



KANE COUNTY
LONG RANGE TRANSIT PLAN

APPENDIX D: MARKET ANALYSIS

TECHNICAL MEMORANDUM #2

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Transit Market Analysis

The purpose of this memorandum is to identify the transit markets in Kane County. The market for transit in Kane County is driven by: the aggregate need to travel to and from major activity centers; the type of services that are provided and for whom they serve; how well those services meet travel needs; and the conditions that dictate how an individual will choose how to travel. This memorandum aims to provide a picture of transit in Kane County both now and in the future and is organized as follows:

Community Profile provides a brief overview of Kane County’s geography, economy, and transportation system.

Planning Context identifies key plans and highlights their influence on or response to markets for transit in Kane County.

Study Area Demographics is divided into four sections. The population and employment sections cover both current and future demographic trends, while the third section graphically portrays the current and projected distribution of population and employment. The final section presents data on travel behavior including travel flows.

Future Development relates expected growth and development to planned transportation investments.

Stakeholder Input synthesizes the results of stakeholder interviews and outreach.

The memorandum concludes with a summary of the key trends affecting transit markets and the high-level transit needs and opportunities in Kane County. This memorandum will inform Technical Memorandum #3, which will provide a gap analysis of transit needs, based on the market conditions, stakeholder input, and data presented in this memorandum as well as Technical Memorandum #1 (Existing Transit Services).

Community Profile

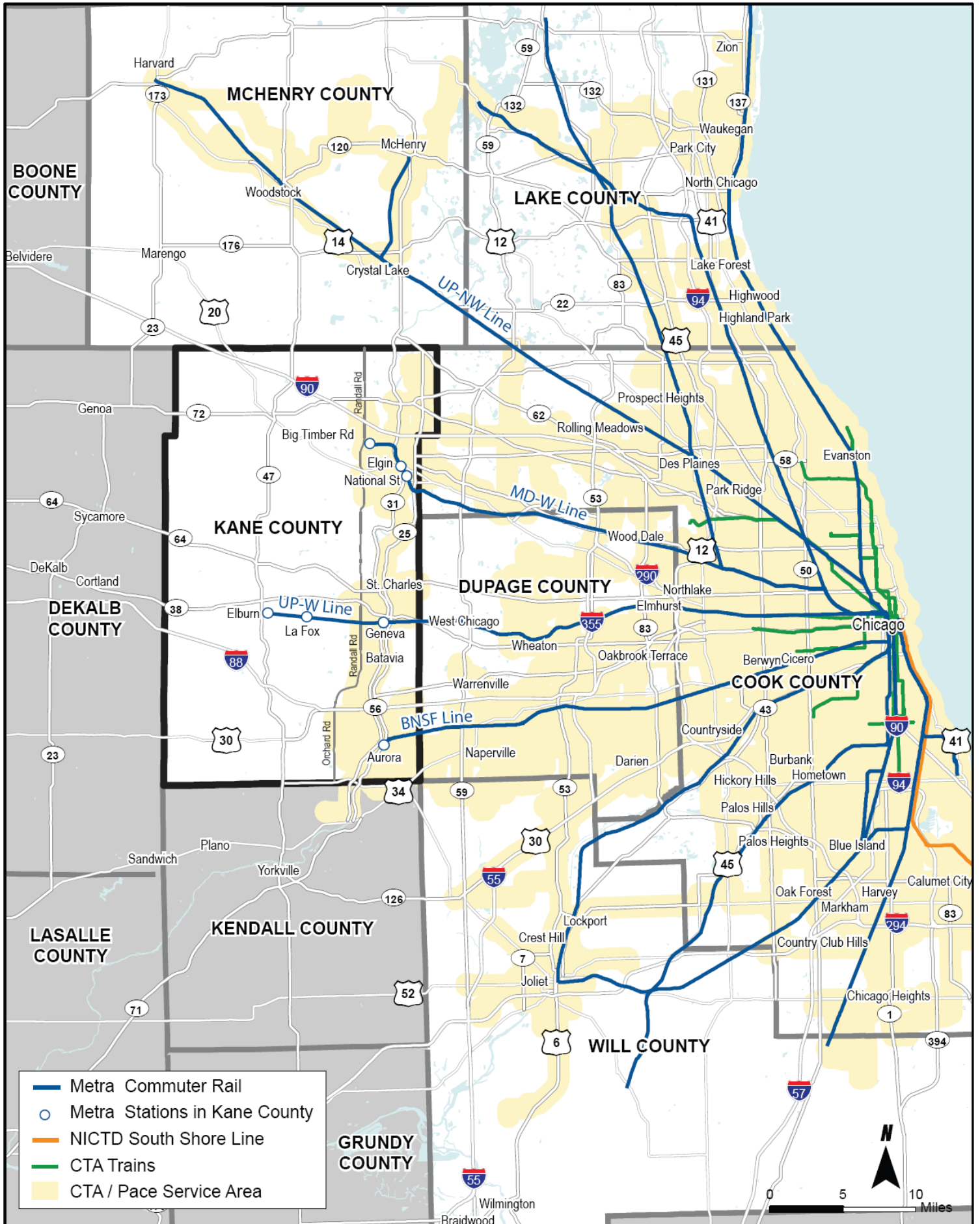
Kane County is comprised of 16 townships and 28 municipalities and located about 30 miles west of Chicago – it is one of six counties that form a “collar” around Chicago (see Figure 1) and thus is referred to as a “collar county”. Kane County extends about 30 miles north to south and 18 miles east to west. Its 522 square mile land area consists of three principal land use areas – an urbanized corridor along the Fox River on the east side of the county and transitions to agricultural uses and rural villages on the western side. The County is becoming increasingly suburbanized as Chicago suburban expansion moves past the established Fox River communities into formerly rural communities with new residential subdivisions in the central part of the county, drawn by Kane County’s commuting proximity to downtown Chicago and surrounding suburban job centers as well as high quality-of-life and relatively affordable housing market.¹

¹ Kane County Land Resource Management Plan, 2004

Economy

About 85% of Kane County employment is in the private sector, with about a quarter of private sector jobs in goods-producing sectors such as manufacturing and about three-quarters in service sectors such as health care and retail trade. The goods-producing sector, particularly manufacturing, has been gradually declining as a share of the local economy even before the recent economic downturn. Kane County's land availability and relatively low land prices have made it attractive for companies already located in Kane County or migrating from Cook or DuPage Counties.

Figure 1 RTA Six County Region Map



Most of the county’s commercial development has traditionally been located in the downtown communities and along urban arterials of municipalities (Geneva, Aurora, Elgin and St. Charles) along the Fox River. More recently, a significant focus of commercial activity has shifted to the Randall / Orchard Road corridor, and to a much lesser extent along IL 47. In addition, industrial parks have been developed along the major transportation corridors including the I-88 (Aurora) and I-90 (Elgin) tollways.

Roadway System and Infrastructure

Highways

Kane County is served by two Interstate highways, three U.S. highways, and 11 state highways, shown in Figure 3.

- In the northern part of the county, the Northwest Tollway (I-90), U.S. 20, and IL 72 run east-west connecting Burlington, Hampshire, Huntley, and Pingree Grove to the Fox River Valley and continuing into Cook and DuPage Counties.
- In central Kane County IL 64 runs east-west to the Tri-Cities (St. Charles, Geneva, and Batavia) from Lily Lake and Virgil while IL 38 runs east-west from Maple Park, north of the growing municipality of Elburn, to the Tri-Cities and into DuPage County.
- In the southern part of the county, the East-West Tollway (I-88) passes north of Sugar Grove and Aurora while U.S.-30/IL 56 runs east-west through Sugar Grove and joins with I-88 through North Aurora and into DuPage County.
- In the western part of the county, U.S. 30/IL 47 runs north from Kendall County through Sugar Grove, Elburn, Lily Lake, and Huntley into McHenry County
- In the eastern part of the county, IL 31 and IL 25 run on the western and eastern sides of the Fox River valley, respectively.
- As discussed in more detail in a subsequent section, significant levels of congestion are projected on highways and arterial roadways throughout the county by 2030.

Airports

The two commercial airports serving Kane County are O’Hare International Airport, about 30-45 minutes travel time from the Fox Valley, and Midway Airport, approximately 45-60 minutes travel time from the Fox Valley. The major general aviation airports are Aurora Municipal Airport and DuPage Airport, listed in Figure 2. Air travel at O’Hare and Midway is expected to follow national trends, increasing steadily by 2.2% annually through 2025.²

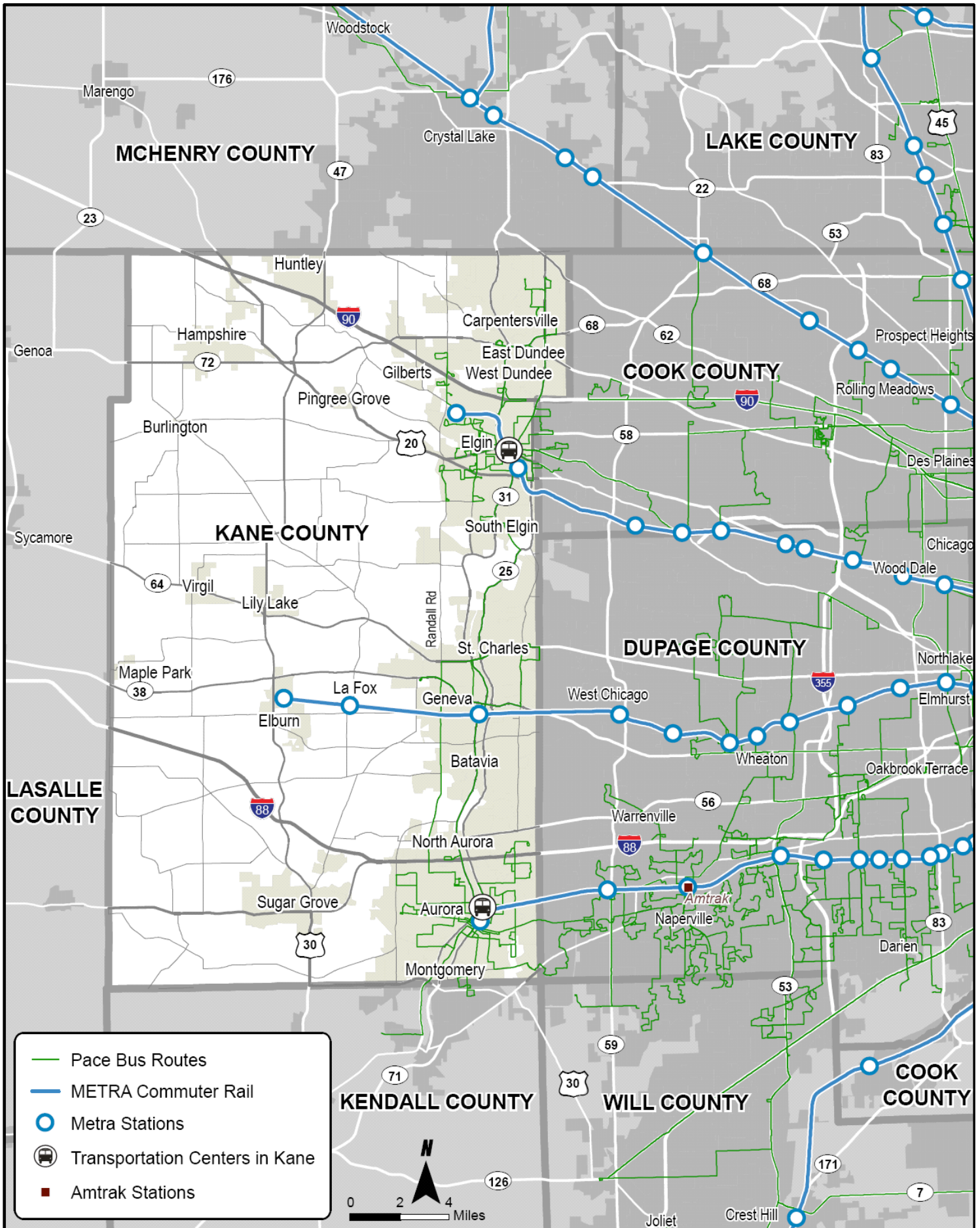
Figure 2 General Aviation Airports, Daily Landings and Employment, 2003

Airport	Average Daily Landings	Employment
Aurora Municipal Airport, Sugar Grove	425	285
DuPage Airport, east of Geneva and St. Charles	511	600

Source: Kane County 2030 Land Resources Management Plan

² Action Strategy Paper: Inter-Regional Transportation Planning, Volpe Center (for CMAP), June 2009

Figure 3 Regional Transit Network



Railroads

- Burlington Northern Santa Fe (BNSF) and Union Pacific are the two freight railroad carriers in Kane County and operate two of the three commuter rail services between Kane County and Chicago under contract to Metra:
- Milwaukee District West (MD-W) Line has three stations in Kane County – Big Timber, Elgin, and National Street – and carries about 23,000 passengers per weekday (2004).
- Union Pacific West (UP-W) Line with stations in Elburn, La Fox, and Geneva carries about 26,000 passengers per weekday. This line was extended to Elburn from Geneva in 2006. Metra has proposed improvements to increase the line’s capacity, speed, and reliability.
- BNSF Line with a station in Aurora carries about 53,000 passengers per weekday.

Freight

The Chicago region is traditionally known as a freight hub, and indeed the area has 18 intermodal facilities and six Class I railroads carrying a third of all U.S. rail traffic. It is the third largest container port in the world; 50% of all U.S. containers travel through Chicago. According to the Federal Highway Administration, 60% of the region’s freight commodity flows are carried by truck, 36% by rail, 4% by ship, and the remaining fraction by air. According to data from the Illinois Department of Transportation, heavily utilized freight routes include I-88 and I-90 as well as portions of IL 47 and IL 64.³ Freight rail traffic is expected to increase 75% and truck traffic is expected to increase 87% by the year 2030.⁴

Planning Studies

This section describes key land use and transportation planning documents that are relevant to this memorandum.

2030 Land Resource Management Plan (LRMP)

The 2030 Land Resource Management Plan is the conceptual land use plan for Kane County. It recommended a growth management strategy of “50-50-50” within three strategy areas: 50% of population growth would occur in the Fox River “Urban Corridor.” The other 50% of growth would occur in a “Critical Growth Area” west of the Fox River, in “Priority Places” guided by smart growth principles – including a mix of uses, compact design, a sense of place, pedestrian, bicycle, and other transportation alternatives, and links to the countywide greenway system. Fifty percent of the county’s land area could then remain as Agricultural/Rural Villages or open space.

³ Kane County 2030 Transportation Plan

⁴ Chicago Metropolis 2020

Transit Planning Documents

The table below highlights the relevance of key transit planning documents for transit markets.

Figure 4 Transit Planning Document Summary

Document	Sponsoring Agency	Year	Relationship to Transit Market
GO TO 2040 Parking Management Strategy Paper	CMAP	2009	Identified a relationship between “generous” parking provision and auto-oriented development patterns. Summarized the ability of parking management strategies to affect travel behavior, land use, congestion and viability of transit.
Regional Transportation Strategic Plan	RTA, CTA, Metra, Pace	2007	Provided a five-year plan for enhancing existing service and capital investments to both maintain and expand the transit system. The plan identified a variety of potential service improvements for Kane County, based on the Southwest DuPage/Fox Valley Restructuring Initiative Recommendations. The plan also identified express bus routes from Elgin to O’Hare, on I-90 starting in Huntley, and on I-88 starting in Sugar Grove.
Coordinated Public Transit-Human Services Transportation Plan	RTA	2007	Developed strategies to maximize use of available community transportation services to enhance mobility for the region’s older adults, persons with disabilities and individuals with lower incomes.
2030 Transportation Plan	Kane County	2004	Kane County needs to choose how to address traffic congestion that would remain after both programmed improvements and additional roadway projects that could be implemented. Options include aggressively seeking funds to construct additional capacity and pursuing a set of alternative strategies, such as to increase the use of public transportation.
Paratransit Coordination Study	Kane County	2003	Areas of the county lack paratransit service, particularly the six southwest townships. The hours and amount of service are insufficient, service boundaries do not necessarily match travel needs, and there is a gap in awareness of the transit and paratransit services that are available.
Commuter Patterns Study	Kane County	2002	A large number of outbound commuters indicated they would prefer to work closer to home. The study also noted a deficiency of transit amenities.
Kane County Transit Opportunity Assessment Study	Kane County	2002	Recommended improvements in general and in specific areas and corridors: Upper Fox, Greater Elgin, Tri Cities, Greater Aurora, Rural Villages, Randall/Orchard Road, and Kirk Road. Strategies included carpooling and vanpooling; land use policies to support walking, biking, and transit; and a countywide system of transportation hubs, smaller transportation centers and park & rides.
Vision 2020	Pace	2002	Recommended express routes on major roadways, connecting with community-based services at transportation centers. In Kane County, proposed regional transportation centers included the existing Aurora Transportation Center and Elgin Metra Station.

Figure 5 briefly summarizes several transportation planning studies that are currently in progress.

Figure 5 Concurrent Studies

Document	Sponsoring Agency	Relationship to Transit Market
Kane County Transportation Component of Long Range Plan	Kane County	Provided population and employment forecasts and travel demand data (trip origin and destination) for 2009 and 2040 (forthcoming) to identify current and projected travel patterns in Kane County and the region.
St. Charles Transit Circulator Assessment (Phase 1 Report)	City of St. Charles	Assessed travel patterns and mobility needs for a transit circulator between the First Street and Towne Center transit-oriented developments in St. Charles and the Geneva Metra station. The study area covers 4.5 square miles including the St. Charles CBD, surrounding residential neighborhoods to the south and west, and other key activity centers.
Route 529 Study	Kane County	Weekday productivity was below the system average but above minimum standards. Saturday service was below the minimum standard. In 2000, half of workers along corridor resided in townships served by Route 529. Identified a number of deficiencies and potential improvements along the route.
Dundee Crossing Transportation Center Feasibility Study	Village of East Dundee	This study will identify a location for a proposed transit center, including a Pace bus hub and park and ride facility. It will also assess the feasibility of extending Pace bus service to Prairie Stone business park.
Elgin National Street Station Area Plan	City of Elgin	This project will develop a plan for a transit-oriented neighborhood in the vicinity of the Metra MD-W Line National Street Station. The plan will identify transit-supportive development opportunities that complement the existing residential neighborhoods, businesses and community attractions in the station area.
UP-W Line Environmental Assessment	Metra	Project includes track and signal upgrades as well as station and parking improvements along the UP-W Line, including the addition of a third track from West Chicago to Geneva, platform extensions at La Fox and Elburn Stations, and expanded parking at Geneva, La Fox, and Elburn Stations. These improvements will increase speed, capacity, and reliability on the line.
STAR Line Alternatives Analysis	Metra	This new commuter rail line, extending 55 miles from Joliet to O'Hare Airport via Hoffman Estates, would connect nearly 100 communities and five of Metra's existing rail lines. Since the line would pass through western DuPage and Cook Counties, a number of stations would serve Kane County residents.
Geneva Downtown/Station Area Master Plan	City of Geneva	This project will create a transit-oriented development plan for an area within an approximately half-mile radius of the existing Geneva Metra station. The plan will focus on the expansion of retail development, increasing housing diversity, mixed-use development, assessing the need for parking expansion, and improving access to and around the station.
South Elgin Transit Improvement Plan	Village of South Elgin	This project will identify transit needs and opportunities within the Village in response to recent population growth and development. The project will identify potential improvements to the existing Pace Route #801 as well as provide recommendations for potential community-based transit service.

Study Area Demographics

Understanding the current and projected distribution and density of population and employment is an integral part of understanding travel and public transportation needs in Kane County. This section considers demographic and land use characteristics of Kane County to help identify potential transit markets, including segments of the population that typically have a greater propensity to use transit services. The section concludes with maps showing the current and projected density and distribution of population and employment in the county – the most significant determinants of transit use.

Population

The primary data source for the population characteristics described in this section is the American Community Survey (ACS) population estimates for 2006-2008, which includes geographic areas with a population of 20,000 or more. This covers the five Kane County cities of Aurora, Elgin, St. Charles, Batavia and Geneva along with the villages of Carpentersville, Algonquin, South Elgin and Huntley.

