



Transportation Committee

MEETING NOTICE

REGULAR MEETING AGENDA

AUGUST 19, 2025, AT 3:00 PM

VIRTUAL MEETING OPTION AVAILABLE TO PUBLIC

Microsoft Teams meeting

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Meeting ID: 265 121 953 547

Passcode: 8eJ3TW9j

To be held at Public Works, Main Conference Room, 3505 N Dries Ln, Peoria, IL,
61604

ATTENDANCE

ANNOUNCEMENTS, ETC.

MINUTES

REQUEST FOR APPROVAL OF THE TRANSPORTATION COMMISSION JUNE 17, 2025 MINUTES

AGENDA ITEMS

- ITEM NO. 1** Status update for new bicycle master plan (attachment)
- ITEM NO. 2** Innovative roadway design spotlight
- ITEM NO. 3** Transportation Commission membership ordinance (attachment)
- ITEM NO. 4** Update Complete Streets Report for 2025 for submittal to Council (attachment)

UNFINISHED BUSINESS

NEW BUSINESS

CITIZENS' OPPORTUNITY TO ADDRESS THE COMMITTEE

Anyone wishing to make a public comment can do so by sending those comments to Public Works, by **12:00 p.m.** on Friday, August 15, 2025. Public comments can be sent to the public works department, in writing, at publicworks@peoriagov.org or via fax at 309-494-8855. The email or fax should be labeled "public comment for Friday, August 15, 2025 Transportation Committee Meeting," and we ask that you include your name and address.

Citizens wishing to address an item not on the agenda should contact a commission member prior to the meeting. All other public input will be heard under public comment near the end of the committee meeting.

NEXT MEETING

Tuesday, September 16, 2025

ADJOURNMENT

CITIZENS WISHING TO ADDRESS AN ITEM NOT ON THE AGENDA SHOULD CONTACT A COMMISSION MEMBER PRIOR TO THE MEETING. ALL OTHER PUBLIC INPUT WILL BE HEARD UNDER PUBLIC COMMENT NEAR THE END OF THE COMMITTEE MEETING.

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DRAFT

Minutes for Transportation Commission June 17, 2025 Meeting

ATTENDANCE

MEMBERS PRESENT: Colin Coad, Nada Naffakh, Michael Breitbach, Patrick McNamara, Brandon Lott, Jeremy Coers - 6

MEMBERS ABSET: Montrell Wright, Gerooge Ghareeb, Bernie Goitein, Imadeldin Mohamed - 4

OTHERS PRESENT: Cindy Loos, Erica Luckey - 2

ANNOUNCEMENTS, ETC.

Coad said at least two members of the Commission attended the City of Peoria Bike audit in relation to the Bike Master Plan. There were a few observations regarding crossings or facilities the group biked on. He recalled that the streets they road on were in fairly good condition, but the crossing of arterioles and collector streets were awful. The worst crossing at University and Teton, there was a long wait for a proper gap. Loos stated that there is a signal in the budget. Lott said it was a great experience, conversation was good, from both the professionals and those on the Commission. The regular bikers also had great comments and insights.

McNamara asked if the consultants will pull together comments from the audit as well as the open house. Loos said that will be part of the reports moving forward.

Coad told the group the other observations he recalled on the audit. The push button location is very outdated along the Rock Island trail, it is about 3 feet away and off the path. There is a path near Donovan Park that is 8 feet wide and he recalls someone asking if it was a path or a sidewalk. It is functional as a bike plan, but it is right on the edge of being able to be considered both; a path and a sidewalk.

Lott shared a comment he found interesting. It is difficult to act like a car when you are on a bike and it was suggested that when you are allowed in the road, own it. Otherwise, they will try to sneak past you. Coad said the open house had nice exhibits.

MINUTES

REQUEST FOR APPROVAL OF THE TRANSPORTATION COMMISSION

May 20, 2025

Motion to approved by Breitbach, seconded by Naffakh. Approved by unanimous vote.

AGENDA ITEMS

ITEM NO. 1 Subcommittee Report Frequency

Coad said the purpose is to plan for subcommittees to report back with regular frequency. For the subcommittee planning and future, he will be reporting back with data; what is out there, published, logged, exists, and how it is available to the Commission. He will report back at the next meeting or the following meeting depending on the agenda.

Coers noted for his subcommittee with McNamara, he does not think a report is needed every meeting. McNamara said he will report when documentation is available, and it could be a couple months before they have information to share. Coad said he is interested in not just the subcommittee reporting on what is coming out, but what has gone out in the past. He suggested their first report could be what was in place in the past compared to what the current state is.

