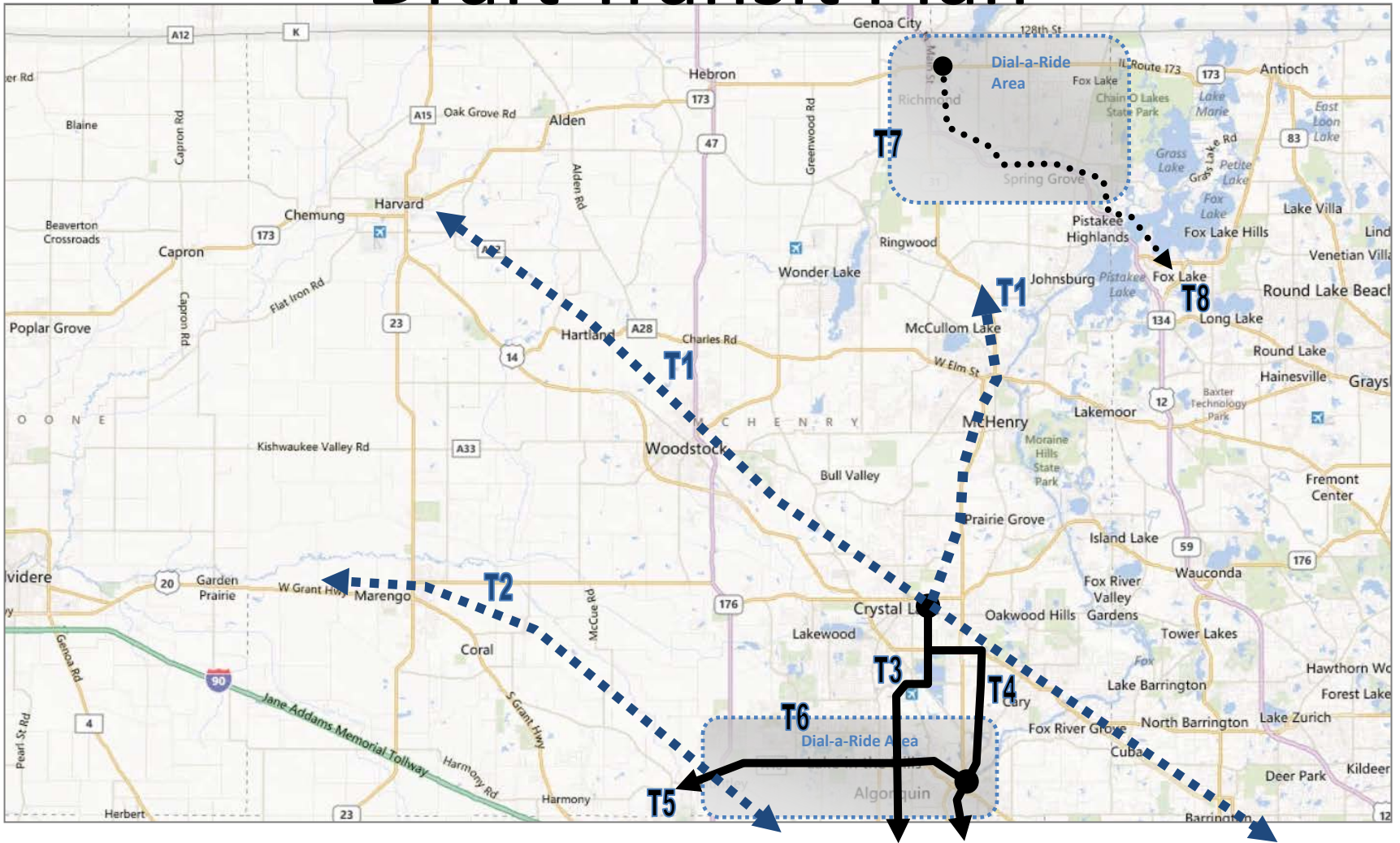
**Next Steps:**

- April 17 TC: Review 2040 Plan Goals and Objectives (Completed)
- June 5 TC: Review Updated 2040 Plan Website/Financial Constraints, and 2013-2017 Highway Improvement Program (HIP) (Completed)
- June 19 TC: Review Bicycle & Pedestrian and Transit Components
- July/August TC: Review Highway Component
- July/August: Meet with State, Municipal, and Township officials, meet with Council of Mayors and Council of Governments
- July/August TC: Share Public Hearing Materials and Schedule
- August/September: Public Hearings (One per County Board District)
- September TC: Share Public Hearing Results
- September/October TC: Plan Adoption

Today, bicycle, pedestrian and transit modes were discussed. The highway projects will be evaluated next. Each evaluation will be brought individually to the Transportation Committee of the County Board and then posted on the website. These efforts will culminate into a draft plan that will be prepared reflecting the Transportation Committee's direction.