Kane County had a population of nearly 500,000 people, according to the ACS 3-year estimate for 2006-2008, accounting for nearly 4% of population statewide. Figure 6 shows the population of Kane County as well as several cities within the county that are included in the ACS. The table also lists the share of the population for several demographic groups that represent key transit markets:

- Nearly 8.5% of Kane County residents were over age 65;
- About 7.5% of the population had a disability in 2008; and
- On average 8.5% of the population had income below the poverty level (as measured between 2006 and 2008).
- The county's two largest cities, Aurora and Elgin, comprise nearly 57% of its population. The cities have smaller shares of older adults but larger shares of people with a disability or individuals with low incomes as compared with the county as a whole. St. Charles and Batavia have larger shares of people 65 and older but smaller shares of individuals with low incomes than the county as a whole (disability data was not available for these cities in the ACS).

Figure 6 Basic Population Characteristics

Area	Total Population	% of County Population	% Persons Aged 65+	% Persons w/ a Disability	% Below Poverty Level
United States	301,237,703	-	12.6%	12.1%	13.2%
Illinois	12,829,014	-	12.1%	10.3%	12.1%
Chicago Metro Area	9,502,094	-	10.9%	9.5%	11.6%
Kane County	497,667	-	8.4%	7.5%	8.4%
Aurora	175,074	35.2%	6.2%	8.2%	11.3%
Elgin	107,027	21.5%	7.7%	8.2%	10.9%
St. Charles	33,491	6.7%	9.7%	N/A	6.0%
Batavia	26,735	5.4%	9.3%	N/A	5.2%
Geneva	24,838	5.0%	8.5%	N/A	1.9%

Sources: 2006-2008 American Community Survey 3-Year Estimates; poverty based on population for whom poverty status is determined. Disability from 2008 American Community Survey 1-Year Estimate, based on Civilian Non-Institutionalized Population

Transit-dependent Population Characteristics

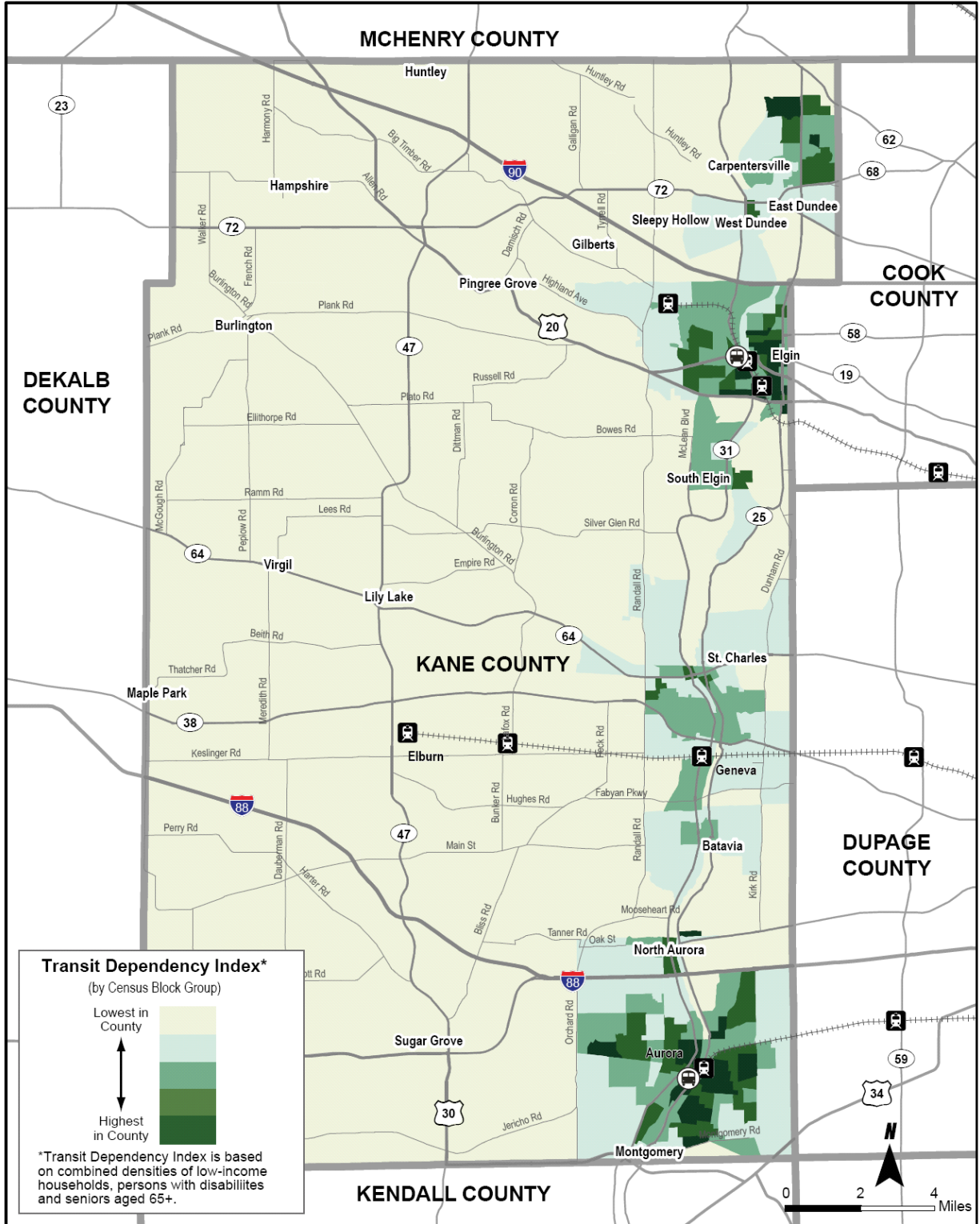
People who are transit-dependent may not have the ability to drive or lack access to an automobile. This section considers several segments of the population that have a higher rate of transit dependency and a greater propensity to use transit:

- Population age 65 and over (older adults)
- Persons with disabilities (special needs populations)
- Low income households
- Households without access to a vehicle
- Youth, under age 18

A transit-dependency index was calculated for Kane County based on the combined densities of three of these demographic groups – older adults, persons with disabilities, and low-income residents – using 2000 U.S. Census data.⁵ Figure 7 shows that the Census block groups with the highest levels of transit-dependency are located not only in the largest cities in the County, Aurora and Elgin, but also the northeastern corner of the county, near Carpentersville. There are also moderate levels of transit-dependent populations in St. Charles, Geneva, and Batavia. The following sections look at these and other markets in greater detail.

⁵ Although it is nearly 10 years old, data from the 2000 U.S. Census is the best data source to identify the density and distribution of transit-dependent populations at the more detailed census block group level.

Figure 7 Transit Dependency Index



Population Age 65 Years and Older

Persons age 65 years and older tend to be more frequent users of public transportation because they may be unable to drive their own personal vehicle, choose not to drive for some or all trips, or no longer have access to a vehicle. As shown in Figure 8, nearly 8.5% of the population in Kane County is age 65 and older, based on a 3-year average from 2006 to 2008. St. Charles and Batavia have a slightly larger share of the older population than the county as a whole. In Huntley, over 25% of the population is aged 65 and older, owing to the Del Webb Sun City Huntley “active adult” development.

Figure 8 Population Age 65 Years and Older

County / Place	Total Population	# Over 65	% Over 65
United States	301,237,703	37,980,136	12.6%
Illinois	12,829,014	1,551,226	12.1%
Chicago Metro Area	9,502,094	1,039,508	10.9%
Kane County	497,667	41,741	8.4%
Aurora	175,074	10,822	6.2%
Elgin	107,027	8,253	7.7%
Carpentersville	37,210	1,623	4.4%
St. Charles	33,491	3,259	9.7%
Algonquin	30,923	2,274	7.4%
Batavia	26,735	2,498	9.3%
Geneva	24,838	2,123	8.5%
South Elgin	23,039	1,187	5.2%
Huntley	21,541	5,383	25.0%

Source: 2006-2008 American Community Survey, 3-Year Estimates

According to the Illinois Department of Commerce and Economic Opportunity (DCEO), the population of older adults in Kane County is forecast to grow dramatically as the baby boom generation turns 65 starting in 2011. As shown in Figure 9, the population aged 65 and older in Kane County is projected to grow by 212% between 2000 and 2030. Older adults are projected to more than double as a share of the population from 2010 to 2030 alone, when they will comprise nearly 16% of the population, up from about 8.5% currently.

Figure 9 Kane County Projected Population Change, 2000-2030

Age Group	2000	2010	2020	2030	Change 2000-2030
Overall	404,834	516,914	630,563	679,403	68%
65 and older	34,038	46,618	74,699	106,115	212%
% 65 and older	8.4%	9.0%	11.8%	15.6%	-

Source: Illinois Department of Commerce and Economic Opportunity.

Special Needs Populations

Individuals with disabilities also tend to have a significant need for public transit services and often rely on public transportation for everyday travel and/or commute needs. Figure 10 shows that in 2008, 7.5% of Kane County’s population had one or more disabilities. There was a slightly higher rate of disability (8.2%) in Aurora and Elgin, the only municipalities for which data is available in the 2008 ACS.⁶

Figure 10 Disability Population

County / Place	Total Population	# with a Disability	% with a Disability
United States	298,574,528	36,071,802	12.1%
Illinois	12,709,312	1,308,724	10.3%
Chicago Metro Area	9,472,953	897,686	9.5%
Kane County	501,155	37,834	7.5%
Aurora	178,945	14,665	8.2%
Elgin	105,597	8,661	8.2%

Source: 2008 American Community Survey, 1-Year Estimate; Based on Civilian Non-Institutionalized Population

Figure 11 demonstrates the correlation between disability and age. While only 5% of persons younger than age 65 have a disability, nearly 22% of adults aged 65-74 have a disability and more than 55% of adults aged 75 and older have a disability. Therefore, as Kane County’s population ages, it is likely that the overall number of people with disabilities will increase as well.

Figure 11 Disability Population by Age Group (Kane County)

Age Group	Number with a Disability	Percent with a Disability
0 - 64	22,854	5.0%
65 - 74	5,137	21.8%
75+	9,843	54.4%

Source: 2008 American Community Survey, 1-Year Estimate; Based on Civilian Non-Institutionalized Population

Low-Income Population

Low-income people tend to be more frequent users of public transit, including users of transit for commuting purposes. The Census Bureau considers a person to be in poverty if their family’s income is below a threshold based on family size and the ages of family members.

Nearly 8.5% of Kane County’s population was below the poverty level, on average from 2006-2008. As shown in Figure 12, the poverty population in Aurora and Elgin was higher than the county overall – 11.3% in Aurora and 10.9% in Elgin. In Geneva, the poverty population was the lowest in the County, about 2%.

⁶ Due to a change in questions about disabilities between 2007 and 2008, a 3-year estimate is not available and the 2008 1-year estimate is used instead.

Figure 12 Population in Poverty

County/Place	Total Population	% in Poverty
United States	293,289,504	13.2%
Illinois	12,495,250	12.1%
Chicago Metro Area	9,336,321	11.6%
Kane County	490,319	8.4%
Aurora	173,093	11.3%
Elgin	104,988	10.9%
Carpentersville	37,131	8.1%
St. Charles	33,041	6.0%
Batavia	26,464	5.2%
South Elgin	22,456	4.1%
Bartlett	41,445	2.9%
Algonquin	30,923	2.8%
Huntley	21,541	2.7%
Geneva	23,097	1.9%

Source: 2006-2008 American Community Survey, 3-Year Estimates; based on population for whom poverty status is determined.

Households Without Access to a Vehicle

Households that do not have access to a vehicle are also more likely to use transit. These households may not have the means of owning a vehicle, may be unable to drive, or, particularly in urban areas, may choose not to own a vehicle.

As shown in Figure 13, 4.5% of Kane County households – nearly 7,500 households – do not have a vehicle available. A higher share of renters (14%) than homeowners (almost 2%) do not have a vehicle available. The city of Geneva has a far lower share of households who do not have vehicles available (1.1%) than the county as a whole.

Figure 13 Percent of Households with No Vehicle Available

Area	# Occupied Housing Units	% No vehicle available		
		Overall	Owner-Occupied	Renter-Occupied
United States	112,386,298	8.8%	3.4%	19.8%
Illinois	4,751,748	10.1%	3.9%	24.6%
Chicago Metro Area	3,408,240	11.5%	4.3%	27.2%
Kane County	163,555	4.5%	1.8%	14.0%
Aurora	58,187	5.4%	1.6%	14.8%
Elgin	35,000	5.5%	2.1%	13.2%
St. Charles	12,770	5.3%	2.3%	13.1%
Batavia	9,457	4.4%	1.9%	13.7%
Geneva	7,811	1.1%	0.7%	3.5%

Source: 2006-2008 American Community Survey, 3-Year Estimates.

Figure 14 relates the number of vehicles available per household to the number of workers in those households. For example, nearly 3.5% of households with one worker did not have a vehicle available while 7.5% of households with 2 workers had only one vehicle available. Many two-vehicle households reported having three or more workers. This is typical of suburban households with working teenagers.

Figure 14 Number of Workers in Households by Number of Vehicles Available

	No Workers	1 Workers	2 Workers	3+ Workers
0 vehicles available	16.7%	3.4%	0.9%	0.5%
1 vehicle available	48.5%	41.7%	7.5%	4.6%
2 vehicles available	28.5%	42.4%	63.8%	18.1%
3 vehicles available	4.9%	9.9%	21.7%	44.6%
4 or more vehicles available	1.4%	2.6%	6.1%	32.1%

Source: 2006-2008 American Community Survey, 3-Year Estimates.

Youth

Older youth under the age of 18 may use local transit services if they are unable or unwilling to drive themselves or are unable to obtain a ride. In general, their trips are more likely to be located within the community where they live.

Figure 15 indicates that nearly 30% of Kane County’s population is under age 18, illustrating that it has a relatively large youth population. In contrast, only 23% of the population in Huntley is under 18, corresponding to its relatively high population of older adults (25%).

Figure 15 Population Under Age 18

County / Place	Total Population	# Under 18	% Under 18
United States	301,237,703	73,806,575	24.5%
Illinois	12,829,014	3,185,479	24.8%
Chicago Metro Area	9,502,094	2,451,441	25.8%
Kane County	497,667	146,923	29.5%
Aurora	175,074	53,846	30.8%
Elgin	107,027	30,468	28.5%
Carpentersville	37,210	12,687	34.1%
St. Charles	33,491	8,421	25.1%
Algonquin	30,923	9,147	29.6%
Batavia	26,735	8,046	30.1%
Geneva	24,838	7,095	28.6%
South Elgin	23,039	7,726	33.5%
Huntley	21,541	5,003	23.2%

Source: 2006-2008 American Community Survey, 3-Year Estimates

2040 Preliminary Population Projections

Kane County is currently updating the 2030 population projections used to develop its 2030 Transportation Plan (employment projections are provided in the next section). As shown in Figure 16, the preliminary 2040 projections show that over the next 30 years (2009 to 2040), Kane County is projected to grow by over 100,000 households (58%) and nearly 300,000 people (57%). This is a slower overall rate of population growth than the County’s earlier projections.

Figure 16 Kane County Projected Population, 2009-2040

	2009	2040	Change	% Change
Households	172,855	273,830	100,975	58%
Population	512,599	804,546	291,947	57%

Source: Kane County Projections

Employment

Figure 17 lists the top employers in Kane County, which are also shown on a map in Figure 22 (provided later in this section),

Figure 17 Kane County Employers, more than 500 Employees

Employer	Location	# Jobs
Fermi Lab	Batavia	2100-2500
Bank One	Elgin	1001-2000
Delnor Community Hospital	Geneva	1001-2000
Dryer Cancer Center and Dryer Clinic	Aurora	1001-2000
Grand Victoria Casino	Elgin	1001-2000
Hollywood Casino	Aurora	1001-2000
Illinois Dept. of Human Services	Elgin	1001-2000
Kane County	Geneva	501-1000
Dukane Corporation	St. Charles	501-1000
Elgin Community College	Elgin	501-1000
Federal Aviation Administration	Aurora	501-1000
Metal Technologies Solutions Inc	St. Charles	501-1000
Provena Health Care	Elgin / Aurora	501-1000
SKF USA Inc.	Elgin	501-1000
Suncast Corporation	Batavia	501-1000
System Sensor	Saint Charles	501-1000
U.S. Can Corporation	Elgin	501-1000
Waubensee Community College	Sugar Grove	501-1000

Source: Kane County Economic Development Advisory Board, <http://www.co.kane.il.us/kcedc/economic/employers.asp?sort=Size>

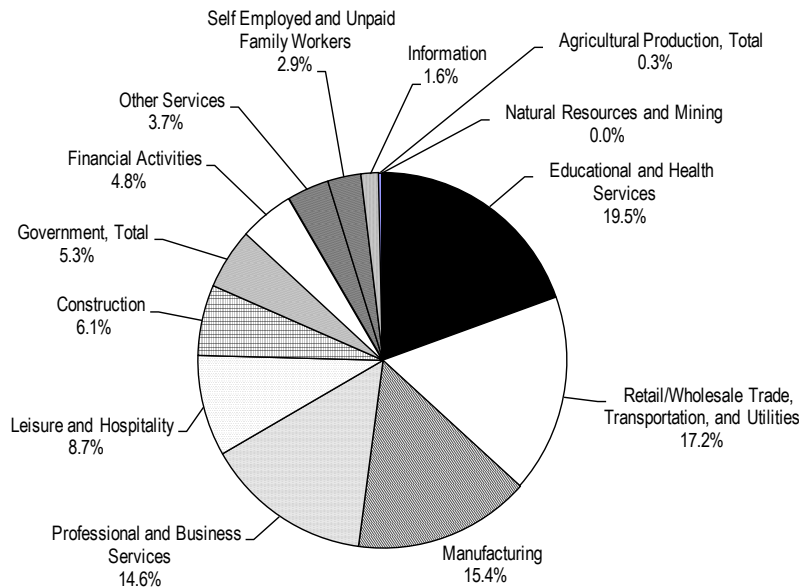
Employment Sectors

According to 2006 data from the Illinois Department of Employment Security (IDES), 75% of jobs in Kane County are concentrated in the following five sectors:

- **Educational and Health Services** includes a number of medical centers, the Illinois Department of Human Services, and several colleges and universities.
- **Retail/Wholesale Trade, Transportation, and Utilities** includes over 1300 retail establishments that provide over 20,000 jobs and comprise both large stores such as Walmart, Target, and Meijer and many smaller retailers located throughout the county. More than 1000 wholesale establishments provide over 10,000 jobs.
- **Manufacturing** includes durable goods such as electronic equipment, industrial parts, and metal fabrication – companies such as Dukane Corp. and SKF USA.
- **Professional and Business Services** includes Fermi Lab, the largest employer in the county.
- **Leisure and Hospitality** includes the Hollywood and Grand Victoria Casinos.

The largest Kane County employers fall into one of the above sectors (as well as government). Figure 18 provides a breakdown of all of the employment sectors in Kane County in 2006.

Figure 18 Kane County Employment by Sector, 2006



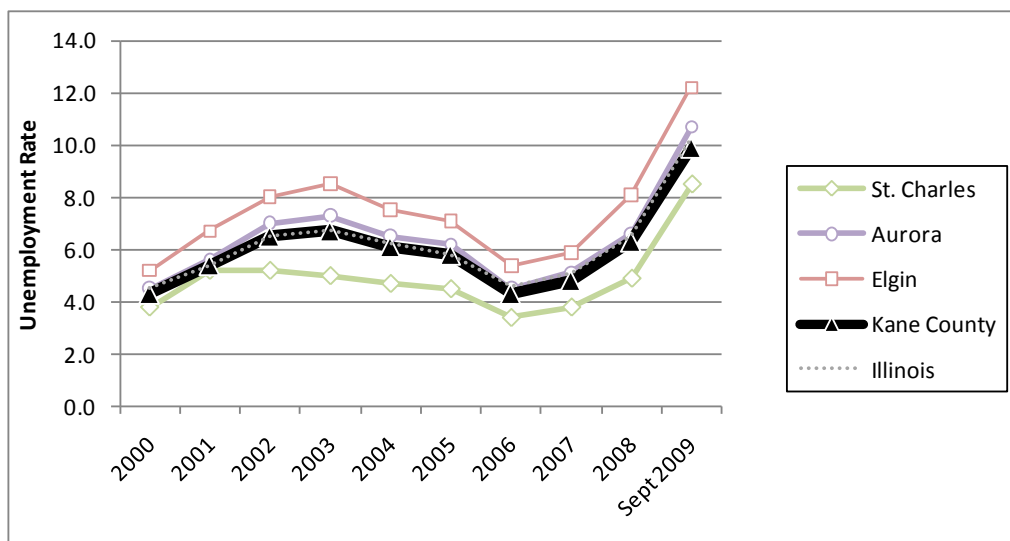
Source: Illinois Department of Employment Security

Employment Trends

Unemployment

The unemployment rate is currently about 10% in Kane County, comparable to the state as a whole. Figure 19 illustrates the recent dramatic increase in unemployment as well as the historical variation in the unemployment rate between different municipalities in the county. After 2001, the unemployment rate in St. Charles diverged from the county as a whole.

