

**MCHENRY COUNTY MOVES 2050
LONG RANGE TRANSPORTATION PLAN**

PUBLIC COMMENTS RECEIVED

From: [Jason K. Carter](#)
To: [Scott Hennings](#)
Subject: [EXTERNAL] 2050 long range transportation plan comments
Date: Sunday, May 12, 2024 12:39:54 PM

Hello,

I have read through the 2050 long range transportation plan for McHenry County, and I would like to share some feedback.

I and my wife and two grade-school children live at 3415 IL-176, Crystal Lake, IL 60014, which is two doors down from Prairie Grove school on highway 176. I see that our stretch of highway is listed as a high priority for projects involving improving vehicle travel (it is listed as the worst congestion rating in the county). It is also included as a recommended stretch for sidewalks.

My feedback is as follows:

1. I can confirm that every day, there is a lot of congestion on the road here. The worst is during drop-off and pick-up times at Prairie Grove elementary and middle schools, due to both the increased volume of cars and buses entering and leaving the highway, as well as the reduced speed in the school zone.
2. The light at 176 and Valley View road is a fairly large bottleneck during these times.
3. There aren't any good options for parents that need to drop off kids and then go West on 176, since there is no left turn during parent drop-off. There's no safe place for a U-turn, so I've currently been going through the corner parking lot and then turning North onto Valley View and then turning left at the light. It works, but I'm always worried a cop is going to think I'm cutting through the parking lot to avoid the traffic signal and give me a ticket.
4. A bike trail or sidewalk parallel to 176 would be really great for the community. Many neighborhoods and parks in the area, as well as the Prairie Grove schools, are cut off from each other via foot or bike traffic. My kids would love to be able to bike or scooter to their friends' houses or parks over in Oakwood Hills or Burton's Bridge, but as it is, we have to do a whole family outing with the car.
5. One of the best things about Prairie Grove and the surrounding areas are the farming and green space areas along 176. I would absolutely love for any future widening projects to prioritize preserving trees and natural spaces along this stretch.

Thanks!

Jason Carter

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From: [Richard Clements](#)
To: [Scott Hennings](#)
Subject: [EXTERNAL] 2050 plan
Date: Wednesday, May 15, 2024 8:20:43 AM

Mr. Hennings,

This bill appears on the surface to look good for the county, but, it basically gives the global elites control over our country one county at a time. It is borderline treasonous to allow this kind of control by unelected officials over the people of McHenry County.

Richard Clements
President
Eaglebiomass, Inc.

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From: [Hissem, Joe](#)
To: [Scott Hennings](#)
Subject: [EXTERNAL] McHenry County 2050 LRTP
Date: Thursday, May 16, 2024 2:40:06 PM

Mr. Hennings,

My name is Joe Hissem, I am a planning student at UIUC. I was reviewing the proposed 2050 LRTP for McHenry County and couldn't help but think there is an issue in the LRTP. The plan states under Goal 1: Vision Zero, p.11, to "use road design and traffic calming techniques to discourage vehicular speeding and reckless driving," yet, there is no system performance measure. Yes, there is a Project Level Performance Measure, but how will the county know if road design and traffic calming techniques are discouraging vehicular speed and reckless driving if there is no *system performance measure*?

This was my thought process:

If vehicle speed is the number one determining factor in fatalities, then both fatalities and vehicle speed/road design/traffic calming should be measured.

The first objective of Goal 1 is to reduce fatalities; measured by the number of fatalities and the number of fatalities per 100 million VMT.

The fifth objective of Goal 1 is to reduce speed, yet this is not measured.

Hence, fatalities cannot be reasonably measured to completion if design speed is not also a factor taken into consideration. There are two pieces of the fatality reduction puzzle yet only one is being measured. Thus, the puzzle is incomplete, and the plan does not properly measure for fatality reduction like it should. A project could be cleared to have "traffic calming measures" but if the speed of that road isn't reduced or somehow measured then how do we know that the project level performance measures are actually working?

If there is no system performance measure, how will the county have any guiding metric to ensure the slowing of vehicular traffic and the safety of our people?