# Draft Transit Plan



<b>District</b>	<b>Name</b>	<b>Web Ranking</b>	<b>Number of votes</b>
1	T1 UPNW Upgrades	3.5	83
2	T1 UPNW Upgrades	3.9	38
3	T1 UPNW Upgrades	4	61
4	T1 UPNW Upgrades	4.1	56
5	T1 UPNW Upgrades	4	71
6	T1 UPNW Upgrades	4.3	86
5	T2 Metra Milwaukee District West Line Extension	4.1	107
6	T2 Metra Milwaukee District West Line Extension	3.7	70
1	T3 Randall Road Bus Service	3.1	72
2	T3 Randall Road Bus Service	3.5	44
1	T4 IL 31 Bus Service	2.9	68
2	T4 IL 31 Bus Service	3.2	37
1	T5 Algonquin Road Bus Service	2.7	69
2	T5 Algonquin Road Bus Service	2.9	25
5	T5 Algonquin Road Bus Service	2.9	44
6	T5 Algonquin Road Bus Service	2.7	47
2	T6 Huntley Area Dial a Ride	3.1	33
5	T6 Huntley Area Dial a Ride	2.9	42
6	T6 Huntley area Dial a Ride	2.9	46
4	T7 Richmond Area Dial-a-Ride	2.8	31
4	T8 Metra Shuttle, Richmond to Fox Lake	3	31

## Project

## Public Comments from Website

### Metra UP Upgrades

Submitted by Jeannine Smith (not verified) on Monday, June 3, 2013

This is a critical project for many communities along this railway. Please make this a priority project in McHenry County!

### Metra Union Pacific Northwest Line Upgrades District 3

Submitted by Kevin Rush (not verified) on Monday, June 3, 2013

I would like to know the savings it would generate for the people who the train is not an option as I do not work near a station. Taking a train would add over an hour to my commute and added costs for cab and/or bus fares. If this saves me money- I am good with it even though I could not use it. However, if this investment benefits train users and if they pay for it in increased fares than I am also Ok with it. If they do not pay it the money would be better spent on widening and fixing roads for all users.

### Metra Union Pacific Northwest Line Upgrades

Submitted by McHenry Townshi... (not verified) on Tuesday, June 4, 2013

We agree that adding the additional trips would take many cars off the road, and reduce the traffic congestion. This would make it easier for emergency response vehicles to maneuver through traffic.

### Metra Union Pacific Upgrades in PG

Submitted by Lori McConville (not verified) on Wednesday, June 12, 2013

Increasing rail travel and adding multi modes for transportation including walking and biking paths is only a plus for our environment and communities. Plus, Prairie Grove has a very sensible and community centered plan which our area would benefit from along the proposed train railway. It is forward thinking and a model which needs to be developed to lead the way. It considers the environment, the local economies, family and job needs, and encourages healthy living.

### Train Service

Submitted by James Marinangel (not verified) on Saturday, May 25, 2013

More service for McHenry and adding Johnsbury are needed. There are too few trains in and out of McHenry making their use impractical except for all but commuters. The area should be better serviced.

### Route 53 extension

Submitted by James Marinangel (not verified) on Saturday, May 25, 2013

While not on the list, the extension of 53 to the Wisconsin border is the single most important project needed to serve McHenry County. The county is the largest in Illinois without an expressway resulting in unnecessary congestion from McHenry County to Lake Cook Road. The land was acquired 40 years ago and Wisconsin held up their end of the deal bringing their highway to the border. It is long overdue that Illinois finally keeps its end of the bargain. ALL OTHER PROJECTS PALE IN COMPARISON.

### Route 53 Extension

Submitted by SO (not verified) on Tuesday, June 4, 2013

The Route 53 Extension is already part of the construction plan that was approved last year. It is part of the 15 year plan around the Chicagoland area that includes construction plans like the widening of 90, Route 47 exit

## T1- Metra Union Pacific Northwest Line Upgrades

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## Project

## Public Comments from Website

etc.. They just will not be working on it until 2020-2024 timeframe as it is in queue after all the other parts of the construction plans.

### [wider exways](#)

Submitted by Laureta M Wolf (not verified) on Thursday, June 6, 2013

The only good thing about widening all these expressways is that in ten or so years time it will make putting in light rail up and down the middle of the darn things easier!!! Stop with all the car stuff...

### [Metra Union Pacific NW lines](#)

Submitted by Georgette (not verified) on Friday, June 7, 2013

Easing automobile traffic is great not only for reducing crash rates but for a cleaner environment.

### [Metra Union](#)

Submitted by Dawn Baitman (not verified) on Monday, June 17, 2013

I'm from Woodstock and would appreciate the new stations. More trips decreases wait time.

### [Further support for coach yard in Woodstock](#)

Submitted by Kevin Eldridge (not verified) on Thursday, June 13, 2013

As a Woodstock business owner (near the train station) I am quite confident that increasing the number of trains to Woodstock would have a significant positive effect on the businesses in the square and in Woodstock in general. Increased trains (especially during peak hours) would increase the likelihood that those working downtown would chose to reside in Woodstock.

### [Great project to help the](#)

Submitted by Anonymous (not verified) on Tuesday, June 4, 2013

Great project to help the development of these towns

### [Amtrak Stop in Huntley](#)

Submitted by Mrs. Felton (not verified) on Tuesday, June 4, 2013

I believe that an Amtrak stop in Huntly would eliminate congestion at other train stations as well as on the tollway. I also believe more people would take the train if there was a closer station. It is at least a 20 minute drive to get to any station.