Figure 19 Historical Unemployment Rate



Source: Illinois Department of Employment Security. Note: September 2009 data is not seasonally adjusted.

Trends by Sector

Figure 20 shows the number of employment places (units) and actual employment by sector in the first quarter of 2009 (the latest such data available at the time this memo was written).⁷ As a result of the economic downturn, the number of jobs in Kane County declined by 6.0% (over 12,000 jobs) between the first quarter of 2008 and the first quarter of 2009 (and a slightly smaller decline of 5.0% from 2006 since some sectors were still adding jobs).

Figure 20 Comparison of 2009 Employment Trends by Sector with 2006 and 2008

	1 st Quarter 2009 Employment Units / Jobs				% Change from	
	# Units	% of total	# Jobs	% of total	1 st Quarter 2008	1 st Quarter 2006
PUBLIC SECTOR						
Goods-Producing						
Natural Resources and Mining	76	0.6%	785	0.4%	-7.1%	-4.8%
Construction	1,771	13.8%	8,240	4.3%	-23.6%	-32.7%
Manufacturing	956	7.4%	29,883	15.5%	-11.7%	-13.8%
Service-Providing						
Retail/Wholesale Trade, Transportation, and Utilities	2,744	21.3%	35,578	18.4%	-4.1%	0.3%
Information	164	1.3%	3,962	2.1%	-4.6%	14.7%
Financial Activities	1,125	8.8%	9,257	4.8%	-3.7%	-8.5%
Professional and Business Services	2,524	19.6%	25,081	13.0%	-15.0%	-14.4%
Educational and Health Services	1,129	8.8%	26,121	13.5%	0.1%	6.1%
Leisure and Hospitality	996	7.7%	18,684	9.7%	0.3%	2.3%
Other Services	1,037	8.1%	5,266	2.7%	-0.2%	-1.3%
Unclassified	170	1.3%	147	0.1%	-	-
PUBLIC SECTOR						
State & Local Government	125	1.0%	28,361	14.7%	2.3%	5.0%
Federal Government	37	0.3%	1,798	0.9%	3.0%	-5.4%
TOTALS	12,854	100%	193,163	100%	-6.0%	-5.0%

Source: Illinois Department of Employment Security.

The sectors with the largest declines in employment between the first quarter of 2008 and the first quarter of 2009 were: construction; professional and business services; manufacturing; and retail/wholesale trade, transportation, and utilities.

In 2006, the Illinois Department of Employment Security (IDES) released its forecast for Kane County employment by sector in 2016, based on actual 2006 data. Figure 21 lists both the actual number of jobs in 2006 for each employment sector and the outlook for 2016. Given the effects of the current economic downturn, the forecast number of people employed should be considered highly optimistic but the data nonetheless illustrates the trends expected in each sector – in some cases accelerated (decline in manufacturing), uncertain (construction), or occurring on a

⁷ As a result, this data compares only the first quarter of each year, and the numbers are not seasonally-adjusted and not directly comparable to the projected figures shown subsequently in Figure 21.

potentially longer time horizon (retail and health services dependent on residential housing growth).⁸

Figure 21 2006 and Projected 2016 Employment by Sector in Kane County

Sector	2006 Actual		2016 Outlook		
	Employment Share	Number Employed	Projected Share	Change 2006-2016	Annual Compound Growth Rate
Educational and Health Services	19.5%	43,854	21.3%	9,471	1.98
Retail/Wholesale Trade, Transportation, and Utilities	17.2%	38,610	16.0%	1,437	0.37
Manufacturing, Total	15.4%	34,667	12.2%	-4,070	-1.24
Professional and Business Services	14.6%	32,766	17.4%	10,736	2.88
Leisure and Hospitality	8.7%	19,589	9.4%	3,854	1.81
Construction	6.1%	13,690	5.9%	1,017	0.72
Government, Total	5.3%	11,834	5.2%	1,093	0.89
Financial Activities	4.8%	10,683	4.7%	1,142	1.02
Other Services	3.7%	8,204	3.6%	935	1.09
Self Employed and Unpaid Family Workers	2.9%	6,518	2.8%	380	0.57
Information	1.6%	3,541	1.4%	-48	-0.14
Agricultural Production, Total	0.3%	677	0.3%	-50	-0.76
Natural Resources and Mining	0.0%	97	0.0%	-2	-0.18
TOTAL	100%	224,731		25,894	1.10

Source: Illinois Department of Employment Security

The following bullet points summarize the anticipated changes for the five largest current job sectors in Kane County:

- **Educational and Health Services.** This sector was forecast to add over 9,000 jobs by 2016 and provide the largest number of jobs in Kane County. In fact, current employment data shows that this sector continued to add jobs despite the economic downturn. Expansions of health-related developments near Delnor Hospital and the recently relocated Sherman Hospital on Randall Road have resulted in concentrations of these jobs.
- **Retail/Wholesale Trade, Transportation, and Utilities.** This sector is expected to decline slightly as a share of all jobs to the third largest jobs sector, however not in the number of jobs. Current data still shows a small increase in jobs from 2006.
- **Manufacturing.** This sector has declined in size since 1996 and is projected to lose an additional 4000 jobs by 2016, falling from the third largest to the fourth largest jobs sector. The decline in this sector illustrates a trend toward smaller employers – in the first quarter of 2009 manufacturing comprised just over 7% of the employment locations in Kane County, but provided over 15% of the jobs.
- **Professional and Business Services.** This sector is projected to see the strongest growth and to supplant Retail/Wholesale Trade, Transportation and Utilities as the

⁸ Richard Kaye, Illinois Department of Employment Security, Personal Communication.

second largest jobs sector in the county. However, along with construction and manufacturing, it has been one of the hardest hit job sectors in Kane County (see Figure 20 above).

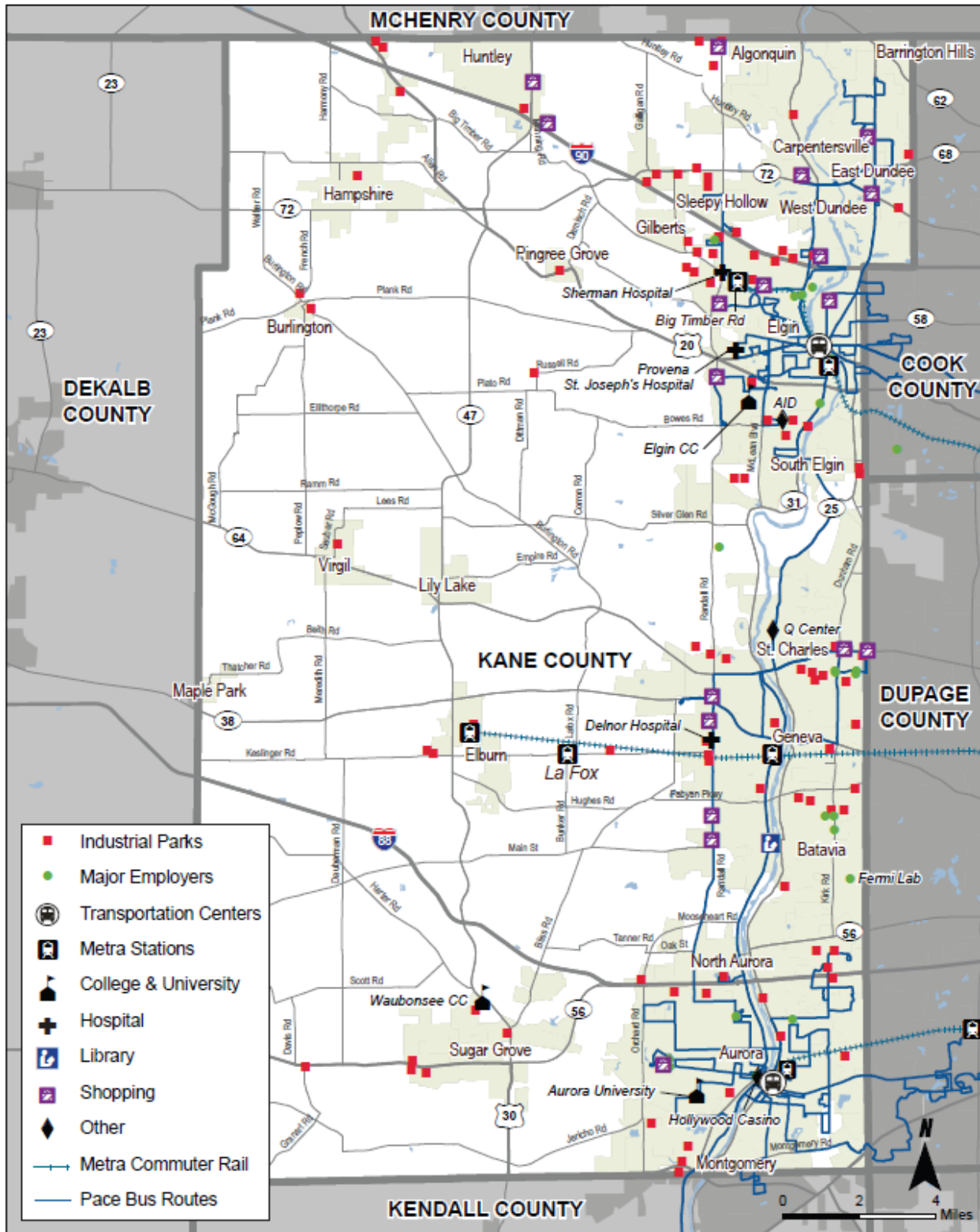
- **Leisure and Hospitality** has continued to grow despite the economic downturn.

Employment Centers

The map in Figure 22 shows the locations of major employers (with more than 500 employees) and business and industrial parks in the County, along with key transportation facilities and services. As pointed out in the County's 2030 Land Resource Management Plan, the development of large office and research complexes along the I-90 and I-88 corridors is analogous to previous development patterns in DuPage and northwest Cook counties. The employment centers in Kane County are generally clustered east-west along I-90, IL 38 / Keslinger Road, and IL 56 / I-88 and north-south along the Fox River Valley, including Randall Road and Kirk Road. Concentrations of particular note are:

- In the I-90 corridor, a large cluster of office/industrial parks is located south of I-90 along Randall Road and near the Big Timber Road Metra station (also the site of the new Sherman Hospital facility), along IL 72 between the I-90 junction and Randall Road, and at the IL 47 and U.S. 20 junctions
- Along the I-88 / IL 56 / U.S. 30 Corridor in N. Aurora and Sugar Grove
- Along the Kirk Road corridor between IL 64 and IL 56, particularly south of and along both IL 64 in St. Charles and Fabyan Parkway in Batavia
- In Elburn, both north of the Metra station and west of the IL 47 – Keslinger Road junction

Figure 22 Major Employers and Industrial Parks



NelsonNygaard
consulting associates

Source: Kane County

Employment Projections

Kane County is currently updating the 2030 employment projections that were used in its 2030 Transportation Plan. A preliminary version of these 2040 projections is included in the table below (see Figure 23). The projections forecast that employment will increase by 41% or over 100,000 jobs by 2040 – a slower rate of job growth than the earlier projections.

Figure 23 Kane County Projected Employment, 2009-2040

	2009	2040	Change	% Change
Employment	261,770	368,494	106,724	41%

Source: Kane County Projections

Population and Employment Density and Distribution

The distribution and density of population and employment in Kane County are two of the most important determinants of demand for public transportation services. In general, high concentrations of both population and employment density translate into a higher demand for transit service. Based on Kane County’s preliminary projections, Figure 24 and Figure 25 illustrate the concentrations of population and jobs in the county for 2009 and 2040, respectively. The color-coded key in the legend of each map shows the range of population density on the vertical axis and the range of employment density on the horizontal axis:

- Yellow shading on the map denotes areas with high population density, up to about 26 persons per acre in 2009 and up to about 52 persons per acre in 2040, but low employment density
- Blue shading identifies areas with high employment density, up to about 73 jobs per acre in 2009 and nearly 85 jobs per acre in 2040, but low population density
- Green shading (yellow + blue) shows where combined population and employment densities are/will be highest

Not surprisingly, densities are higher in the urbanized areas of the county along the Fox River Valley and particularly in both Aurora and Elgin. In 2009, the Fox River municipalities all have some areas of moderate to high combined densities around their downtown core, primarily surrounded by employment areas.

By 2040, a number of these areas of predominantly high employment density exhibit higher combined densities. Along Randall Road, there are several areas of high combined densities near Aurora, the Tri-Cities (Batavia, Geneva, St. Charles), and Elgin. There are also some higher-density residential areas, such as west of Randall Road and south of U.S. 20. By 2040, areas of moderate residential and employment densities are projected to expand in the upper Fox River Valley (West and East Dundee and Carpentersville). Areas of moderate residential density can be seen west of Randall Road west of Elgin and South Elgin.

In the central and western parts of the county, continued development of employment can be seen along the east-west I-90, IL 38, and I-88/IL 56/U.S. 30 corridors, reaching high concentrations around Sugar Grove, Elburn, and Hampshire. Additional areas of moderate combined residential and employment densities are projected, such as in Elburn and Pingree Grove. Separate areas of higher residential densities are projected to develop around some municipalities, such as Sugar Grove, Hampshire, and La Fox.

Figure 24 2009 Population and Employment Densities

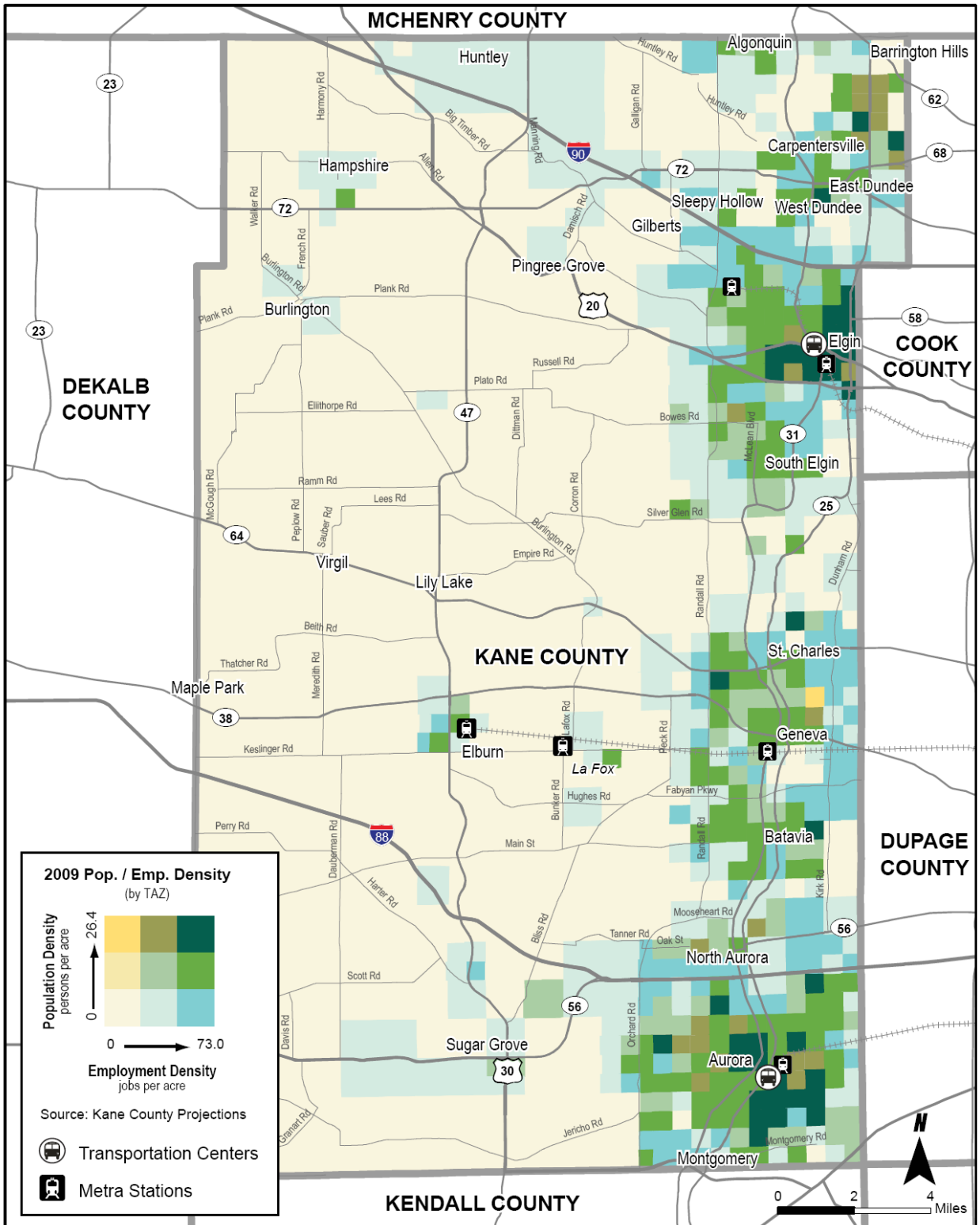
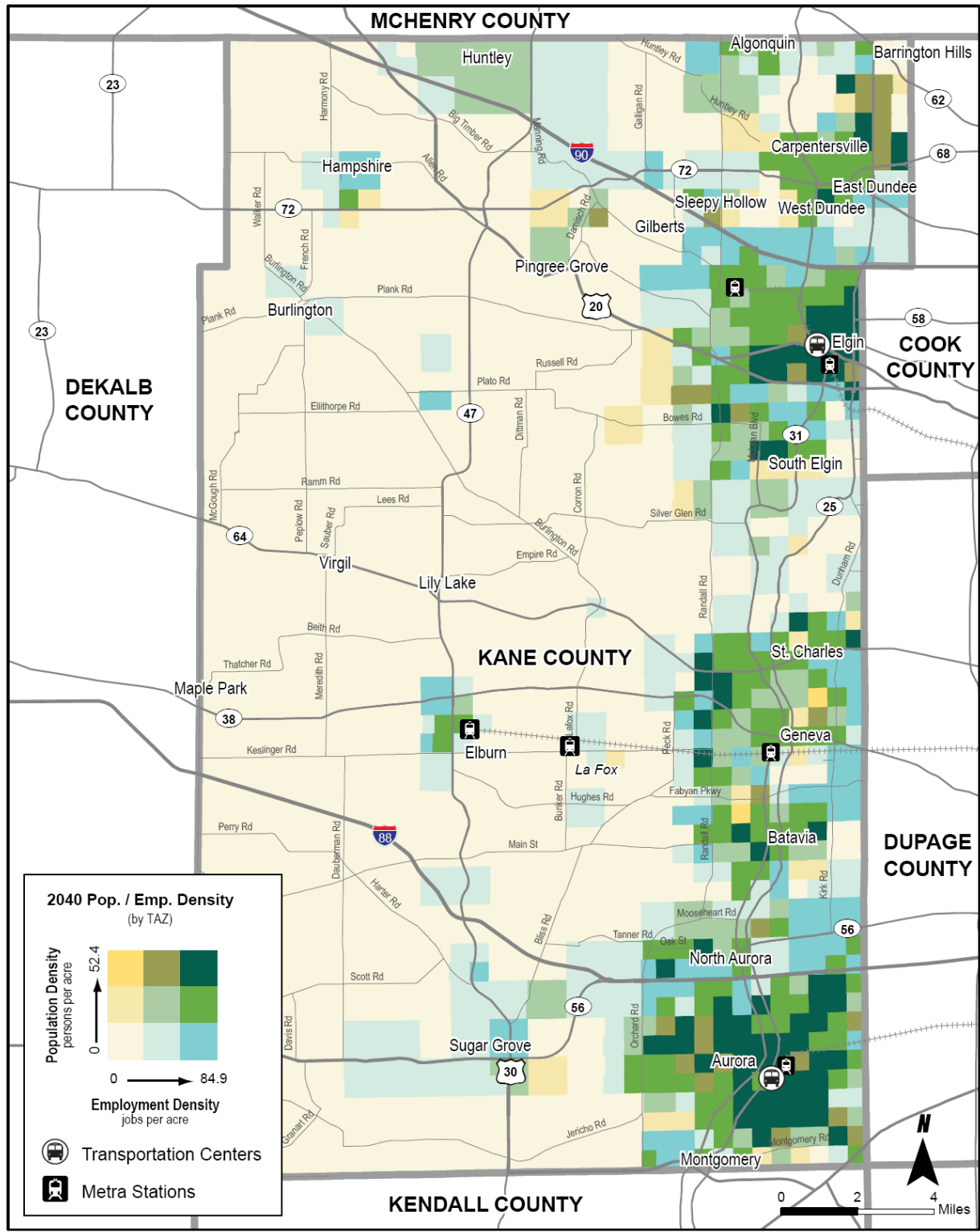


Figure 25 2040 Population and Employment Densities



Travel Behavior

To understand the travel patterns of Kane County residents, this section uses data from the 2006 - 2008 American Community Survey (ACS), the 2000 U.S. Census, Kane County travel demand forecasts, and a study of commute patterns. These data describe the means of transportation, travel patterns, and travel times.