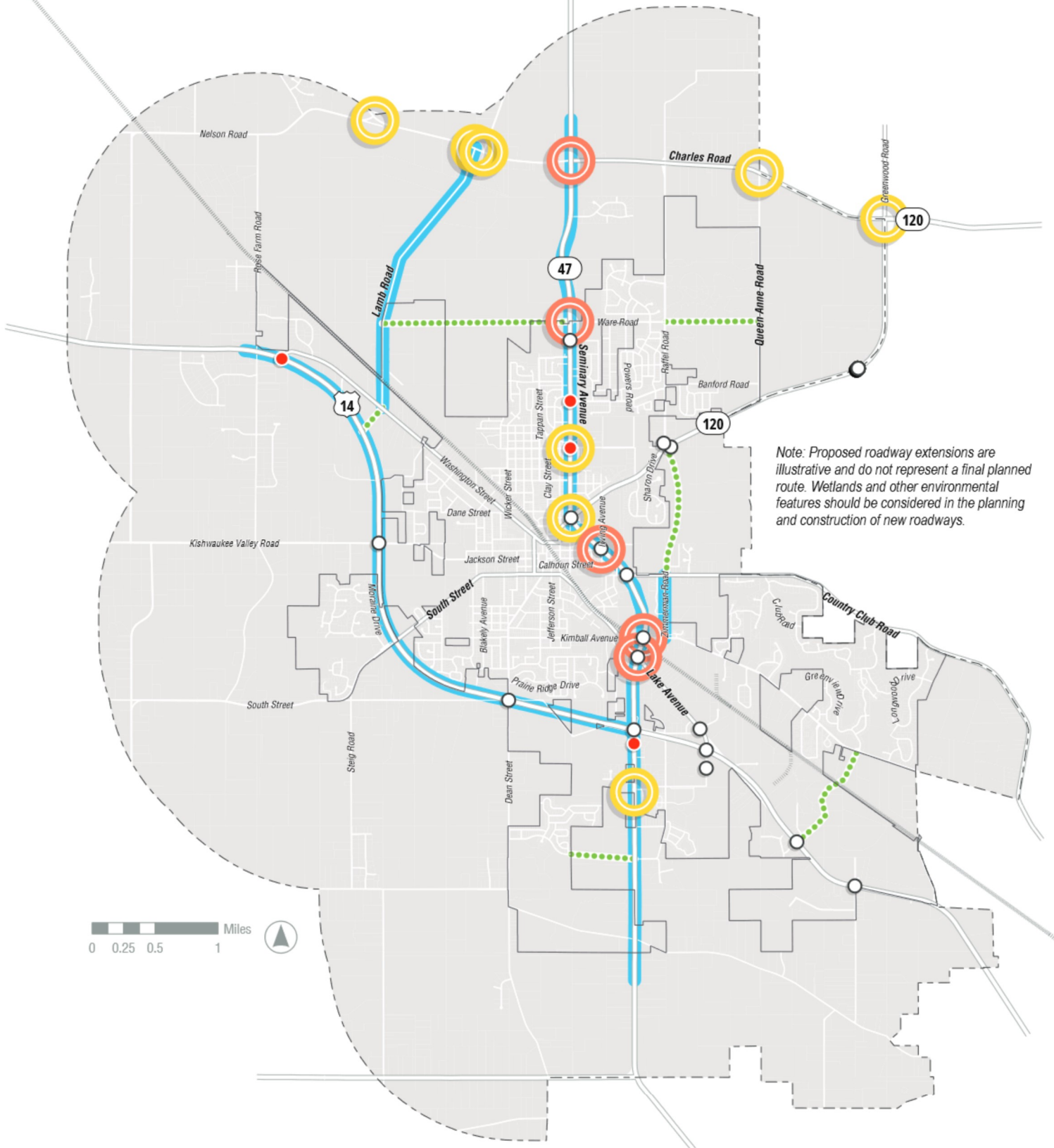
I ask these questions because biking in the town of McHenry is inherently dangerous, and I want to be reassured by this plan that biking on our streets will be safe, yet I am not fully convinced. I've only taken one transportation planning class, yet a key takeaway I learned was "if it is not measured, it will not happen."

Let me know if you think this quote stands or not. I'm curious to know what your thoughts are on this,

Joe Hissem

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Note: Proposed roadway extensions are illustrative and do not represent a final planned route. Wetlands and other environmental features should be considered in the planning and construction of new roadways.

ROADWAY SYSTEM IMPROVEMENTS

- Existing Traffic Signal
- Proposed Traffic Signal
- ⋯ Proposed Roadway Extension
- ▬ Planned Roadway Capacity Improvements
- Intersection Improvement
- Proposed Roundabout

FROM DRAFT WOODSTOCK
COMPREHENSIVE PLAN