Naffakh said the subcommittee Public involvement and Public Education would report back to the Commission as needed or annual. This subcommittee was created for producing educational materials, such as pamphlets. Coad asked for an example of something they would report back to the Commission. Naffakh said creating a summary pamphlet to give to City Council on the Commissions thoughts regarding Complete Streets. In addition to that, going to events like the open house.

ITEM NO. 2 Attendance Discussion (Attachment)

Based off the spreadsheet, Naffakh pointed out that shrinking the Commission would help with making quorum each meeting. She suggested that RSVPs should count as attendance. If you do not RSVP, that should be counted as an absence. It was suggested that if it is known in advance members cannot make it one week having flexibility to move it to another week. Naffakh noted that you can miss up to three or four meetings, but when you are missing mostly all meetings, that is the issue. Ghareeb was recently reappointed, Coad reached out to him if he will attend meetings or resigned due to not making it to meetings on a regular basis.

McNamara said that the Commission would need to change the ordinance and having to address certain criteria that the Commission does not have. Loos noted the City Clerk suggested reducing the number to help with the quorum issue. Coad asked the group if keeping the requirement of representation would go into the draft ordinance change. It was discussed among the group that currently, the Commission covers District 1, 2, 3, 4,5 and agreed to keep the requirement of representation.

Coad motioned to request the Staff revise the language for the Transportation Commission and City Code, present a draft to this Commission at the next meeting that would reduce the membership from 11 to 9. Naffakh second and all are in favor.

Staff will gather data from last 12 meetings to show attendance and absences to present at the next meeting. This topic will be discussed after the Commission sees the draft change of the ordinance.

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ITEM NO. 2 Complete Streets Goals Brainstorm

Naffakh discussed an outline with Coers prior to the meeting and broke it down to two major questions. Could the project have had Complete Street implemented and did the project have Complete Streets elements implemented, as every project isn't feasible to add Complete Streets, and the city should not be penalized for that. Coers added that an accurate goal would be to track the percentage of projects that had Complete Streets. The Commission would measure the metric on if there could have been elements implemented; did it happen. That is how the Commission can lobby for funding for getting Complete Street Projects. McNamara noted it would be helpful to look at the history to understand the metric/percent when it came to projects. Loos asked when it comes to Complete Street, does it mean every element in included, such as bike lanes and sidewalks. She explains that the Glen project did not get the bike facilities it was supposed to, however, the sidewalks were improved. It was a version of Complete Streets, but it did not have bicycle accommodation.

Coers said the City has a bike plan and it is being revised, just like the Transition Plan for sidewalks. If the City does a project that does not have a bike element, then that is a miss. Naffakh suggested compiling documents not just from the City, but Tri-County and MTD, but that would happen at a later date. Naffakh responds to McNamara by saying she thinks it would be pertinent of the Commission to come up with a framework to test it retroactively on all projects. To see if it works by testing it on historic projects. Loos said she can provide 5 years of data. Breitbach asked that while the City may score high, is there is a subjective component to the evaluation of the score. When the City redid the ADA ramps, but did not touch the sidewalks, was there a subjective score that states out of 10, this project scored a 4 for Complete Streets. Naffakh said there will inevitably be a subjective element and maybe that is presented as a year in review at a meeting.

Coers brought up creating some sort of incentive for projects within the districts. Coad followed up on Coers comment regarding making City Council members feel the desire to score well. The Commission suggested scoring each district and reporting that to Council. Loos explains the long term process when it comes to major projects in each district and she suggested that since there are new council members, they could be educated on the Complete Streets Manual. The City is going to Council with a Road presentation within the upcoming months and will see about adding in Complete Streets information provided by the Commission.

Naffakh referred to the first question in the beginning, could the project have had Complete Streets or should the project have Complete Streets. That could be the easiest way, when thinking of metrics, there is a cost cut off project, what time of project, or whether it is a full roadway project. Coad suggested she create a spreadsheet of all past projects answering those questions Naffakh previously mentioned.

Loos asked what elements Naffakh is looking at. Naffakh said the categories she is suggesting are by mode. There was discussion about trees to be removed as a category and list it as an element between Naffakh and McNamara. They agreed that trees can be an element the same way sidewalks are an element vs being their own category. Naffakh reiterates the benefit to trees but does not think they should be their own category.

DRAFT

Coad suggested having another brainstorm session where they look at three projects within the last five years and applying the categorization. Loos said she will compile a list of basics of things that were included for the Commission to look at and decide what three projects they want more details on.