Mode of Travel

Figure 26 shows the percentage of Kane County residents using different means of transportation (travel mode) to get to work from the 2006-2008 ACS. Nearly 80% of Kane County residents drive alone to work, while slightly over 10% carpool. Just over 2% of county residents take a train to work (nearly 5% in Aurora). Of other commute options, 1.7% of residents walk to work, 0.6% ride the bus, and 0.5% bicycle. Other means of transportation, including taxicab and motorcycle, are used by slightly more than 1% of residents. Over 4% of residents work from home.

In comparison to the United States as a whole, the state of Illinois, and the Chicago metropolitan area, Kane County differs most significantly in the share of residents that drive alone, walk, and ride the bus to work. Compared to national rates, 3.5% more Kane County residents drive alone, over 1% fewer walk, and over 2% fewer ride the bus. Compared to the state and the region (including the City of Chicago), these differences are even more pronounced.

Relative to the other “collar” counties, Kane County has the third highest rate of driving alone but also the highest rate of carpooling. The rail mode share is lower than the other counties, but the share of bus use is comparable. The walk mode share of 1.7% nearly the same as DuPage County, but lower than Lake County (2.3%), while the share of biking (0.5%) is slightly higher than the other collar counties.

Figure 26 Means of Transportation to Work, Average 2006-2008

County / Place	Drive Alone	Carpool	Rail	Bus	Walk	Bicycle	Other means	Work at home
United States	75.8%	10.6%	2.2%	2.7%	2.8%	0.5%	1.3%	4.0%
Illinois	73.7%	9.3%	4.6%	4.0%	3.0%	0.5%	1.0%	3.8%
Chicago Metro Area	71.3%	9.1%	6.3%	5.0%	2.9%	0.5%	1.0%	3.8%
Cook County	63.5%	9.7%	8.7%	8.8%	3.9%	0.7%	1.1%	3.6%
DuPage County	78.9%	7.2%	6.0%	0.4%	1.8%	0.4%	0.9%	4.3%
Lake County	77.4%	9.4%	3.5%	0.7%	2.3%	0.2%	1.2%	5.3%
Will County	82.2%	7.9%	3.7%	0.5%	1.0%	0.2%	1.1%	3.5%
Kane County	79.3%	10.3%	2.1%	0.6%	1.7%	0.5%	1.1%	4.4%
McHenry County	81.1%	8.3%	2.2%	0.4%	1.5%	0.3%	0.8%	5.4%
Aurora city	76.1%	11.8%	4.8%	0.7%	1.2%	0.7%	1.2%	3.5%
Elgin city	77.9%	13.4%	1.3%	0.9%	2.6%	0.4%	1.0%	2.5%

Source: 2006-2008 American Community Survey, 3-Year Estimates. Percentage of workers sixteen and older. Other means includes taxicab and motorcycle

The table also lists the mode split for Aurora and Elgin. Aurora is distinguished by a relatively high share of rail use (nearly 5%), while in Elgin the walk mode share is relatively high (2.6%) and the bus mode share (0.9%) is slightly higher than the county as a whole (0.6%).

Data for smaller communities in Kane County from the 2000 U.S. Census is included in Appendix D.1 – see Figure 33. The 2000 Census data are comparable to the more recent ACS data for Kane County and the larger cities in the county. Outside of Aurora and Elgin, the share of commuters driving alone is generally higher and the data indicate that commuters throughout the county, including communities in the central and western parts, use park and ride facilities to access commuter rail. Geneva and Bartlett, which have Metra stations, have high rail mode shares of over 5%.

Travel Patterns

Trip Origins and Destinations

According to the Kane County 2030 Transportation Plan and based on analysis of data from the Kane County travel demand model for 2009 and 2040, the predominant travel pattern is north-south in the eastern part of the county along the Fox River corridor and is greatest in the northern and southern parts of the corridor. East-west travel patterns in the County fall into three general categories:

- Northern part of the county using I-90 and U.S. 20
- Central part of the county using IL 64, IL 38, and Fabyan Parkway
- In the southern part of the county using I-88 and U.S. 30/IL 56

Travel demand consists both of trips that originate and end within the corridor and regional trips with a destination outside the county. Appendix D.2 contains maps showing the analysis zones constructed to analyze the trip origin and destination data from the travel demand model, and a series of tables and maps showing the number of trips within and between zones. For trips within Kane County, separate tables and maps are provided for three trip purposes (home-based work, home-based other, and non-home-based) while for trips between Kane County and neighboring counties the table and maps show all trip purposes combined (a limitation of the travel demand model).

- Between Kane County and surrounding counties, current travel patterns (for 2009) based on data from the Kane County travel demand model are mapped in Figure 36, Figure 39, and Figure 42 (within Kane County) and Figure 46 (outside the County). The primary patterns include:
- In the north-south direction along the Fox Valley, trips tend to be short-to-medium in distance and between adjacent or nearby municipalities, including to adjacent counties (southeastern McHenry County from the Elgin area and northern Kendall County from the Aurora area).
- In the east-west direction from the Fox Valley, the most significant travel patterns are into the adjacent areas of Cook and DuPage Counties following the east-west transportation corridors. These patterns include shorter-distance trips, e.g. Aurora area to the Naperville area, and longer-distance trips, e.g. Elgin area to the Schaumburg area. There are also secondary travel patterns to destinations north or south of the main corridors (such as between the Aurora area and northeastern

DuPage County). Secondary travel patterns include between the Aurora area and Will County.

- For work trips there is strong travel demand within the Aurora (particularly southeast), Elgin, and Carpentersville areas and secondarily within the St. Charles and Geneva areas. In the northern part of the County this includes trips between Elgin and Upper Fox Valley municipalities (e.g. Carpentersville). In the southern part of Kane County, this includes trips between Aurora and Batavia, and Aurora and Montgomery.
- The most significant work travel pattern from central or western Kane County to the Fox Valley is from Huntley to Elgin. However there is also strong travel demand from northern Kane County to McHenry County and from southern Kane County to Kendall County.
- For other trip types (home-based other and non-home-based), the strongest travel demand is within the Aurora and Elgin areas, followed by the St. Charles-Geneva-Batavia area. There is also strong demand for “other” trips from Hampshire to Huntley, from Huntley to Hampshire, and from Sugar Grove to Aurora.

Future travel patterns projected for 2040 based on data from the Kane County travel demand model are presented in terms of growth in the number of trips from current (2009 projected) levels. Appendix D.2 contains maps depicting future travel patterns for each of three trip types: Figure 37, Figure 40, and Figure 43 (within Kane County) and Figure 47 (outside of the County). The primary growth patterns include:

- **Work Trips:** In northern Kane County, the most significant growth is projected between the Huntley area and Elgin, and Carpentersville and Elgin, with moderate growth between Pingree Grove and Elgin (see Figure 37). In southern Kane County, the most significant growth is projected within Aurora with more moderate growth between Batavia and Aurora as well as between Aurora and Elgin.
- **Non-Work (Home-based Other) Trips:** Travel demand within Kane County in this category of trips (such as for services) is projected to grow the most of any of the three trip types. Growth in these trips is clustered around Elgin and Aurora, as shown in Figure 40. The most significant growth in northern Kane County is between Huntley and Elgin, and Carpentersville and Elgin, mirroring the pattern for work trips. Pingree Grove also exhibits moderately high growth in travel demand. However the map also shows Huntley and Carpentersville developing as regional service destinations. In southern Kane County, moderately strong growth is projected between Aurora and Batavia, Batavia and Geneva, and Montgomery and Aurora (including west of Montgomery). Moderate growth is also projected between Elburn and Geneva / Batavia.
- **Non-Home-based Trips:** The most significant growth in this category of trips in northern Kane County is within the Huntley area and both within and between Carpentersville and the Elgin area (see Figure 43). Travel demand between adjacent municipalities in the central-southern Fox Valley is projected to grow from Aurora to St. Charles.
- **Out-of-County Trips:** Figure 47 shows the growth in travel demand for all trip purposes for trips between Kane County and surrounding counties. The most significant growth in travel demand includes:
 - From northern Kane County to southeastern McHenry County
 - Elgin to the Schaumburg area and the southern portion of northwestern Cook County

- Aurora to the I-88 corridor in southwestern DuPage County
- The St. Charles and Geneva areas to northwest DuPage County.
- Southern Kane County to Kendall County

Journey-to-Work Data

- Journey-to-Work data from the 2000 U.S. Census contributes to understanding local and regional commuter travel patterns. It indicates that the majority of Kane County workers had jobs in Kane County. Most of the remaining Kane County residents worked in Cook and DuPage Counties. Kane County residents comprise over 61% of the workers in the county. While Kane County residents comprise only a small share of the workers in Cook and DuPage Counties, about twice as many Kane County residents work in Cook and DuPage Counties as come into Kane County from those counties.

County-to-County Flows

Of the nearly 193,000 Kane County residents who commuted to work in 2000:

- Nearly 108,000 residents (nearly 56% of resident workers) worked in Kane County
- Over 85,000 residents (over 44%) worked outside of the County, an increase from 40% in 1990 and 29% in 1980. Of these “out-commuters:”
- About 78,000 residents (36% of all resident workers) worked in Cook and DuPage Counties (about an equal number in each county)
- About 10,000 residents (over 5% of all resident workers) worked in Lake, McHenry, or Will Counties while over 6,000 (over 3%) worked outside of the six-county area

Nearly 68,000 of the workers in Kane County resided outside of the county in 2000:

- Over 18,000 Cook County and nearly 17,000 DuPage County residents worked in Kane County
- Over 13,000 Kane County workers live in Lake, McHenry, or Will Counties
- Nearly 19,000 Kane County workers live outside of the six-county region

Figure 27 Journey-to-Work by County, 2000

		Place of Work							Total Originating in each County
Place of Residence	County	Cook	DuPage	Kane	Lake	McHenry	Will	Outside	
		Cook	2,077,800	146,135	18,345	64,255	5,180	24,430	34,921
	DuPage	152,435	277,935	16,540	5,375	885	9,195	6,971	469,336
	Kane	34,360	34,320	107,805	3,010	5,055	1,840	6,453	192,843
	Lake	83,500	6,965	1,385	212,450	5,865	390	6,832	317,387
	McHenry	31,335	4,650	8,875	16,730	68,110	345	3,207	133,252
	Will	76,575	43,500	3,430	1,130	160	107,455	9,615	241,865
	Outside	98,068	21,070	18,979	23,164	11,397	17,183		
Total Coming into each County		2,554,073	534,575	175,359	326,114	96,652	160,838		

Source: U.S. Census Journey-to-Work, 2000

Place-to-Place Flows

Figure 28 shows the ten municipalities where the most Kane County residents worked in 2000, listed in the top row heading of the table in order of the total number of Kane County resident workers. These locations include the Fox River cities of Elgin, Aurora, St. Charles, Batavia, and Geneva as well as Hoffman Estates in both Kane and Cook Counties. Outside of Kane County, the most Kane County residents work in Chicago, Schaumburg, Naperville, and Elk Grove Village in Cook, DuPage, and Will Counties.

The left column heading shows places of residence in Kane County in order of the total number of workers in each municipality in 2000. Nearly 5,000 Aurora residents worked in Chicago while over 7,000 worked in Naperville. About 2,500 Elgin residents each worked in Chicago and Schaumburg.

Figure 28 Journey-to-Work by Place, 2000 (Top 10 Work Locations)

Place of Work -->		Elgin	Aurora	Chicago	St. Charles	Schaumburg	Naperville	Batavia	Geneva	Hoffman Estates	Elk Grove Village
Place of Residence	Aurora	1,325	20,335	4,965	2,465	520	7,365	2,375	1,640	125	140
	Elgin	17,600	810	2,480	1,335	2,400	290	510	445	1,075	700
	Hoffman Estates	420	65	3,340	85	4,410	190	15	30	3,340	1,210
	Bartlett	740	160	2,275	390	1,545	265	95	50	735	835
	St. Charles	730	455	685	4,775	290	390	825	1,065	265	100
	Carpentersville	1,710	275	815	310	595	65	110	200	265	395
	Batavia	255	1,040	655	995	100	665	2,890	1,105	105	50
	Algonquin	660	60	1,010	55	930	25	35	30	555	265
	Geneva	350	475	750	1,205	175	285	495	2,080	80	35
	South Elgin	1,765	130	605	695	440	75	75	155	240	160
	North Aurora	160	925	255	375	30	245	490	210	40	30
	West Dundee	480	15	215	40	215	10	10	20	135	65
	Huntley	300	15	225	30	110	4		25	35	35
	Barrington Hills	4	4	315		80				125	95
	Sugar Grove	50	315	90	90	4	115	60	60	4	
	East Dundee	290	10	70	10	145	10		10	80	35
	Elburn	45	105	40	160	10	45	150	175	10	4
Hampshire	335	30	50	35	45		15	10	20	15	
Total Workers	27,219	25,224	18,840	13,050	12,044	10,044	8,150	7,310	7,234	4,169	

Travel Times and Distances

Kane County is within commuting distance of Chicago – about 45 minutes driving time (1¼ to 1½ hours in traffic). The travel time by Metra commuter rail is about 1¼ to 1½ hours station-to-station, but about 50 minutes to 1¼ hours on express runs. It is also within an approximately 30-60 minute drive from regional employment centers such as Schaumburg and Oak Brook.

A random telephone survey of working Kane County residents conducted in 2002 for the Kane County Commuter Patterns study found that 70% of residents surveyed traveled less than 30 minutes each way to work (consistent with an average commute time of 27.3 minutes from the 2000 U.S. Census).⁹ Of those working outside of Kane County, 48% traveled less than 30 minutes each way, while 38% traveled between 31-60 minutes. According to the study, 54% traveled 1-15 miles to work, 20% travel 16-30 miles, while the remaining 26% traveled 31 or more miles.

The relatively short intra-county commute times are consistent with trip origin and destination data that indicate that many such commute trips, at least within the Fox River Valley, are between adjacent or nearby communities.

Factors Influencing Commute Patterns

The 2002 Commuter Patterns study and a 2000 economic development study¹⁰ conducted for Kane County found that two factors impacting commute patterns to and from Kane County are lack of affordable housing and lack of mid-level to high-end employment. In particular, the economic development study concluded that there were imbalances between jobs in several employment sectors and resident workers employed in those sectors, helping to shape commute patterns in and out of Kane County. The manufacturing, services, transportation, communications and public utilities sectors had more workers than jobs, while the wholesale and retail trade sectors had more jobs than resident workers employed. The financial activities sector had a roughly balanced number of resident workers and jobs.

Approximately 72% of out-commuters surveyed in the Commuter Patterns study said that they would take a comparable job in Kane County, if available, as an alternative to commuting 30 to 60 minutes daily by car.

⁹ Paragon Decision Resources, *Commuter Patterns Study: Kane County Commuter and Workforce Analysis*, April 2002. The telephone survey reached 403 working residents, for a 95% confidence factor.

¹⁰ Gruen, Gruen, & Associates, *Strength and Weakness Study: Market and Economic Analysis For An Economic Development Strategy for Kane County*, 2000

Future Development

Building upon the County’s 2040 population and employment projections, this section uses information from existing plans and from stakeholder interviews to further detail specific population and employment growth projections, and expected transportation investments.

Focus of Projected Growth

The County’s conceptual vision for land use is described in the 2030 Land Resource Management Plan. The County anticipated the need to accommodate 50% of population growth in the Fox River Urban Corridor and the remaining 50% of growth in the “Critical Growth Area” located west of the urban corridor. The County anticipated that meeting these growth targets would allow 50% of the County’s land area to be preserved in the Agricultural/Rural Village area and open space. Based on the County’s 2030 population and employment projections, Figure 29 shows the projected share of land area and population in each area by 2030 as well as the recommended land use and development strategies.

Figure 29 2030 Land Resource Management Plan Strategy Areas

Strategy Area	Geographic Location	2030 LRMP Strategies	2030 % of Kane County Land Area	2030 % of Kane County Population
Urban Corridor	Eastern part of the county along Fox River	Downtown revitalization, neighborhood preservation, redevelopment, infill	24%	70%
Critical Growth Area	Central part of the county west of Urban Corridor	Smart growth and “priority places”	22%	27%
Agricultural/Rural Village Area	Western part of the county	Preserve farmland and open space	54%	3%

Source: Kane County 2030 Land Resource Management Plan

The growth areas in the 2040 projections (comparing the density maps shown in Figure 24 and Figure 25 above) appear to be generally consistent with the County’s land use plan. Kane County’s 2030 Transportation Plan projected that the largest population growth through 2020 would occur in the Gilberts and Huntley area and that employment growth would be strongest in northern Kane County, mainly along U.S. 20 and I-90. Currently growth appears to be occurring through infill in the Urban Corridor and in/around the Priority Places in the Critical Growth Area, as evidenced by the 2009 and 2040 population and employment density maps.

Planned Development Activity

The following table presents examples of new developments that have the potential to impact regional transit demand. These examples are drawn from existing plans, stakeholder interviews, or publicly available information and are not intended to comprise a comprehensive or complete list. Although many of the projects include a mix of uses, it is not clear whether these projects will follow transit-supportive development patterns.

Figure 30 Current, Proposed, and Future Development Activity

Location	Description	Type / Scale	Status	Sources
Northeast County	Dundee Crossings - Intersection of Routes 72 and 25			2
North County	West side of Huntley Road	Industrial (job center) and residential, 5000+ population (2400 homes); 1000-3000 jobs?		2
Elgin	New Sherman Hospital facility at Big Timber Dr / Randall Rd	900 acre site, 2200 parking spaces	Opening 12/15/2009	2
Elgin	West of Randall Rd.	15,000 residential units		
South Elgin Area	Large commercial/industrial area along Rt. 25			
St. Charles	First Street Redevelopment	Mixed Use	Under Construction	1
St. Charles	St. Charles Towne Centre	Mixed Use	Proposed	1
Batavia	Mooseheart property, Main St. & Randall to Randall & Orchard	2000 residents; 1M+ sq. ft. of commercial and entertainment/recreation uses	Midrange time frame	2
Batavia	Additional development on Fabyan Parkway and South Drive west of Walmart			2
Batavia	Additional development along Kirk Road at Fabyan Parkway and Wind Energy Pass			2
Batavia	Commercial center redevelopment along Randall Rd		Long range	2
Aurora	Shodeen development on riverfront	Residential	Planned	2
Aurora	Old train station redevelopment			2
Montgomery	Far west side - between Orchard Road and Route 47.	Residential expansion from current population of 17,000 to forecast population at build out of over 33,000, mostly in the far west area of the village		2
Southeast County	BNSF and IL 56 Corridor	Residential and Commercial. 52,000 residents		2

Sources: (1) St. Charles Circulator Study. (2) Stakeholder Input

Transportation Investments Relative to Projected Growth

One theme that emerged in the stakeholder interviews conducted for this plan is that congestion is not yet bad enough to prompt a change from automobile-dependent travel patterns. However, Kane County's 2030 travel forecasts indicated that overall Vehicle-Miles Traveled (VMT) in the County would more than double and traffic performance would decline (as measured by the amount of delay due to congestion): 56% of highway route-miles and 61% of lane-miles would be congested; 41% of county road route-miles and 47% of lane-miles would be congested.