### [Huntley Train](#)

Submitted by Aaron (not verified) on Tuesday, June 4, 2013

Will support this. I need a train to the city

### [Metra has stated that they](#)

Submitted by Anonymous (not verified) on Tuesday, June 4, 2013

Metra has stated that they don't have any money for expansion, so who will pay for the stations, equipment and repairs/upgrades to the existing rail?

### [Huntley Metra Stop](#)

Submitted by PT (not verified) on Monday, June 10, 2013

Been driving/taking NW line to the city for 7 years. This would help to drive population growth in Huntley, and if the station were to be based downtown, drive revenue for the Huntley businesses downtown.

**T2- Metra Milwaukee District West Line Extension to Huntley, Union, and Marengo**

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## Project

## Public Comments from Website

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### Definitely need a Metra stop

*new* Submitted by Anonymous (not verified) on Tuesday, June 11, 2013  
Definitely need a Metra stop in Huntley.

### Metra

Submitted by Bill Brennan (not verified) on Friday, May 24, 2013  
Having a train available in Marengo would be a great advantage to the community in attracting new businesses and homeowners.

### Metra Milwaukee District West Line extension

Submitted by Kimberly Martinez (not verified) on Tuesday, May 28, 2013  
This project has been a long time coming and should take top priority.

### Marengo

Submitted by Chris (not verified) on Saturday, June 1, 2013  
This only makes sense if Marengo changes their ridiculous future plans for a station 2 miles to the west of town. A centrally located station in downtown would be a huge benefit to downtown Marengo, not more unsustainable sprawl!

### Huntley

Submitted by Ronda Goldman (not verified) on Sunday, June 2, 2013  
Please vote for this as Huntley would greatly benefit from this service. VOTE, PEOPLE!

### Randall Road Bus Service

Submitted by Anonymous (not verified) on Friday, May 31, 2013  
Not a bad idea. With the advent of the Park and Ride on the near horizon, and the Western Algonquin Bypass on the slightly further out horizon, consider a future modification being a loop (rather than a straight line) including perhaps a slightly further south loop (say into the northern end of Kane County as well - a kind of hands across the County Lines kind of thing), which could incorporate a great deal more, with only minimal route modification.

### Needs to go to Metra Crystal

Submitted by Anonymous (not verified) on Tuesday, June 4, 2013  
Needs to go to Metra Crystal Lake or Pingree Rd. Coordinate morning and evening times with UPNW schedule. Would gladly take the bus to Pingree from Miller Rd at Randall Rd.

### Randal Road Bus Service

Submitted by Richard Buelow (not verified) on Wednesday, May 29, 2013  
I feel money on extensive bus service for the county should be curtailed or severely limited at this time. The people of the county are auto drivers. Money should be spent on improving roads to eliminate congestion. I know bus service would ideally reduce traffic congestion, but people won't use it. Stores and shopping in the County are set up for auto traffic.

### T3- Randall Road Bus Service

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## Project

## Public Comments from Website

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### [IL 31 should be the focus of](#)

Submitted by Anonymous (not verified) on Tuesday, June 4, 2013

IL 31 should be the focus of a limited access expressway in eastern an northeastern McHenry county. Could implement express bus service along the route with park and ride lots spaced several miles apart.

### [questions](#)

Submitted by Marc Marino (not verified) on Friday, May 24, 2013

Is that cost per year or just to get it started? How hoften would the bus run?

Would there be service on weekends.

### [McHenry county is an](#)

Submitted by Anonymous (not verified) on Tuesday, May 28, 2013

McHenry county is an automobile transportation area. No housing or shopping areas have been designed to take advantage of mass transit. The money would be wasted on buses that would be underused

### [Algonquin Road Bus Service](#)

Submitted by Anonymous (not verified) on Friday, May 31, 2013

Considering the amount of businesses, and the number of vehicles traveling the route, the service seems a natural. A connetion with it to the new Park and Ride Facility woudl also be a good addition.

### [With more businesses like](#)

Submitted by Anonymous (not verified) on Monday, June 3, 2013

With more businesses like Centegra coming to Huntley it would be nice that the employees have another way to access Huntley than just personal vehicles.

### [Downtown Crystal Lake Metra](#)

Submitted by Anonymous (not verified) on Tuesday, June 4, 2013

Downtown Crystal Lake Metra to Algonquin Rd @ Randall Rd to downtown Algonquin.

### [Algonquin Road Bus Service](#)

Submitted by Kimberly Martinez (not verified) on Tuesday, May 28, 2013

As a former 35-year Cook County resident, brining in any type of bus service to the area would not only create greater congestion, but bring in higher crime rates. Please reconsider this project and think of the repercussions which outweigh any good in this instance.

T4- IL 31 Bus Service

T5- Algonquin Road Bus Service

T6- Huntley Area Dial-a-Ride

T7- Richmond Area Dial-a-Ride

T8- Richmond to Fox Lake Metra Shuttle

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