There was discussion on cancelling or rescheduling the July meeting due to scheduling conflicts. Naffakh moved to cancel the July meeting, Coad seconded, all voted in favor of cancelling.

Loos added that the next bike open house is 23 September.

UNFINISHED BUSINESS

None.

NEW BUSINESS

CITIZENS' OPPORTUNITY TO ADDRESS THE COMMITTEE

None.

NEXT MEETING

September 16, 2025

ADJOURNMENT

There being no further discussion, Committee member Coers moved to adjourn the meeting. Committee member Breitbach seconded. Meeting adjourned.

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PEORIA

BIKE MASTER PLAN



Agenda

- Final Existing Conditions Report
- Bike Audit & Focus Groups Summary
- Final Plan Outline
- Second Open House
- Draft Biking Network
- Questions & Feedback



Existing Conditions Final Report

- About the project
- Past Plans
- Engagement Summary (so far)
- Roadway Infrastructure
- Travel Patterns
- Barriers to Driving



Peoria, Illinois

BIKE MASTER PLAN

State of Bicycling in Peoria

June 2025



Bike Audit

- Intersections and major roads are barriers
- Connections between existing bike infrastructure are necessary
- Improved connections to existing trails are needed
- Lack of wayfinding signage



Public Open House #1

- Better connectivity across major corridors
- Convert sidewalks along key corridors to paths
- Central arteries for bike connectivity
- Increased trail and bike lane maintenance
- Overall excitement for this plan and for low-stress connections
- Local media coverage



Visual Preference Survey

Place sticker dots below bike facilities that you like:

 Forrest Hill Ave	 Jefferson Ave	 Forrest Hill Ave
Sharrow or Shared Lanes	Painted Bike Lane	Separated On-Street Bike Lane
 Sheridan Rd	 Northmoor Rd	 MacArthur Hwy
Brick Bike Lane	Multi-Use Path	2-Way Cycle Track

Focus Group Meetings

- Elderly and People with Disabilities
- Youth
- Businesses & Tourism

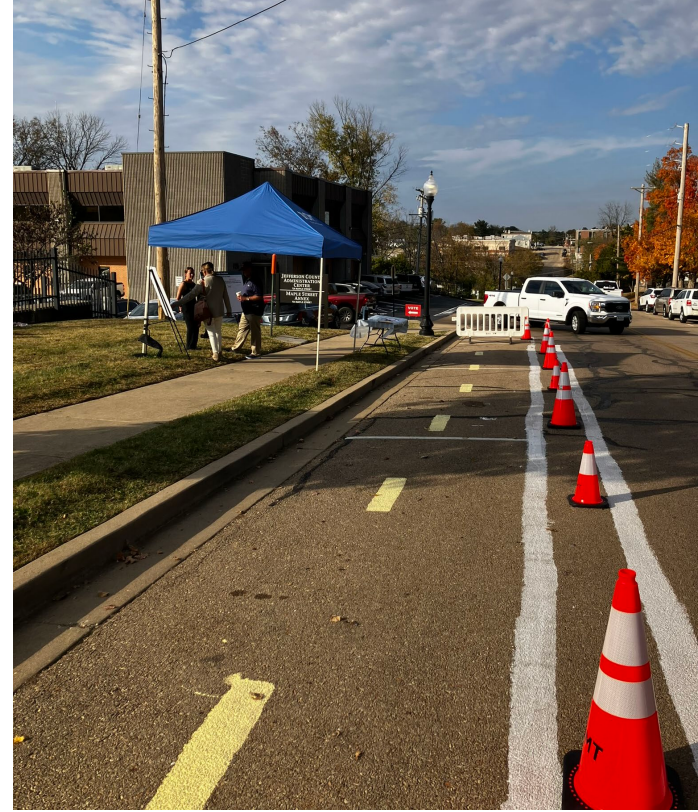


Final Plan Outline

- **About the Project**
 - Benefits
 - Goals
 - Timeline
- **Existing Conditions**
 - Past plan review
 - Maps and analysis
- **Engagement**
 - Online survey summary
 - Bike audit
 - Open houses
 - Focus groups
- **Facility Scoring & Network Development**
 - Building blocks to make a bike network
 - Bike network
 - Prioritization
 - Top projects list
- **Implementation Guide**
 - Street typology toolkit
 - Non-infrastructure plan
 - Grants & funding strategies

Public Open House #2

- Wednesday, September 23, 4:30-6:30pm, GAR Hall
 - Comment on Draft Network
 - Pop-up Demonstration On Hamilton Blvd



