Bicycle and Pedestrian Plan
Scott Hennings
Principal Transportation Planner

McHenry County Subregional Bicycle Plan

Emphasis on Public Involvement
The Problem:
MCDOT was approached by the McHenry County Bicycle Advocates with concerns about a gap in the trail network along U.S. 14.

IDOT, as part of the U.S. 14 widening project, is installing a multi-use path connecting Crystal Lake and Woodstock. However, the project limits end 1,200 feet from an existing bike trail in Woodstock.

Therefore, bicyclists and pedestrians would be forced to use the shoulder of U.S. 14 (speed limit 55 MPH) for a time in order to complete their journey, creating safety concerns and likely limiting the usage of the new trail.
Bicycle/Pedestrian Accommodations as a Substitute for MCRide Dial-a-Ride

- MCRide is currently providing over 9,000 trips per month, and over 3,000 of them are for “general public” riders (under 60 and without a disability).
- Of these GP trips, a sizable amount of them are for trips under 1 mile.
- It’s not surprising people are riding transit such short distances instead of walking or riding their bike – most major destinations are in areas without sidewalks and along high-speed arterials.
- We even have some data to suggest that able-bodied individuals are riding transit to get from one side of the street to the other because there is not a safe place to cross on foot.
- Shifting these trips from the expensive dial-a-ride service ($16/trip) to non-motorized modes of transportation (free or low-cost) has the potential to save the individual and the County significant amounts of money, saying nothing of the health benefits of walking or biking.