

McHenry County Transit Plan Update **Planners Forum - 5/31/2018**

Attendees:

Andrew Parker—*TranSystems*

Scott Hennings—*McHenry County DOT*

Susan Borucki—*McHenry County DOT*

Robert Kosin—*Barrington Hills*

Jeff Young—*McHenry County DOT*

Sean Foley—*MC DPD*

Jim McConaughey—*MC EDC*

Dennis Sandquist—*MC P+D*

Ben Mason—*Village of Algonquin*

Katie Cowlin—*City of Crystal Lake*

Lauren Farrow—*City of Crystal Lake*

Fred Mullard—*Village of Lake in the Hills*

James Sutko—*MC EDC*

Cody Sheriff—*McHenry County Council of Mayors*

Minutes:

In order to determine potential new high demand transit areas, the meeting began with a discussion on ongoing and future developments in the County.

- Algonquin is developing the downtown, including mixed use developments.
- Crystal Lake has several developments in the works, the largest being the hospital at Three Oaks and IL 31. There are other industrial expansions in the works (National Gift Card, Container International). Some future senior developments include locations at US 14 and Ridgefield Rd; Congress and Exchange; and at IL 31 and IL 176
- Lake in the Hills has a 200 unit senior housing facility going in near the Village Hall. There is some recreational development planned near Rakow and Virginia.
- McHenry has a 72 unit senior development near Bull Valley and Crystal Lake Roads. The corporate park is expected to fill up in the next 5 years (~1,000 employees).
- Harvard has more jobs coming to the Arrowhead Industrial Park and a new distillery has expressed interest in running shuttles to the Metra station.
- In Woodstock, the former Brown Printing buildings are once again moving up to full capacity.
- In Cary, Sage Products/Stryker is expanding rapidly; will be near ~920 jobs.

Some of the transit issues identified for employers and County residents:

- They don't know what exists
- The schedules aren't convenient
- Riders do not want to have to schedule rides in advance
- More workers are on flexible schedules, making a peak scheduled service no longer enough
- Reverse commute, via Metra, has limited applicability for employers because of the schedule
- Employers are looking for more custom options (Uber vouchers, van pool, etc.) as opposed to public transit options

According to attendees there is no opposition to running fixed route buses on any arterial street; however, Lake in the Hills said that there was no interest in this type of service in their community.