DRAFT Biking Network

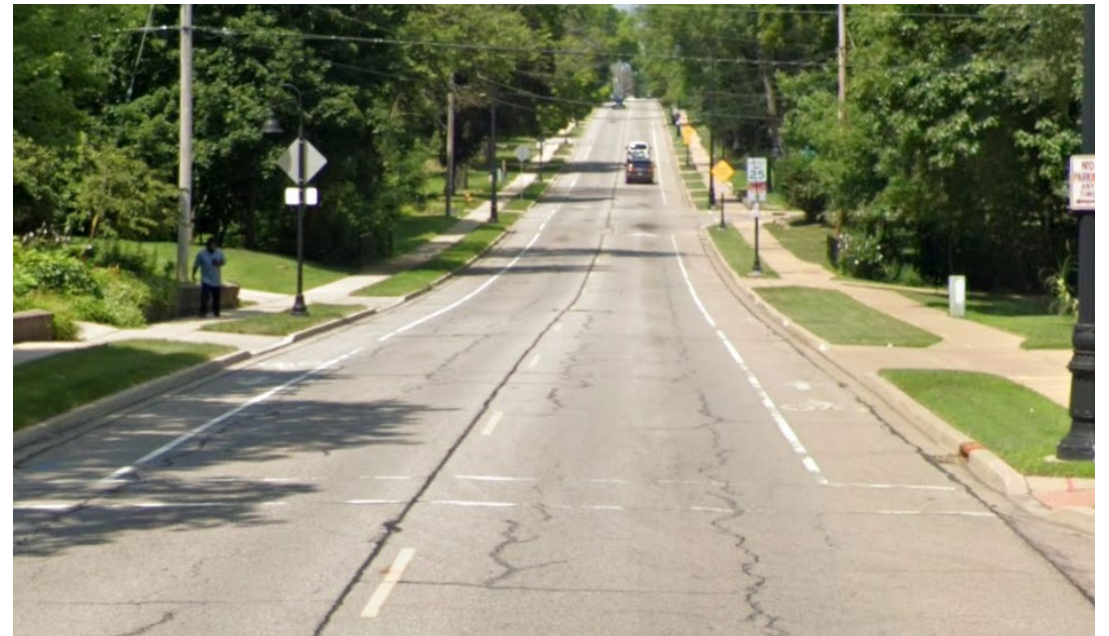
**Map is in DRAFT phase and is actively being refined, so any features are subject to change.*

- ☒ Bike Lanes
 - ▼  All items
- ☒ Bike Lanes short-term
 - ▼  All items
- ☒ Multi-Use Path
 - ▼  All items
- ☒ Bike Blvd
 - ▼  All items
- ☒ Crossings/Intersections
 - ▼  All items
- ☒ Other
 -  Knoxville Corridor Study
 -  University Corridor Study



Facility Type - Bike Lanes

- Adding painted, buffered, or protected bike lanes along a street
- May be accompanied by a road diet/lane reallocation



Facility Type – Bike Lanes short-term

- Adding painted or buffered bike lanes along a street, typically accompanied by a road diet or lane reallocation to work within existing street footprint
- Initial recommendation considered a low-cost, temporary solution to provide immediate improved safety and connectivity in the interim
- Long-term goal may include full road reconstruction, narrowing road footprint, and including a multi-use path or other off-street facility.

Facility Type - Multi-Use Path

- Adding a multi-use path (typically 10-14 feet wide)
- May include replacing/widening existing sidewalk, or constructing a new path where no path or sidewalk currently exists
- May include road reconstruction to move curb in to provide space within existing public ROW for a path



Facility Type – Bike Boulevard

- A street designed to be low-speed with lower traffic volumes to provide a comfortable on-street biking environment
- May include traffic calming, aspects to limit through traffic and prioritize bikes at intersections, and/or bike wayfinding



Facility Type - Crossings

- A Major intersection with current or proposed bike infrastructure crossing through that requires special attention to improve safety and comfort for people biking (or walking) through the intersection



Next Steps & Project Closeout Schedule

- Refined Draft Network with early prioritization ready for Open House on 9/24
- Network revisions based on public feedback - **October**
- Project Scoring & Top Projects list – **October**
- Typology Guide & Non-Infrastructure Plan – **October**
- Implementation Guide - **October**
- Draft Plan – **November**
- Final Plan - **December**