Roadway Improvements

The 2030 Transportation Plan proposed and studied a number of transportation improvements in Kane County to mitigate the forecast congestion. Several key roadway projects planned for areas of projected growth, drawn from the County's 2030 Plan and/or the FY 2008-2012 Transportation Improvement Program (TIP) are:

- Widening I-90 and I-88 to at least six lanes (eight lanes in the east part of the county) and building complete interchanges for IL 47 at I-88 and I-90
- Intersection and traffic signal improvements along Randall Road and widening to six lanes from Orchard Road to the northern County line
- Building three new four-lane bridges over the Fox River: Stearns Road in central Kane County including a new road alignment from Randall Road to the County line (under construction), Longmeadow Parkway/Bolz Road in northern Kane County (Phase I engineering), and Oak Street / IL 56 in North Aurora
- Widening U.S. 20 from four to six lanes through Elgin and improving the interchange at U.S. 20 and Randall Road to accommodate increased traffic volumes
- Extending Anderson Road from IL 38 south to Keslinger Road, including a railroad bridge near the Elburn Metra station (in Phase II engineering and construction expected in 2010)

The 2030 plan proposed \$3.3 billion of roadway improvements, with an estimated local share of \$1.1 to \$1.3 billion, of which between \$190 and \$724 million is expected to be available.¹¹ The County's priorities are improvements along Randall and Orchard Roads, the Fox River crossings, and specific intersection improvements countywide.

Transit Initiatives

The County's 2030 Transportation Plan included the following proposed improvements or actions for transit both countywide and within each of the five transit areas in the county (Greater Elgin, Greater Aurora, Tri-Cities, Upper Fox, and Rural Villages):

- Metra commuter rail extensions: (1) Metra MD-W Line from the Big Timber station in Elgin to Gilberts and Huntley with a possible spur line to Hampshire and station in Pingree Grove; (2) Metra BNSF Line from Aurora to Oswego in Kendall County with a possible extension to Sugar Grove

¹¹ Examples of local transportation revenue sources in Kane County are specific property and motor vehicle fuel taxes, impact fees on new developments, and bonds. The state and federal governments provide additional transportation funds, from sources such as state and federal fuel taxes, and which are allocated either by funding formulas or grants.

- Applying transit-oriented development (TOD) and corridor planning principles countywide
- Establishing Bus Rapid Transit (BRT) in the eastern half of the county including Randall and Kirk Roads, IL 25, I-90, and I-88
- Enhancing the existing transportation hubs in Elgin and Aurora and developing a new hub in Geneva
- Developing smaller transportation centers in La Fox, Sugar Grove, Montgomery, Hampshire, South Elgin, St. Charles, and at up to two additional locations in the Upper Fox Transit Area
- Developing park & ride lots countywide
- Improving coordination of existing paratransit services through the Ride in Kane program

Additionally, the County's Land Resource Management Plan identified opportunity areas in each of the priority places where growth is likely to occur and roadway and transit projects are needed.

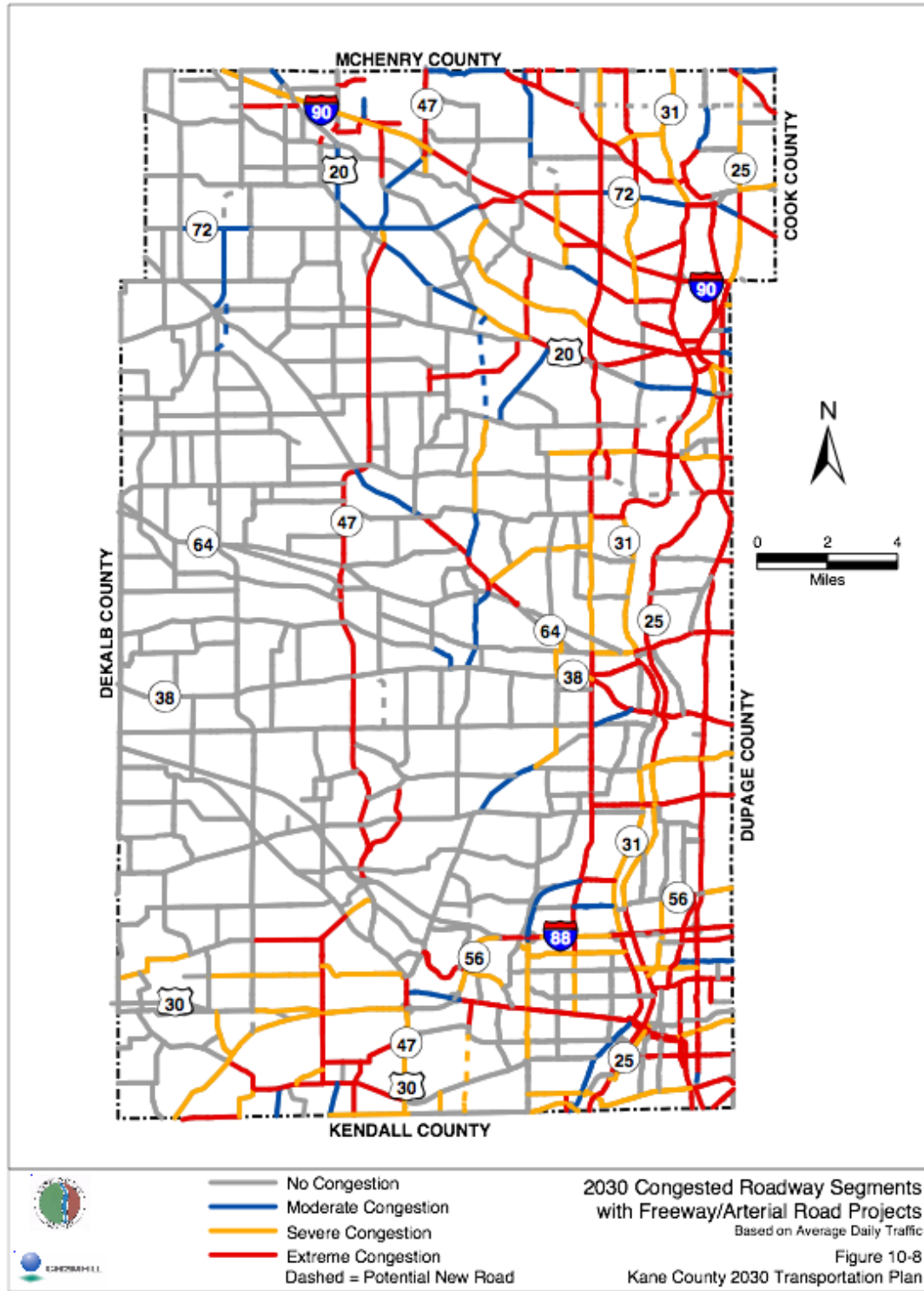
Results of Transportation Investments

The 2030 Transportation Plan determined that existing transportation facilities and programmed roadway improvements (with committed funding sources) would be insufficient to support projected land development – and congestion would remain even after completing the additional freeway and arterial improvements recommended in the plan. The 2030 plan projected that these freeway/arterial improvements would have little effect on VMT, but would reduce the projected roadway delay by about 50% and the number of congested lane miles by about 10% (see Figure 31). The plan recommended, but did not evaluate the effects of, transit improvements and other types of infrastructure improvements and programs, such as:

- Transportation System Management (TSM) to improve the efficiency of the existing transportation system, e.g. interconnecting traffic signals
- Transportation Demand Management (TDM) to reduce the number of vehicles traveling during peak hours, e.g. flexible work hours or preferential parking policies for carpools

While the planned road improvements do match areas where population and employment growth is anticipated, Figure 31 illustrates the road congestion that is expected both in growth areas in the urbanized part of the County and along corridors such as IL 47 in the rural western part of the county. Congestion is often a criteria weighed by travelers when considering transit as a travel option where it is available.

Figure 31 Projected 2030 Roadway Congestion with Freeway/Arterial Road Projects



Source: Kane County 2030 Transportation Plan

Stakeholder Input

In November 2009, the consulting team met with stakeholders throughout the county, including major employers and educational institutions. The team also conducted a brief web-based and paper survey of members of the advisory group for this study. The following observations highlight stakeholder opinions on existing transit service in Kane County. A synthesis of key findings is provided below, followed by a more detailed summary of the stakeholder input received.

Key Findings

Metra rail provides “good-quality” service to downtown Chicago and its western suburbs

Fox River Valley commuters in Kane County urban areas have good connections into downtown Chicago via Metra stations (such as at the Aurora Transportation Center). Metra commuter rail service is seen as providing quality transit access to Chicago’s CBD, as well as to suburban stations (such as the new downtown Bartlett train station) and thus is perceived as offering a reasonable alternative to driving. It was noted that transit supportive land use plans and practices are in place or under development at some Kane County Metra stations, and these have likely contributed to the generally positive perceptions. However, Metra needs additional service and capacity, including park & ride spaces, but is limited by funding and infrastructure constraints.

Good local bus service exists in Aurora and Elgin, although regional service is perceived as lacking, especially between the urbanized and rural parts of the county.

Bus service provided by Pace is generally well-regarded for local trips in Elgin and Aurora. Aurora, and to a lesser extent Elgin, presents opportunities to support both a local service network and regional network out of the existing transit hubs.

In some of the small municipalities transit services that provide access for the general public and/or specific groups are seen as an asset (such as Aurora Township Dial-A-Ride, senior buses, and TIDE taxi service for disabled workers). The Ride-In-Kane program provides service in Kane County, particularly to seniors. However it is expensive to sponsor, especially for social service providers needing many trips. Ridership patterns from the Ride-In-Kane program may suggest potential corridors for fixed- route service expansion.

Significant deficiencies limit usability of regional bus service in the Fox River Valley

Transit connections to major attractions are limited, with the exception of downtown Chicago. Regional transit in the Fox River Valley is perceived to have a number of deficiencies:

- **Buses do not go where people need to go.** In particular bus service to industrial and commercial areas is indirect or nonexistent. East-west transit routes are not available and north-south connectivity is limited.
- **Buses do not run at the times or days that people need it.** For example, a Walmart store manager cited the case of an employee who hitchhikes home after an evening shift. College representatives spoke of students who cannot use transit to return home from evening classes or evening extra-curricular activities.
- **Bus service is not sufficiently frequent or reliable.** College representatives conveyed a general challenge associated with “chaining” work trips or childcare drop-

offs/pickups when buses are infrequently scheduled. Multiple stakeholders cited problems in reliably connecting with Metra trains when taking a bus to the station. Others pointed out that road congestion affects transit performance and reliability, making it no better than automobile travel.

- **Bus stops are not always accessible to pedestrians.** Lacking pedestrian infrastructure was widely cited as a significant challenge to using transit, especially along Randall Road.

As a result some stakeholders believe that existing bus service is unattractive to all but the most transit dependent riders.

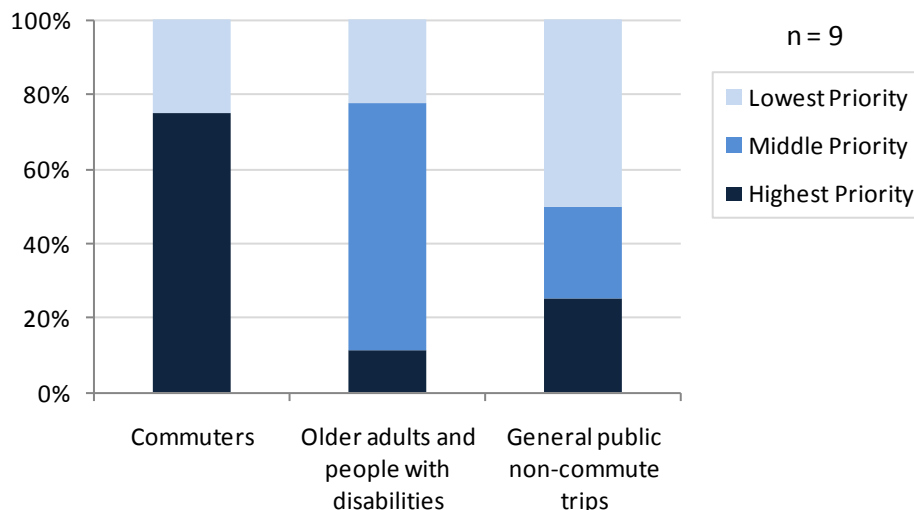
Attitudes towards transit are generally favorable despite its limitations

Despite the limitations of the current transit system and the major challenges to improving the quality of transit service in Kane County, stakeholders voiced support for the goal of improving transit service in the county to a level that would encourage more residents to want to use it and employers to want to promote it. Stakeholders were supportive of having an adequate and sustainable funding source for public transportation, including public subsidies.

Commuters were generally but not definitively favored as a priority for new transit service

Stakeholders were asked to prioritize new transit service among three groups: commuters, older adults and persons with disabilities, and the general public for non-commute trips. As shown in Figure 32, most respondents' top priority was commute service, followed by service for older adults and people with disabilities. Two stakeholders noted that all groups are important and should be prioritized equally. Respondents who prioritized commuter needs put primary importance on the need to provide access to jobs and serve the large commuter population. Some also noted that transit would help relieve congestion and that transit was impractical for all but commute trips. Respondents who prioritized general public service above service for older adults and people with disabilities noted that they did so because there were existing services already serving those groups. Stakeholders also suggested that it may be easier to sustain commuter service as more costs could be recovered through fares.

Figure 32 Priorities for new transit service



Specific Needs and Priorities for Transit

This section expands upon the common themes discussed above, providing additional detail on stakeholders' perceptions of transit service in Kane County and specific priorities for addressing those needs. Technical Memo #3 will more comprehensively analyze specific gaps in service, including those described below.

- There is a lack of north-south route service and connections both in Kane County and for suburb-to-suburb travel east of the county. The proposed STAR Line was identified as one priority for addressing suburb-to-suburb connections as well as to provide a rail link to O'Hare Airport.
- There is a lack of regional access by bus or dedicated surface routes, both intra- and inter-county. Two of the most consistent themes that emerged in the interviews and surveys were:
 - Bus service to industrial and commercial areas is indirect or nonexistent. Service is needed on Route 72 to employment opportunities in Cook County, to a large industrial area along Stearns Road near IL 25, and to/within suburban job centers in Cook and DuPage County such as to the Bartlett Metra station. Several respondents identified service along the Kirk Road corridor as a priority.
 - Transit service and amenities on Randall Road are insufficient. There is a need for expanded transit options (such as a shopping/medical shuttle), transit amenities (currently there are no bus shelters), and pedestrian crossings and sidewalk connections from adjacent neighborhoods and commercial areas. Traffic volumes and the lack of transit supportive infrastructure (i.e. sidewalks, crosswalks, bus stops etc.) pose major challenges to riders.
- In many cases commuter rail stations have become transit hubs for both inbound and outbound commuters. Several stakeholders provided examples of employees who live in Chicago or the inner suburbs and leave a car at a Kane County station overnight in order to complete their morning commute trip. This suggests potential for increased service between rail stations and major employment sites.
- Transit service is perceived as lacking in both urban and less developed parts of the county. For example, respondents noted that:
 - There is no service even in denser residential communities.
 - Service is not coordinated along the southern and northern ends of Fox River Valley and there is no or very limited inter-county service, particularly into Kendall County.
 - Outside of the urban part of the county, there are no public transportation services connecting to Metra stations. Pace commuter vanpools were cited as an exception, although the consulting team also spoke to some employers who reported only minimal employee interest in carpool and vanpool programs. Stakeholders expressed different views on whether providing bus service in these areas should be a priority. Suggested priorities for rail service included expanding Metra to Sugar Grove, Big Rock, and Montgomery and constructing Park & Ride lots.
- Expanding service to fast-growing rural communities in western Kane County, such as Sugar Grove, Pingree Grove, and Huntley, was seen as an opportunity for public transportation. IL 47 was mentioned as a secondary corridor where service should be provided. IL 47 is seen as the "next Randall Road" with concerns expressed about

negative traffic impacts while recognizing that development is desirable and provides needed tax revenue.

- Where transit service exists, there are limitations in the amount of service provided and the infrastructure to access it:
- Pedestrian access to bus stops is poor – “almost inaccessible.”
- Improved off-peak transit service is needed, including during the midday and in evenings.
- Needs for Metra include additional feeder service to Metra stations, more park & ride capacity (such as at Aurora Transportation Center), and increased train frequency and capacity.
- There is a need for more types of services for the elderly and increased funding for paratransit.
- Finally, two additional priorities that were suggested are:
- Provide a “Train Station Express loop” serving Elgin, Huntley, and Cary
- Explore transit alternatives such as Bus Rapid Transit in combination with managed lane strategies on area highways.

Constraints

Stakeholders perceived the major constraints in enhancing local and regional transit service as:

- Insufficient funding, including the need for transit to compete with road and highway projects. It was noted the available funding is not adequate to both maintain the existing system as well as expand service.
- Lack of transit-supportive densities and land use design along transit corridors to support increased transit service.
- Road congestion that affects transit performance and reliability.
- Lack of coordination or cooperation among agencies, including between Pace and RTA, that exacerbates mismatches between travel needs and resources.
- A negative image of transit, particularly buses, and the need to promote even high-quality, high-service commuter modes.
- Limited or inconsistent promotion of carpooling/vanpooling by large employers and institutions combined with employee perceptions that variable work schedules and poor evening transit service make these options impractical. A higher level of service may be necessary for transit to work and to convince employers to promote transit use.
- High levels of freight rail operations and physical infrastructure constraints on the UP-W and BNSF railways are one barrier to expanding service and capacity on Metra lines.
- Traffic congestion and parking supply have not yet become so constrained that Kane County residents have started to think seriously about the full range of options and possibilities for transit or to motivate a change in the existing car culture.

Summary

Market Trends

The key trends affecting the market for transit in Kane County include:

- Population and employment growth is expected to continue, although the economic downturn has affected the trajectory of growth. Growth is expected to occur at higher combined population and employment densities, but large numbers of residents, commercial activities and jobs will remain dispersed throughout the urbanized part of the Kane County.
- Transit-dependent populations, including adults age 65 and older, special needs populations with one or more disabilities, the low-income population are concentrated in the Fox River Valley, Older adults comprise a relatively large share of the population in St. Charles and Batavia, while the share of the population below the poverty level is relatively high in Aurora and Elgin.
- The 65 and older population, projected to more than double from 2010 to 2030, will dramatically increase demand for transportation in this market. At the same time, Kane County is also a relatively young county, with a comparatively large youth share of the population.
- The percentage of the population without access to a vehicle is low (only 4.5% or about half the national share). Only about 10% of the population uses a travel mode other than driving or carpooling to get to work, including only 0.6% of the population that rides the bus.
- While employment sectors such as manufacturing are declining, sectors such as educational and health services comprise a growing share of employment. Overall, there is expected to be a growing number of smaller employers that may be less likely to coordinate transportation for their employees.
- Based on preliminary data from the 2009 travel demand model, north-south travel in the Fox River Valley is largely between nearby municipalities or into McHenry or Kendall counties from nearby communities. East-west travel includes both shorter and longer distance trips into Cook, DuPage, and Will Counties.
- A large and increasing percentage of resident workers (44%) commute out of Kane County. There is a smaller, but still significant, number of reverse commuters coming into the county.

Transit Needs and Opportunities

Based on the demographic data for Kane County, conclusions of previous plans and studies, and stakeholder input provided as part of this study, this section summarizes the primary transit needs in Kane County. Technical Memorandum #3 will analyze and identify these needs more specifically, including identifying gaps between the needs and existing service.

- In the urban part of county along the Fox River Valley, the primary transit needs include:
 - Bus service from residential locations or existing transportation hubs/centers to employment areas not currently served by transit, such as along IL 72 between I-90 and Randall Road or along Kirk Road in Batavia (see Figure 22).
 - North-south connectivity along key commercial and employment corridors such as Randall Road and Kirk Road.
 - East-west transit service to connect Kane County communities and to complement Metra commuter rail service.
 - Transit amenities and adequate/safe pedestrian access to and between transit stops, such as on Randall Road.
- In the growing western part of the county, the primary commuter need is access to Metra stations and other transportation centers, including adequate park & ride capacity and/or intra-county transit routes.
- Both within and outside of Kane County, commuters need to access key employment destinations and activity centers from transit stations (particularly commuter rail stations).
- With the exception of good local service in Aurora and Elgin, both larger municipalities in Kane County as well the smaller villages need local transit service.
- Service options are required during off-peak hours as well as peak commute hours – midday and evenings. While not specifically articulated by stakeholders, needs may also include weekend service.
- The negative perception of transit (particularly regional bus service) as a viable transportation option was articulated by numerous stakeholders and reflects the need to provide reliable service and address limitations in the frequency, span, coverage, and pedestrian access of current service. If these issues can be overcome, there is an opportunity to capitalize upon the stated support for transit articulated by stakeholders.
- Several particular opportunity areas are to:
 - Target service to hospitals and community colleges, given that they face emerging parking constraints and serve a relatively high number of low-to-moderate income individuals.
 - Focus development in existing areas that can foster transit use to further develop the transit market in those areas and support a local transit service network and hub of regional services; this is true of Aurora, and to a lesser extent Elgin.
- Expand service to fast-growing rural communities, such as Sugar Grove, Pingree Grove, and Huntley that are currently not served by the fixed-route bus system.

APPENDICES

Appendix D.1 Travel Mode for Smaller Municipalities (2000)

This table accompanies the discussion in the Travel Behavior (Mode of Travel) section of this memorandum. It uses older but more comprehensive data from the 2000 U.S. Census to provide information on the means of transportation to work for smaller municipalities than the more current American Community Survey for 2006-2008, which includes only municipalities with a population of 20,000 or more.

Figure 33 Means of Transportation to Work, 2000 U.S. Census

	Population	Drive Alone	Carpool	Rail	Bus	Walk	Bicycle	Other Means	Work at home
United States	128,279,228	75.7%	12.2%	2.0%	2.9%	2.5%	0.4%	1.0%	3.3%
Illinois	5,745,731	73.2%	10.9%	4.8%	3.6%	3.1%	0.3%	0.9%	3.1%
Chicago Metro Area	4,218,108	70.5%	11.0%	6.6%	4.6%	3.1%	0.3%	1.0%	2.9%
Kane County	192,862	79.8%	11.5%	1.9%	0.8%	1.6%	0.2%	0.9%	3.4%
Aurora	67,060	74.7%	14.2%	4.3%	1.2%	1.6%	0.2%	1.2%	2.7%
Elgin	45,445	78.3%	14.3%	1.6%	1.0%	1.9%	0.2%	0.7%	2.1%
Hoffman Estates	26,331	84.2%	7.6%	2.9%	0.2%	1.3%	0.4%	0.8%	2.7%
Bartlett	19,178	84.5%	5.6%	5.3%	0.1%	0.3%	0.0%	0.8%	3.4%
St. Charles	14,792	84.6%	6.3%	3.0%	0.2%	1.6%	0.2%	0.3%	3.8%
Carpentersville	13,323	77.6%	17.0%	0.7%	0.3%	1.1%	0.3%	1.6%	1.4%
Batavia	11,950	84.7%	5.5%	2.1%	0.0%	1.6%	0.4%	1.3%	4.4%
Algonquin	11,828	85.7%	5.8%	2.4%	0.1%	1.0%	0.0%	0.9%	4.1%
Geneva	9,293	83.4%	4.5%	5.4%	0.3%	2.0%	0.0%	0.4%	4.0%
South Elgin	8,577	86.9%	5.4%	2.3%	0.2%	0.8%	0.3%	0.0%	4.1%
North Aurora	5,486	88.5%	6.0%	0.9%	0.2%	0.7%	0.8%	0.3%	2.6%
West Dundee	2,976	84.5%	7.0%	2.8%	0.0%	1.0%	0.0%	0.0%	4.8%
Huntley	2,901	82.2%	8.5%	2.5%	0.0%	3.3%	0.0%	0.9%	2.6%
Montgomery	2,501	83.2%	11.0%	1.9%	0.0%	0.4%	0.0%	0.2%	3.2%
Sugar Grove	1,952	89.1%	2.6%	1.8%	0.0%	0.3%	0.0%	0.8%	5.3%
Barrington Hills	1,934	65.8%	11.4%	9.8%	0.0%	0.3%	0.0%	0.9%	11.7%
Sleepy Hollow	1,813	84.7%	6.8%	1.9%	0.2%	0.4%	0.0%	0.8%	5.1%
East Dundee	1,760	84.5%	7.0%	0.7%	0.5%	2.3%	0.0%	0.6%	4.4%
Hampshire	1,591	84.4%	6.2%	0.7%	0.6%	3.0%	0.9%	0.6%	3.6%
Elburn	1,510	81.9%	7.9%	1.1%	0.0%	3.6%	0.0%	1.1%	4.4%
Wayne	1,121	84.9%	5.3%	4.4%	0.0%	0.4%	0.0%	0.0%	5.0%
Gilberts	770	87.0%	5.8%	1.7%	0.0%	0.8%	0.0%	0.9%	3.8%
Lily Lake	442	87.1%	4.5%	2.9%	0.0%	1.1%	0.0%	0.2%	4.1%
Maple Park	371	88.1%	5.1%	0.8%	0.0%	1.1%	0.0%	0.0%	4.6%
Burlington	229	84.7%	7.4%	0.0%	0.0%	4.8%	0.0%	2.2%	0.9%
Virgil	133	79.7%	11.3%	3.0%	0.0%	3.8%	0.0%	0.0%	2.3%
Pingree Grove	45	82.2%	11.1%	0.0%	0.0%	6.7%	0.0%	0.0%	0.0%

Source: 2000 U.S. Census. Other means includes taxicab and motorcycle

Appendix D.2 Trip Origins and Destinations

The maps and tables below present preliminary data from the Kane County travel demand model for 2009 and 2040. The maps and tables accompany a discussion in the Travel Behavior (Trip Origins and Destinations) section of this memorandum. The data is presented as follows:

Trips within Kane County: Figure 34 shows the location of the numbered analysis zones for Kane County (1-56). Separate tables and maps are provided for each of three trip purposes: home-based work, home-based other, and non-home-based. For each of these three trip purposes there is:

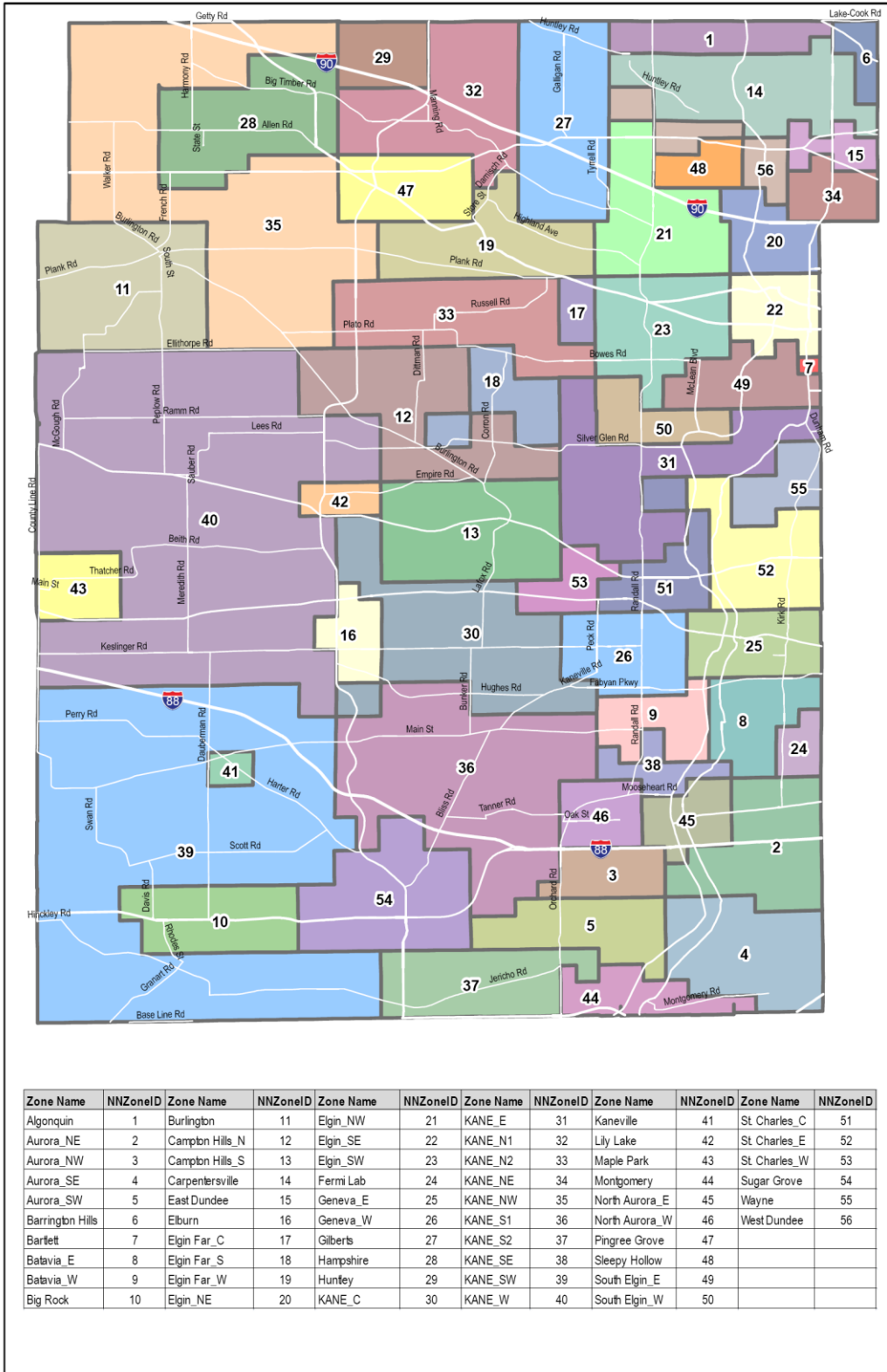
- A Table with the number of projected daily one-way unidirectional trips per day for 2009, 2040, and growth from 2009 to 2040, for the origin-destination pairs with the greatest growth over the period. For trips occurring within one zone (e.g. Aurora_SE), there is a single row in the table that counts both the trip from origin to destination and a return trip (if applicable). For trips between different zones (e.g. Aurora_SE to Aurora_NE), there are separate rows for each direction of travel.
- A map of all origin-destination pairs with 250 or more daily trips for 2009
- A map of all origin-destination pairs with 250 or more daily trips for 2040

Trips between Kane County and surrounding counties: Figure 44 shows the zones outside of Kane County (57-93). The out-of-county data is only available for all trip purposes, which is the sum of home-based work, home-based other, non-home-based work, and truck trips (table not included). The presentation is analogous to in-county trips.

Appendix D.2 • Trip Origins and Destinations

KANE COUNTY 2040 LONG RANGE TRANSIT PLAN

Figure 34 Transit Analysis Zones, Kane County



Appendix D.2 • Trip Origins and Destinations

KANE COUNTY 2040 LONG RANGE TRANSIT PLAN

Figure 35 Projected Travel Demand, Intra-County Home-based Work Trips

Origin Zone	Origin Name	Destination Zone	Destination Name	2009 Trips	2040 Trips	Change 2009-2040	% Change
4	Aurora_SE	4	Aurora_SE	4,152	4,970	818	20%
2	Aurora_NE	4	Aurora_SE	1,837	3,095	1,258	68%
4	Aurora_SE	2	Aurora_NE	1,837	3,095	1,258	68%
14	Carpentersville	20	Elgin_NE	1,740	2,888	1,148	66%
20	Elgin_NE	14	Carpentersville	1,740	2,888	1,148	66%
4	Aurora_SE	5	Aurora_SW	1,818	2,139	320	18%
5	Aurora_SW	4	Aurora_SE	1,818	2,139	320	18%
20	Elgin_NE	29	Huntley	754	2,002	1,248	166%
29	Huntley	20	Elgin_NE	754	2,002	1,248	166%
20	Elgin_NE	22	Elgin_SE	1,364	1,952	588	43%
22	Elgin_SE	20	Elgin_NE	1,364	1,952	588	43%
2	Aurora_NE	2	Aurora_NE	843	1,932	1,088	129%
20	Elgin_NE	23	Elgin_SW	1,046	1,917	871	83%
23	Elgin_SW	20	Elgin_NE	1,046	1,917	871	83%
4	Aurora_SE	8	Batavia_E	1,319	1,911	592	45%
8	Batavia_E	4	Aurora_SE	1,319	1,911	592	45%
20	Elgin_NE	20	Elgin_NE	1,002	1,743	741	74%
14	Carpentersville	14	Carpentersville	1,163	1,555	392	34%
20	Elgin_NE	32	KANE_N1	231	1,367	1,136	491%
32	KANE_N1	20	Elgin_NE	231	1,367	1,136	491%
23	Elgin_SW	23	Elgin_SW	971	1,357	387	40%
22	Elgin_SE	22	Elgin_SE	1,372	1,356	-16	-1%
4	Aurora_SE	20	Elgin_NE	777	1,326	549	71%
20	Elgin_NE	4	Aurora_SE	777	1,326	549	71%
20	Elgin_NE	21	Elgin_NW	858	1,320	462	54%
21	Elgin_NW	20	Elgin_NE	858	1,320	462	54%
22	Elgin_SE	23	Elgin_SW	1,036	1,224	188	18%
23	Elgin_SW	22	Elgin_SE	1,036	1,224	188	18%
2	Aurora_NE	5	Aurora_SW	722	1,194	471	65%
5	Aurora_SW	2	Aurora_NE	722	1,194	471	65%
5	Aurora_SW	5	Aurora_SW	966	1,141	175	18%
20	Elgin_NE	47	Pingree_Grove	198	1,117	919	464%
47	Pingree_Grove	20	Elgin_NE	198	1,117	919	464%
2	Aurora_NE	8	Batavia_E	594	1,115	521	88%
8	Batavia_E	2	Aurora_NE	594	1,115	521	88%
4	Aurora_SE	52	St_Charles_E	787	1,110	324	41%
52	St_Charles_E	4	Aurora_SE	787	1,110	324	41%
14	Carpentersville	22	Elgin_SE	991	1,110	119	12%
22	Elgin_SE	14	Carpentersville	991	1,110	119	12%
4	Aurora_SE	25	Geneva_E	703	1,076	373	53%
25	Geneva_E	4	Aurora_SE	703	1,076	373	53%
14	Carpentersville	21	Elgin_NW	834	1,033	199	24%
21	Elgin_NW	14	Carpentersville	834	1,033	199	24%
3	Aurora_NW	4	Aurora_SE	778	1,017	239	31%
4	Aurora_SE	3	Aurora_NW	778	1,017	239	31%
4	Aurora_SE	44	Montgomery	793	1,017	223	28%
44	Montgomery	4	Aurora_SE	793	1,017	223	28%
21	Elgin_NW	23	Elgin_SW	746	993	247	33%
23	Elgin_SW	21	Elgin_NW	746	993	247	33%
8	Batavia_E	8	Batavia_E	676	949	274	40%
20	Elgin_NE	56	West_Dundee	574	932	358	62%
56	West_Dundee	20	Elgin_NE	574	932	358	62%

Source: Kane County Travel Demand Model. Number of unidirectional trips.

Figure 36 Projected Daily Home-based Work Trips between and within TAZ Zones in Kane County, 2009

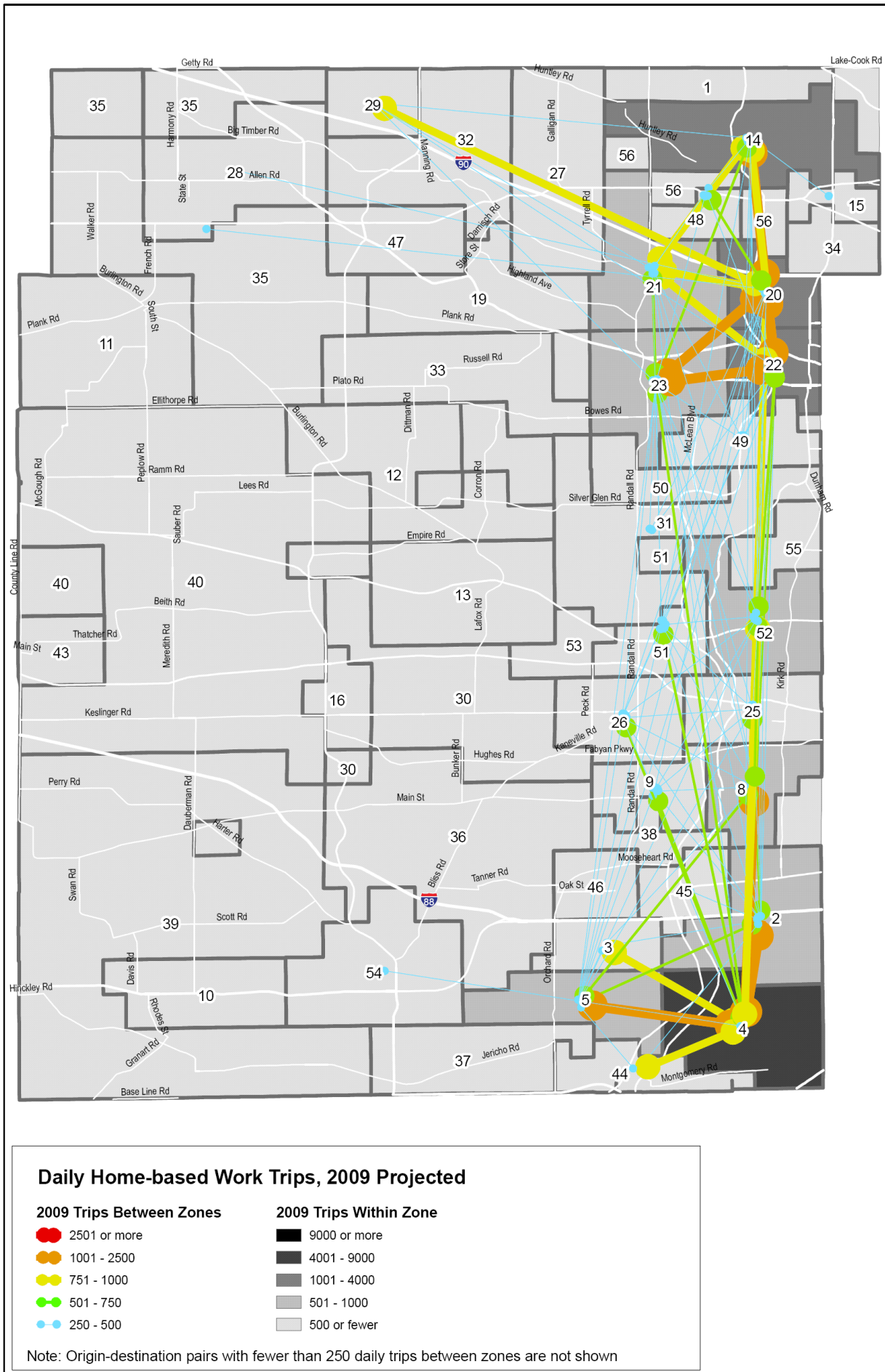
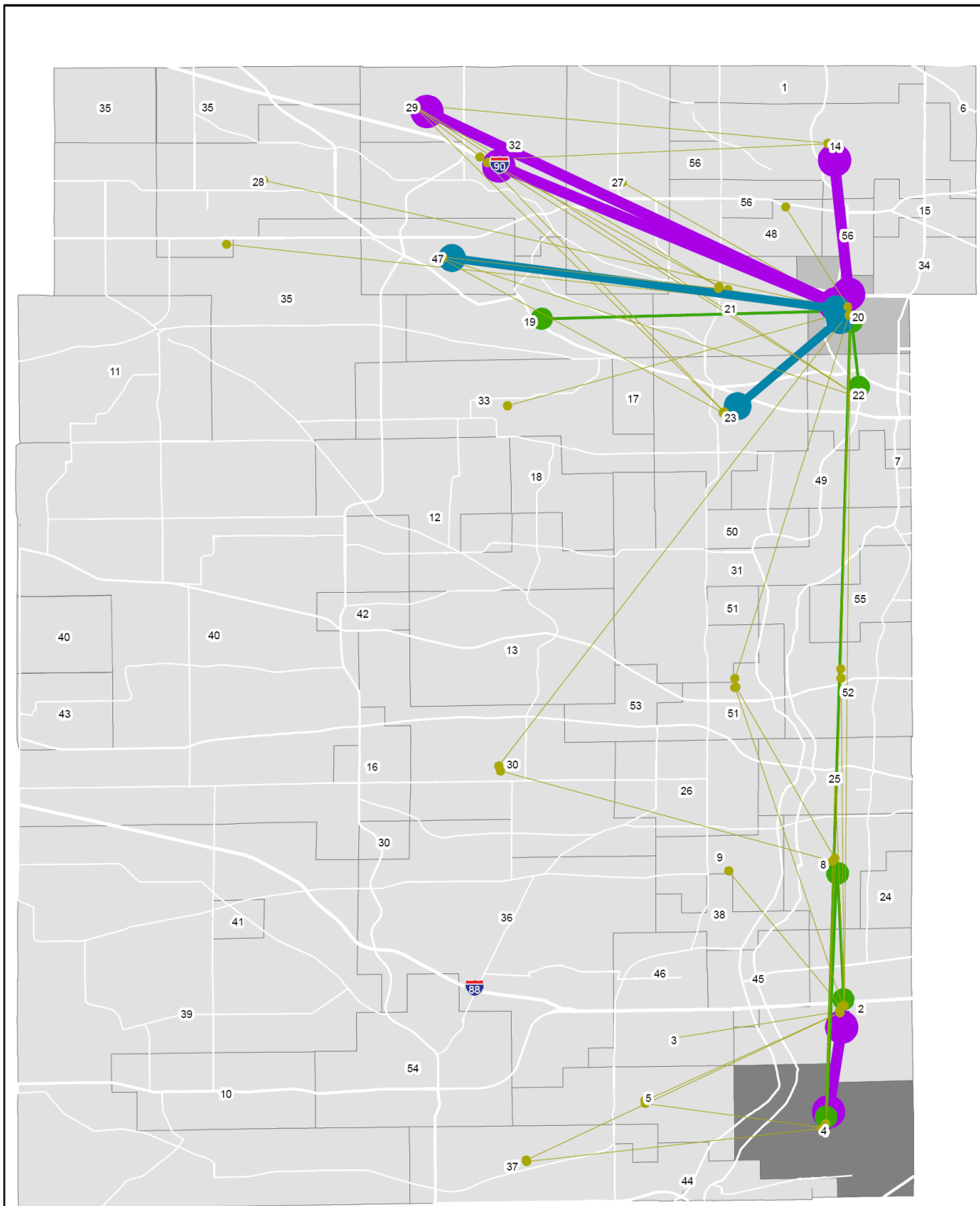


Figure 37 Projected Growth in Daily Home-based Work Trips within Kane County, 2009 - 2040



Daily Home-based Work Trips, Projected Growth 2009-2040

Additional Trips Between Zones

- 2501 or more
- 1001 - 2500
- 751 - 1000
- 501 - 750
- 250 - 500

Additional Trips Within Zone

- 2501 or more
- 1001 - 2500
- 751 - 1000
- 501 - 750
- 500 or fewer

Note: Origin-destination pairs with fewer than 250 additional daily trips between zones are not shown

Appendix D.2 • Trip Origins and Destinations

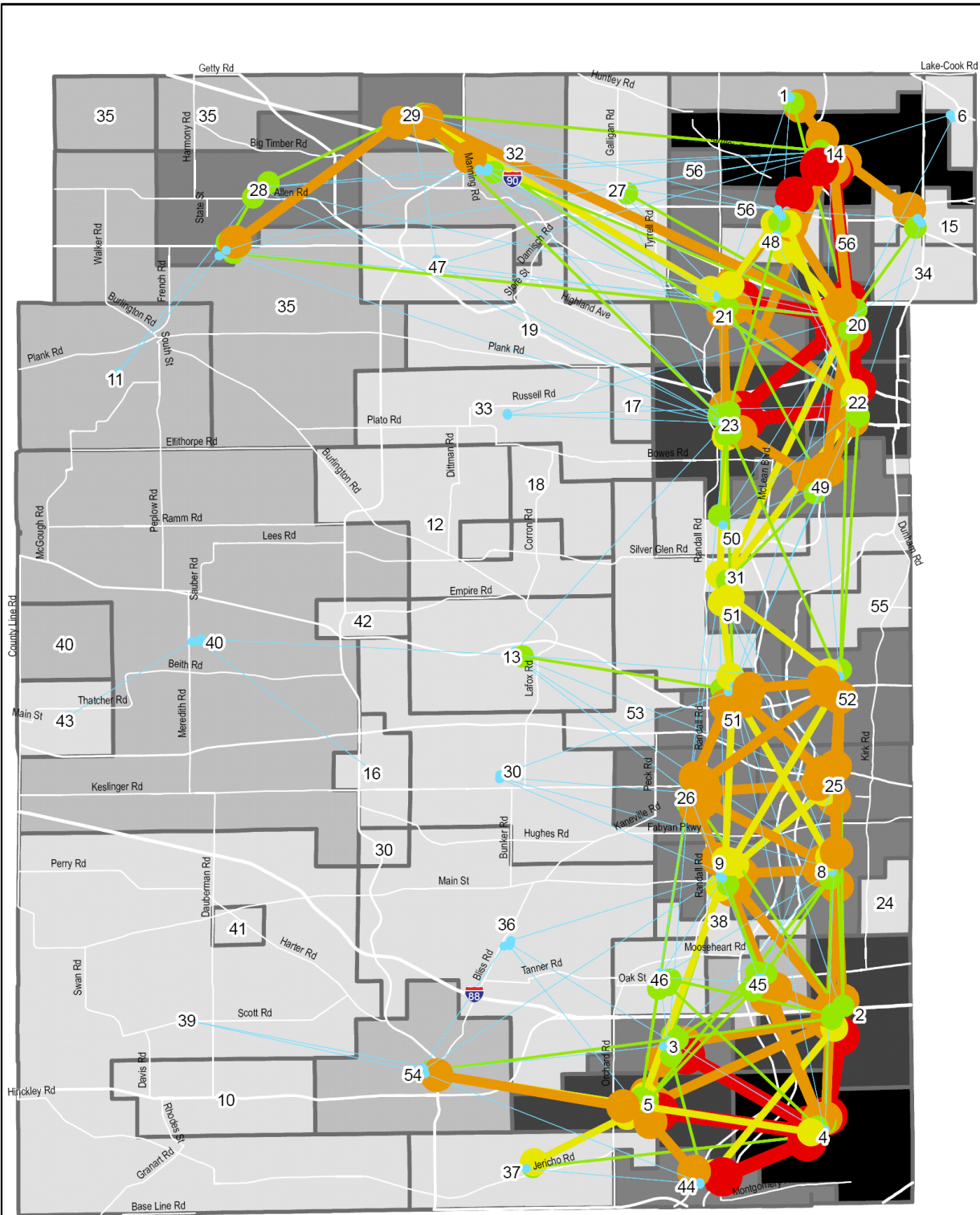
KANE COUNTY 2040 LONG RANGE TRANSIT PLAN

Figure 38 Projected Travel Demand, Intra-County Home-based Other Trips

Origin Zone	Origin Name	Destination Zone	Destination Name	2009 Trips	2040 Trips	Change 2009-2040	% Change
4	Aurora_SE	4	Aurora_SE	19,760	24,744	4,984	25%
2	Aurora_NE	4	Aurora_SE	7,305	12,486	5,181	71%
4	Aurora_SE	2	Aurora_NE	7,305	12,486	5,181	71%
14	Carpentersville	14	Carpentersville	9,371	12,236	2,865	31%
2	Aurora_NE	2	Aurora_NE	5,056	11,448	6,391	126%
14	Carpentersville	20	Elgin_NE	6,337	10,733	4,396	69%
20	Elgin_NE	14	Carpentersville	6,337	10,733	4,396	69%
23	Elgin_SW	23	Elgin_SW	5,091	7,985	2,894	57%
20	Elgin_NE	22	Elgin_SE	5,382	7,959	2,578	48%
22	Elgin_SE	20	Elgin_NE	5,382	7,959	2,578	48%
20	Elgin_NE	20	Elgin_NE	4,510	7,793	3,282	73%
4	Aurora_SE	5	Aurora_SW	6,450	7,619	1,169	18%
5	Aurora_SW	4	Aurora_SE	6,450	7,619	1,169	18%
5	Aurora_SW	5	Aurora_SW	5,731	6,919	1,188	21%
22	Elgin_SE	22	Elgin_SE	6,368	6,192	-176	-3%
20	Elgin_NE	23	Elgin_SW	3,126	6,005	2,879	92%
23	Elgin_SW	20	Elgin_NE	3,126	6,005	2,879	92%
4	Aurora_SE	44	Montgomery	4,219	5,484	1,265	30%
44	Montgomery	4	Aurora_SE	4,219	5,484	1,265	30%
29	Huntley	29	Huntley	2,415	5,199	2,783	115%
29	Huntley	32	KANE_N1	1,636	4,966	3,330	204%
32	KANE_N1	29	Huntley	1,636	4,966	3,330	204%
20	Elgin_NE	29	Huntley	1,749	4,825	3,076	176%
29	Huntley	20	Elgin_NE	1,749	4,825	3,076	176%
8	Batavia_E	8	Batavia_E	3,055	4,556	1,501	49%
22	Elgin_SE	23	Elgin_SW	3,791	4,521	730	19%
23	Elgin_SW	22	Elgin_SE	3,791	4,521	730	19%
20	Elgin_NE	21	Elgin_NW	2,672	4,214	1,542	58%
21	Elgin_NW	20	Elgin_NE	2,672	4,214	1,542	58%
51	St. Charles_C	51	St. Charles_C	2,347	4,113	1,766	75%
52	St. Charles_E	52	St. Charles_E	2,871	3,727	856	30%
20	Elgin_NE	32	KANE_N1	591	3,598	3,007	509%
32	KANE_N1	20	Elgin_NE	591	3,598	3,007	509%
20	Elgin_NE	56	West_Dundee	2,088	3,471	1,383	66%
56	West_Dundee	20	Elgin_NE	2,088	3,471	1,383	66%
2	Aurora_NE	5	Aurora_SW	2,106	3,427	1,321	63%
5	Aurora_SW	2	Aurora_NE	2,106	3,427	1,321	63%
3	Aurora_NW	4	Aurora_SE	2,525	3,302	777	31%
4	Aurora_SE	3	Aurora_NW	2,525	3,302	777	31%
9	Batavia_W	9	Batavia_W	2,540	3,245	705	28%
32	KANE_N1	32	KANE_N1	514	3,210	2,695	524%
2	Aurora_NE	3	Aurora_NW	1,826	3,153	1,327	73%
3	Aurora_NW	2	Aurora_NE	1,826	3,153	1,327	73%
14	Carpentersville	56	West_Dundee	2,613	3,044	431	16%
56	West_Dundee	14	Carpentersville	2,613	3,044	431	16%
2	Aurora_NE	8	Batavia_E	1,572	3,023	1,450	92%
8	Batavia_E	2	Aurora_NE	1,572	3,023	1,450	92%
21	Elgin_NW	23	Elgin_SW	2,365	2,993	628	27%
23	Elgin_SW	21	Elgin_NW	2,365	2,993	628	27%
21	Elgin_NW	21	Elgin_NW	2,723	2,944	221	8%
8	Batavia_E	9	Batavia_W	2,044	2,919	875	43%
9	Batavia_W	8	Batavia_E	2,044	2,919	875	43%

Source: Kane County Travel Demand Model. Number of unidirectional trips.

Figure 39 Projected Daily Home-based Other Trips between and within TAZ Zones in Kane County, 2009



Daily Home-based Other Trips, 2009 Projected

2009 Trips Between Zones

- 2501 or more
- 1001 - 2500
- 751 - 1000
- 501 - 750
- 250 - 500

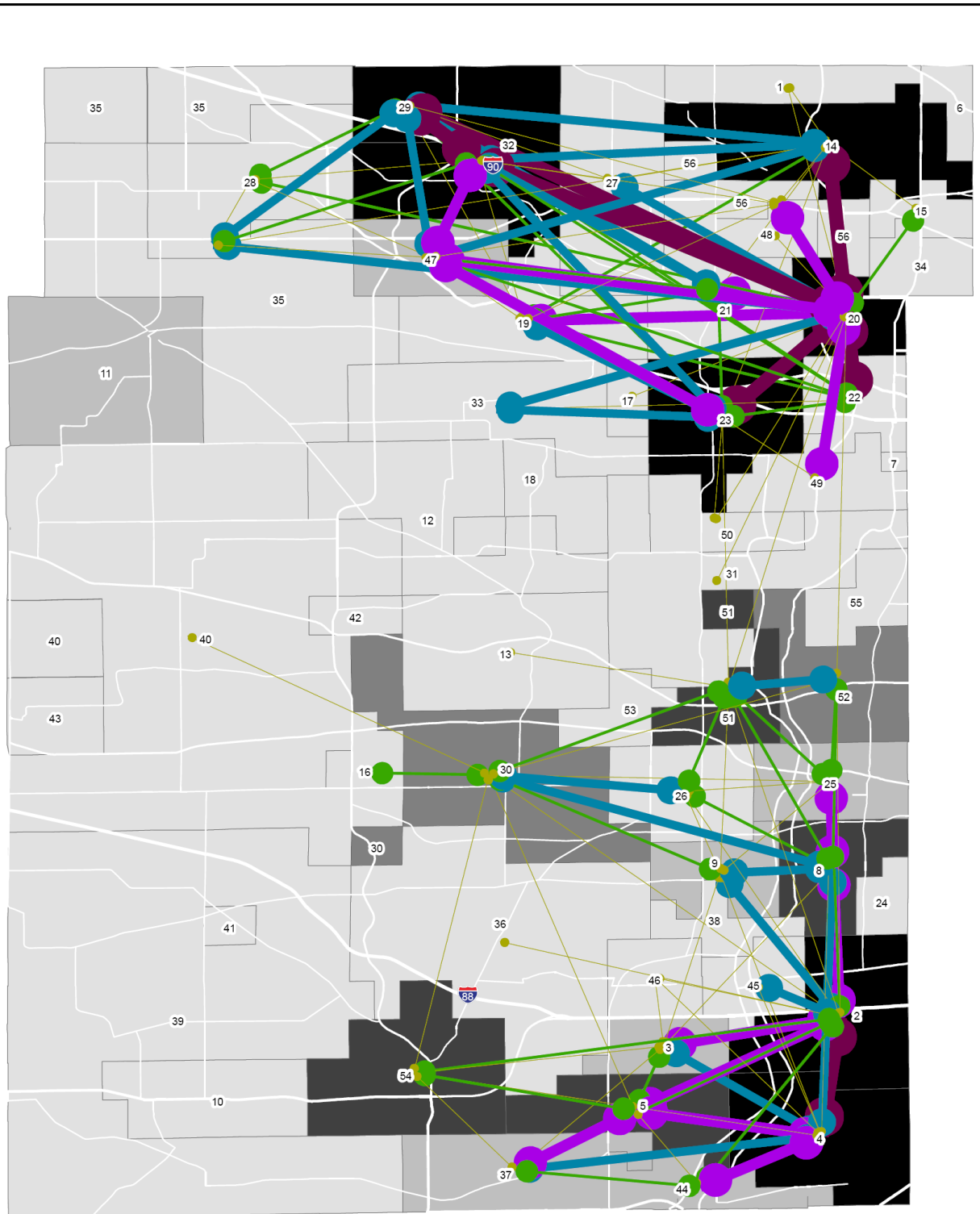
2009 Trips Within Zone

- 9000 or more
- 4001 - 9000
- 1001 - 4000
- 501 - 1000
- 500 or fewer

Note: Origin-destination pairs with fewer than 250 daily trips between zones are not shown

Figure 40 Projected Growth in Daily Home-based Other Trips within Kane County, 2009 - 2040

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Daily Home-based Other Trips, Projected Growth 2009-2040

Additional Trips Between Zones

- 2501 or more
- 1001 - 2500
- 751 - 1000
- 501 - 750
- 250 - 500

Additional Trips Within Zone

- 2501 or more
- 1001 - 2500
- 751 - 1000
- 501 - 750
- 500 or fewer

Note: Origin-destination pairs with fewer than 250 additional daily trips between zones are not shown

Appendix D.2 • Trip Origins and Destinations

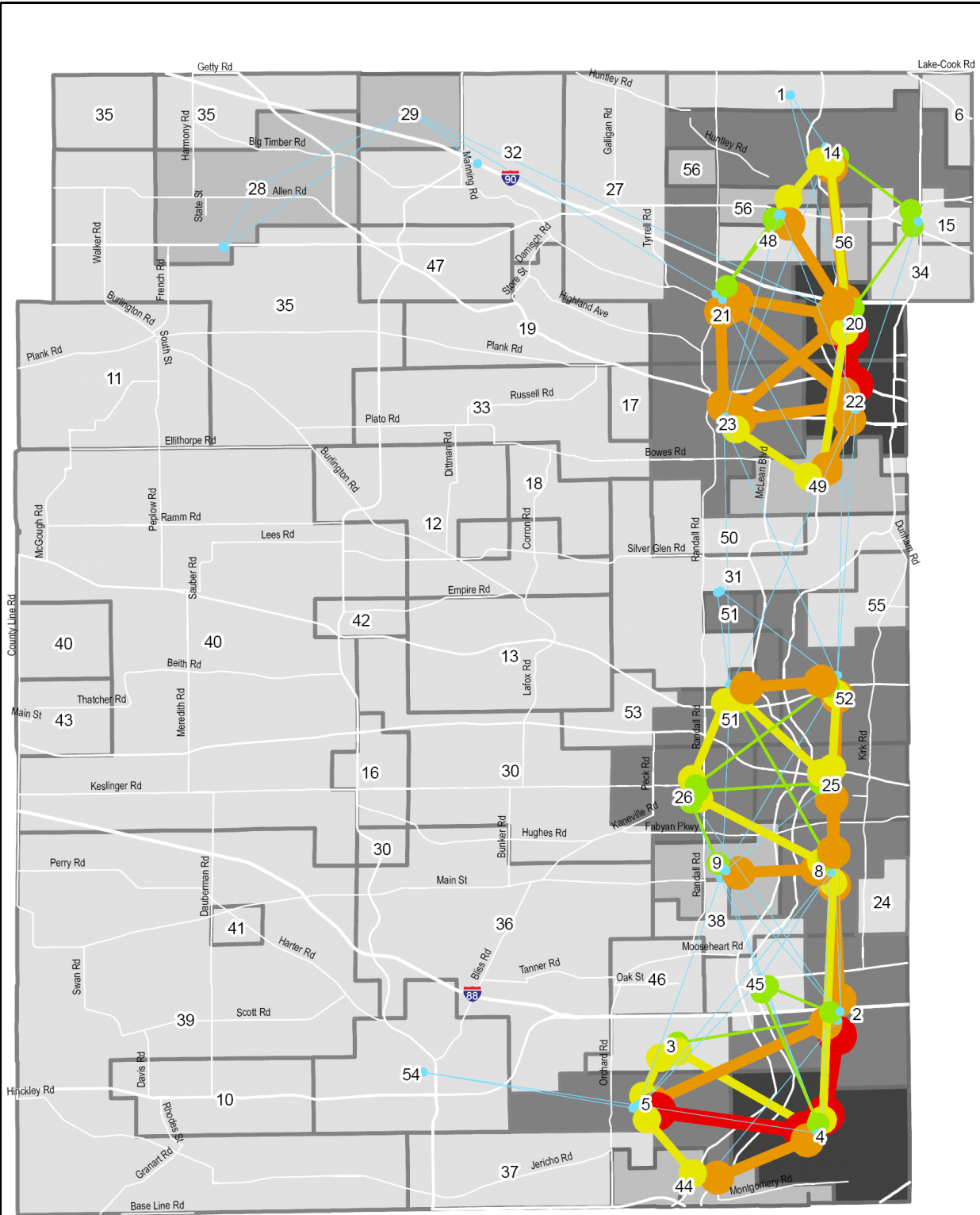
KANE COUNTY 2040 LONG RANGE TRANSIT PLAN

Figure 41 Projected Travel Demand, Intra-County Non-Home-based Trips

Origin Zone	Origin Name	Destination Zone	Destination Name	2009 Trips	2040 Trips	Change 2009-2040	% Change
20	Elgin_NE	20	Elgin_NE	6,894	15,613	8,719	126%
4	Aurora_SE	4	Aurora_SE	8,918	10,664	1,747	20%
2	Aurora_NE	2	Aurora_NE	2,842	6,117	3,275	115%
2	Aurora_NE	4	Aurora_SE	3,234	5,019	1,785	55%
4	Aurora_SE	2	Aurora_NE	3,234	5,019	1,785	55%
22	Elgin_SE	20	Elgin_NE	3,499	5,013	1,514	43%
20	Elgin_NE	22	Elgin_SE	3,499	5,013	1,514	43%
8	Batavia_E	8	Batavia_E	3,040	4,835	1,795	59%
20	Elgin_NE	14	Carpentersville	2,429	4,315	1,886	78%
14	Carpentersville	20	Elgin_NE	2,429	4,315	1,886	78%
22	Elgin_SE	22	Elgin_SE	4,120	4,259	139	3%
14	Carpentersville	14	Carpentersville	2,858	3,822	964	34%
23	Elgin_SW	23	Elgin_SW	2,629	3,698	1,069	41%
4	Aurora_SE	5	Aurora_SW	3,068	3,499	431	14%
5	Aurora_SW	4	Aurora_SE	3,068	3,499	431	14%
5	Aurora_SW	5	Aurora_SW	2,824	3,190	366	13%
51	St_Charles_C	51	St_Charles_C	1,679	2,814	1,134	68%
20	Elgin_NE	23	Elgin_SW	1,700	2,687	988	58%
23	Elgin_SW	20	Elgin_NE	1,700	2,687	988	58%
52	St_Charles_E	52	St_Charles_E	1,859	2,686	828	45%
20	Elgin_NE	21	Elgin_NW	1,808	2,684	875	48%
21	Elgin_NW	20	Elgin_NE	1,808	2,684	875	48%
22	Elgin_SE	23	Elgin_SW	2,168	2,531	363	17%
23	Elgin_SW	22	Elgin_SE	2,168	2,531	363	17%
8	Batavia_E	25	Geneva_E	1,362	2,371	1,009	74%
25	Geneva_E	8	Batavia_E	1,362	2,371	1,009	74%
21	Elgin_NW	21	Elgin_NW	1,769	2,170	400	23%
4	Aurora_SE	44	Montgomery	1,732	2,150	418	24%
44	Montgomery	4	Aurora_SE	1,732	2,150	418	24%
20	Elgin_NE	56	West_Dundee	1,254	2,026	771	61%
56	West_Dundee	20	Elgin_NE	1,254	2,026	771	61%
2	Aurora_NE	8	Batavia_E	1,021	1,936	914	90%
8	Batavia_E	2	Aurora_NE	1,021	1,936	914	90%
29	Huntley	29	Huntley	801	1,882	1,081	135%
51	St_Charles_C	52	St_Charles_E	1,258	1,826	568	45%
52	St_Charles_E	51	St_Charles_C	1,258	1,826	568	45%
25	Geneva_E	25	Geneva_E	1,059	1,777	718	68%
21	Elgin_NW	23	Elgin_SW	1,261	1,633	371	29%
23	Elgin_SW	21	Elgin_NW	1,261	1,633	371	29%
29	Huntley	32	KANE_N1	477	1,629	1,151	241%
32	KANE_N1	29	Huntley	477	1,629	1,151	241%
2	Aurora_NE	5	Aurora_SW	1,097	1,620	523	48%
5	Aurora_SW	2	Aurora_NE	1,097	1,620	523	48%
8	Batavia_E	52	St_Charles_E	1,011	1,598	587	58%
52	St_Charles_E	8	Batavia_E	1,011	1,598	587	58%
21	Elgin_NW	22	Elgin_SE	1,356	1,512	156	12%
22	Elgin_SE	21	Elgin_NW	1,356	1,512	156	12%
25	Geneva_E	52	St_Charles_E	906	1,423	516	57%
52	St_Charles_E	25	Geneva_E	906	1,423	516	57%
8	Batavia_E	9	Batavia_W	1,003	1,415	412	41%
9	Batavia_W	8	Batavia_E	1,003	1,415	412	41%
15	East_Dundee	20	Elgin_NE	729	1,398	669	92%
20	Elgin_NE	15	East_Dundee	729	1,398	669	92%

Source: Kane County Travel Demand Model. Number of unidirectional trips.

Figure 42 Projected Daily Non-Home-based Trips between and within TAZ Zones in Kane County, 2009



Daily Non-Home-based Trips, 2009 Projected

2009 Trips Between Zones

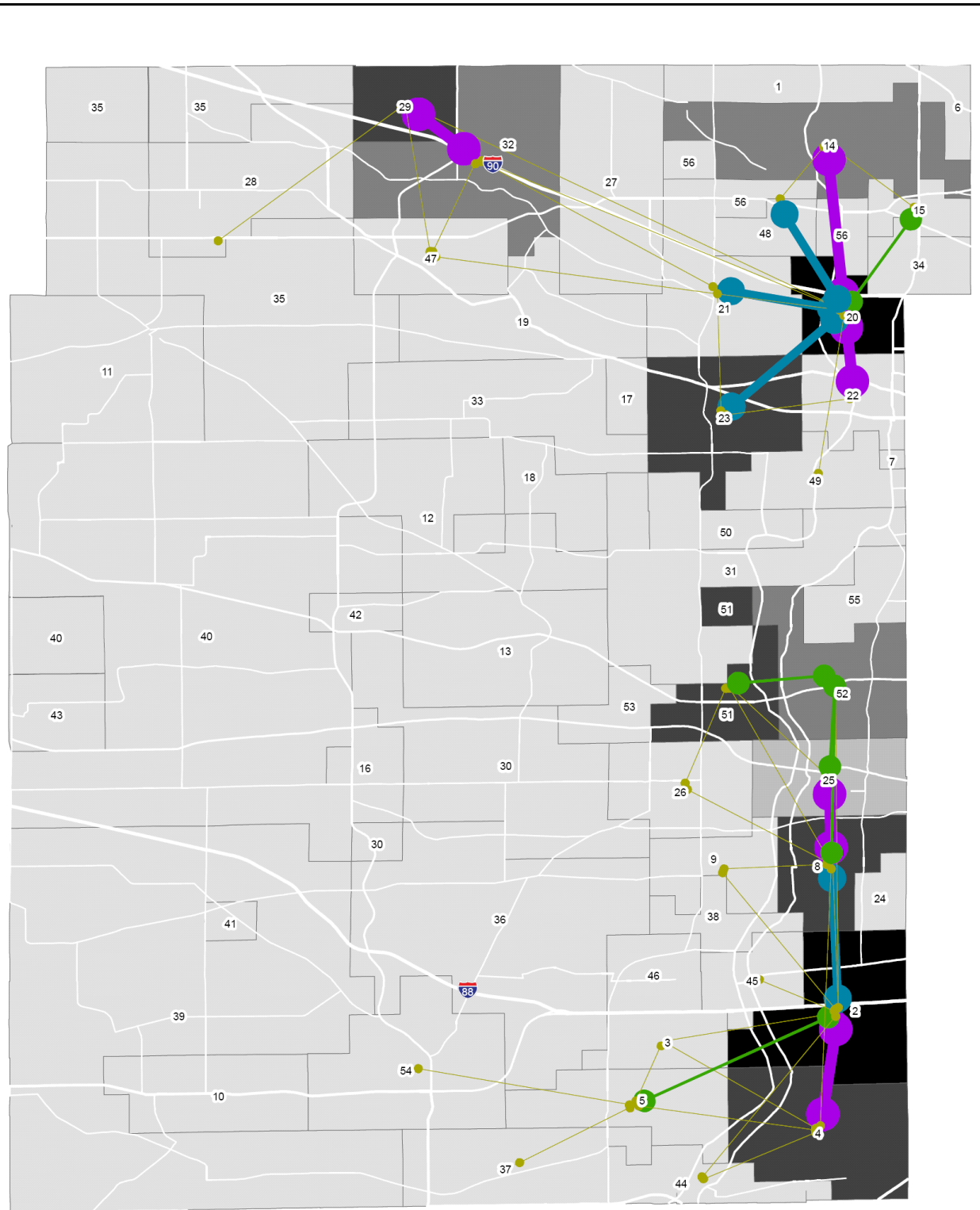
- 2501 or more
- 1001 - 2500
- 751 - 1000
- 501 - 750
- 250 - 500

2009 Trips Within Zone

- 9000 or more
- 4001 - 9000
- 1001 - 4000
- 501 - 1000
- 500 or fewer

Note: Origin-destination pairs with fewer than 250 daily trips between zones are not shown

Figure 43 Projected Growth in Daily Non-Home-based Trips within Kane County, 2009 - 2040

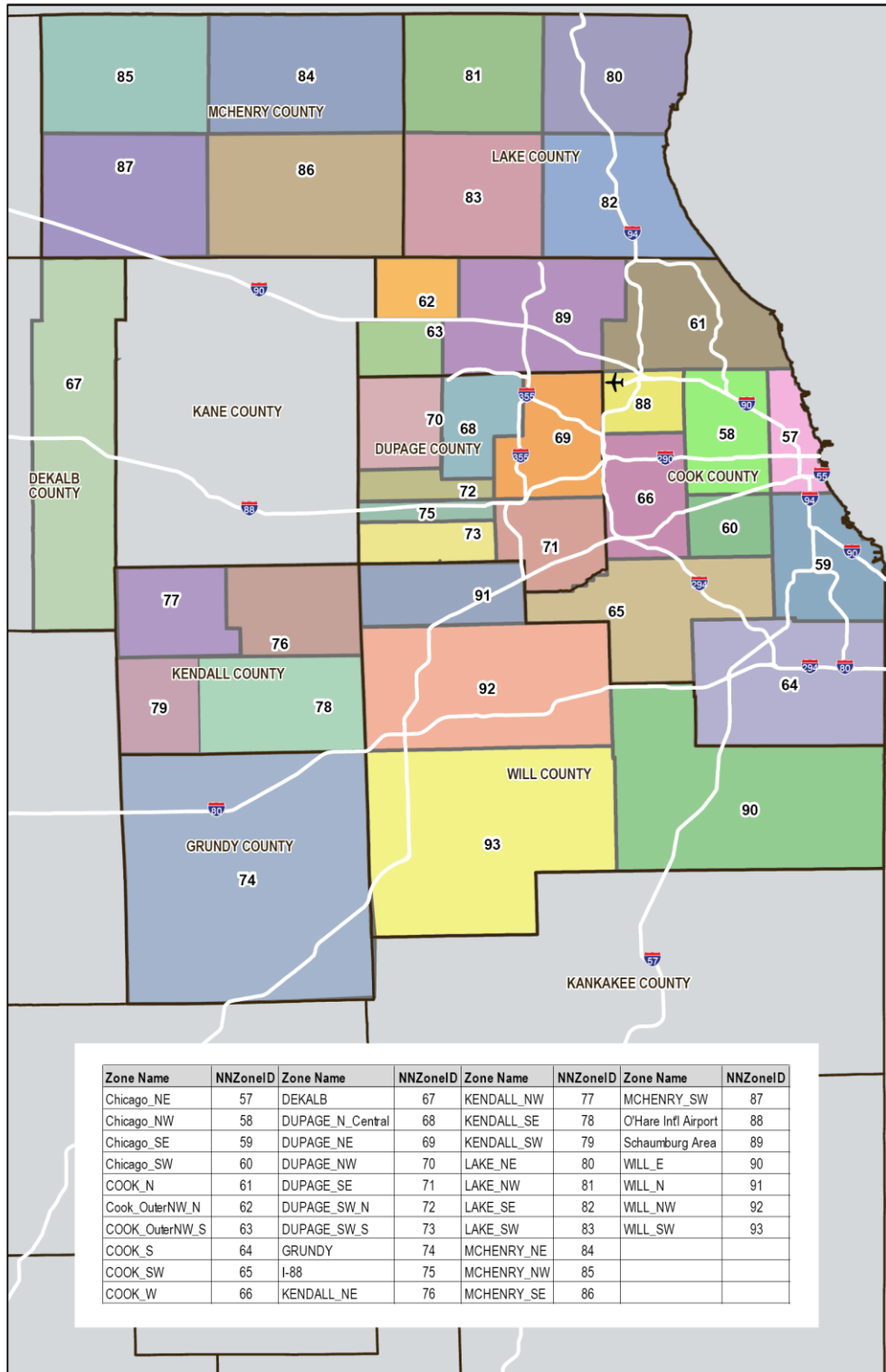


Daily Non-Home-based Trips, Projected Growth 2009-2040

Additional Trips Between Zones	Additional Trips Within Zone
2501 or more	2501 or more
1001 - 2500	1001 - 2500
751 - 1000	751 - 1000
501 - 750	501 - 750
250 - 500	500 or fewer

Note: Origin-destination pairs with fewer than 250 additional daily trips between zones are not shown

Figure 44 Transit Analysis Zones, Outside of Kane County



Appendix D.2 • Trip Origins and Destinations

KANE COUNTY 2040 LONG RANGE TRANSIT PLAN

Figure 45 Projected Travel Demand, Out-of- and Intra-County Trips, All Purposes

Origin Zone	Origin Name	Destination Zone	Destination Name	2009 Trips	2040 Trips	Change 2009-2040	% Change
14	Carpentersville	86	MCHENRY_SE	12,092	22,268	10,176	84%
86	MCHENRY_SE	14	Carpentersville	12,092	22,268	10,176	84%
21	Elgin_NW	86	MCHENRY_SE	7,494	19,501	12,008	160%
86	MCHENRY_SE	21	Elgin_NW	7,494	19,501	12,008	160%
4	Aurora_SE	73	DU_PAGE_SW_S	12,617	16,494	3,878	31%
73	DU_PAGE_SW_S	4	Aurora_SE	12,617	16,494	3,878	31%
32	KANE_N1	86	MCHENRY_SE	2,476	12,583	10,108	408%
86	MCHENRY_SE	32	KANE_N1	2,476	12,583	10,108	408%
4	Aurora_SE	75	I-88	6,066	11,637	5,572	92%
75	I-88	4	Aurora_SE	6,066	11,637	5,572	92%
21	Elgin_NW	89	Schaumburg_Area	5,034	10,941	5,907	117%
89	Schaumburg_Area	21	Elgin_NW	5,034	10,941	5,907	117%
14	Carpentersville	89	Schaumburg_Area	7,487	10,929	3,442	46%
89	Schaumburg_Area	14	Carpentersville	7,487	10,929	3,442	46%
52	St._Charles_E	70	DU_PAGE_NW	5,780	9,989	4,209	73%
70	DU_PAGE_NW	52	St._Charles_E	5,780	9,989	4,209	73%
21	Elgin_NW	63	COOK_OuterNW_S	4,170	9,836	5,667	136%
63	COOK_OuterNW_S	21	Elgin_NW	4,170	9,836	5,667	136%
1	Algonquin	86	MCHENRY_SE	2,756	9,658	6,903	250%
86	MCHENRY_SE	1	Algonquin	2,756	9,658	6,903	250%
39	KANE_SW	77	KENDALL_NW	2,292	9,511	7,219	315%
77	KENDALL_NW	39	KANE_SW	2,292	9,511	7,219	315%
23	Elgin_SW	63	COOK_OuterNW_S	5,064	9,131	4,068	80%
63	COOK_OuterNW_S	23	Elgin_SW	5,064	9,131	4,068	80%
2	Aurora_NE	75	I-88	4,390	9,109	4,720	108%
75	I-88	2	Aurora_NE	4,390	9,109	4,720	108%
4	Aurora_SE	76	KENDALL_NE	6,620	8,644	2,024	31%
76	KENDALL_NE	4	Aurora_SE	6,620	8,644	2,024	31%
28	Hampshire	86	MCHENRY_SE	1,775	8,607	6,832	385%
86	MCHENRY_SE	28	Hampshire	1,775	8,607	6,832	385%
22	Elgin_SE	63	COOK_OuterNW_S	6,888	7,926	1,038	15%
63	COOK_OuterNW_S	22	Elgin_SE	6,888	7,926	1,038	15%
4	Aurora_SE	91	WILL_N	3,399	7,753	4,354	128%
91	WILL_N	4	Aurora_SE	3,399	7,753	4,354	128%
2	Aurora_NE	73	DU_PAGE_SW_S	6,225	7,110	885	14%
73	DU_PAGE_SW_S	2	Aurora_NE	6,225	7,110	885	14%
56	West_Dundee	86	MCHENRY_SE	3,977	6,805	2,828	71%
86	MCHENRY_SE	56	West_Dundee	3,977	6,805	2,828	71%
25	Geneva_E	70	DU_PAGE_NW	2,857	6,253	3,396	119%
70	DU_PAGE_NW	25	Geneva_E	2,857	6,253	3,396	119%
29	Huntley	86	MCHENRY_SE	1,226	6,245	5,019	410%
86	MCHENRY_SE	29	Huntley	1,226	6,245	5,019	410%
5	Aurora_SW	75	I-88	2,417	6,092	3,675	152%
75	I-88	5	Aurora_SW	2,417	6,092	3,675	152%
22	Elgin_SE	89	Schaumburg_Area	6,679	5,960	-720	-11%
89	Schaumburg_Area	22	Elgin_SE	6,679	5,960	-720	-11%
5	Aurora_SW	76	KENDALL_NE	3,679	5,924	2,246	61%
76	KENDALL_NE	5	Aurora_SW	3,679	5,924	2,246	61%
5	Aurora_SW	73	DU_PAGE_SW_S	4,115	5,846	1,731	42%
73	DU_PAGE_SW_S	5	Aurora_SW	4,115	5,846	1,731	42%
52	St._Charles_E	68	DU_PAGE_N_Central	3,982	5,581	1,599	40%
68	DU_PAGE_N_Central	52	St._Charles_E	3,982	5,581	1,599	40%
49	South_Elgin_E	63	COOK_OuterNW_S	2,794	5,516	2,722	97%

Source: Kane County Travel Demand Model. Number of unidirectional trips.

Figure 46 Projected Daily Trips between Kane County and Surrounding Counties for All Trip Purposes, 2009

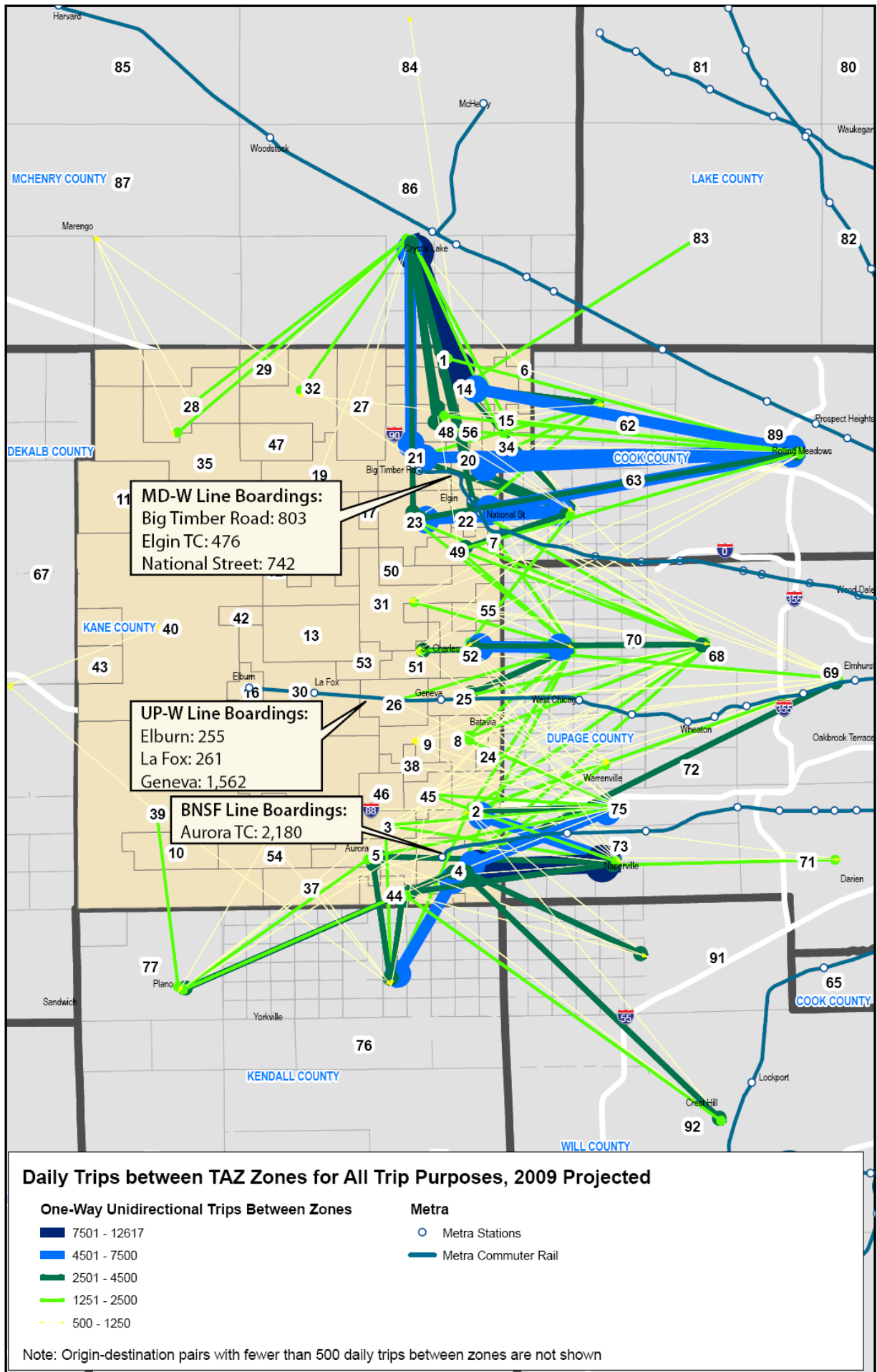


Figure 47 Projected Growth in Daily Trips between Kane County and Surrounding Counties, 2009 - 2040