Thank you

Jacque Knight, AICP

Project Manager

314.345.5994

jknight@cmtengr.com

Final Plan Outline

Executive Summary

About the Project

- Benefits
 - Of a Bike Plan
 - For Peoria to Update its Bike Plan
- Goals
 - Identify gaps in existing network
 - Where the community wants bike infrastructure
 - Future bike network with clear prioritization
 - Provide street design guidance
 - Funding and implementation strategies
 - Identify opportunities for “small wins” to keep momentum for building the network
 - To improve bike safety, comfort, and connectivity
- Timeline

Existing Conditions

- Past plan review
 - 2016 Bicycle Master Plan
 - City of Peoria Comprehensive Plan
 - Heart of Illinois Regional Bicycle Plan
 - Peoria Traffic Calming Program Manual
 - Downtown Streetscape Master Plan
 - Peoria Thoroughfare Plan
 - Peoria Capital Improvement Plan
 - Peoria Complete Streets Manual
- Maps and analysis
 - Functional Classification
 - Average Daily Traffic
 - Public Transit – CityLink
 - Existing Bike Infrastructure and Gap analysis
 - Bicycle Level of Traffic Stress
 - Bicycle Crashes and High Injury Network
 - Future Land Use Map
 - Topography

- Strava and Replica Biking Activity
- Short Driving Trips
- Population with Barriers to Driving

Engagement

- Engagement Overview
- Engagement Tools
 - Online survey
 - Bike Audit
 - Open Houses (spring & fall)
 - Focus Groups
 - Transportation Commission Meetings
- Engagement Summary

Facility Scoring & Network Development

- Building blocks to make a bike network
- Bike network
- Project Prioritization
- Top projects list

Implementation Guide

- Street typology toolkit
 - Guidance for types of bike infrastructure that are appropriate in different contexts, and considerations for bike infrastructure at critical points, like intersections.
- Non-infrastructure plan
 - Strategies, such as community education campaigns, to make Peoria more bike-friendly, and general guidance for bike-friendly policies.
- Grants and funding strategies

Complete Streets Report July 2025



The Complete Streets Ordinance was passed by the City Council in September of 2015.

The **Complete Streets Policy** provides that “The city shall develop a safe, reliable, efficient, integrated and connected multimodal transportation system that will promote access, mobility and health for all users, and will provide for the safety and convenience of all users of the transportation system, including pedestrians, bicyclists, users of mass transit, people of all ages and abilities, motorists, emergency responders, freight providers and adjacent land users.”

View the full Policy located in the Municipal Code at the following link:

https://library.municode.com/il/peoria/codes/code_of_ordinances?nodeId=CO_CH28TRMOVE_ARTXIICOSTPO

Complete Streets Performance Measurements 2016 through 2024

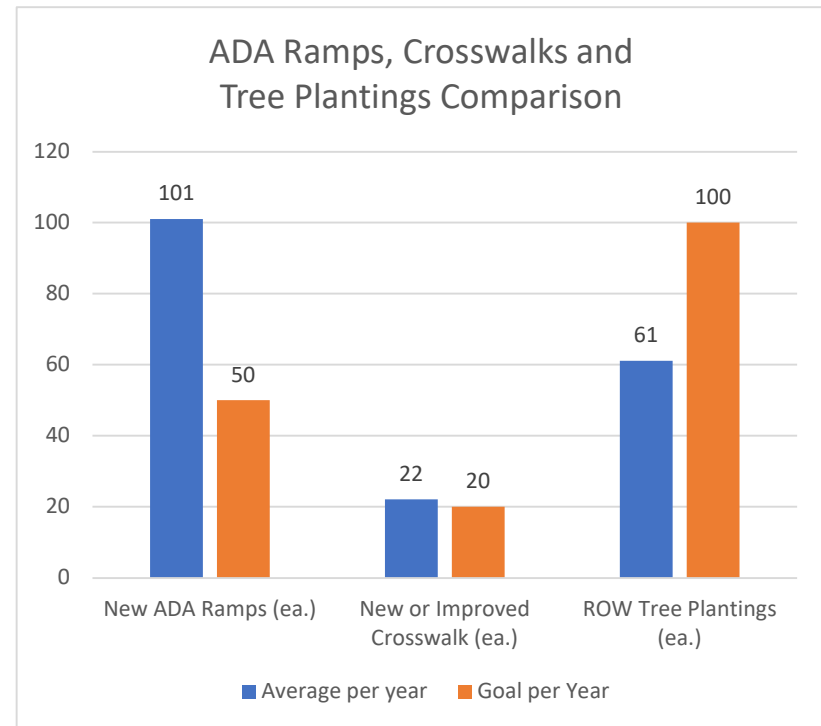
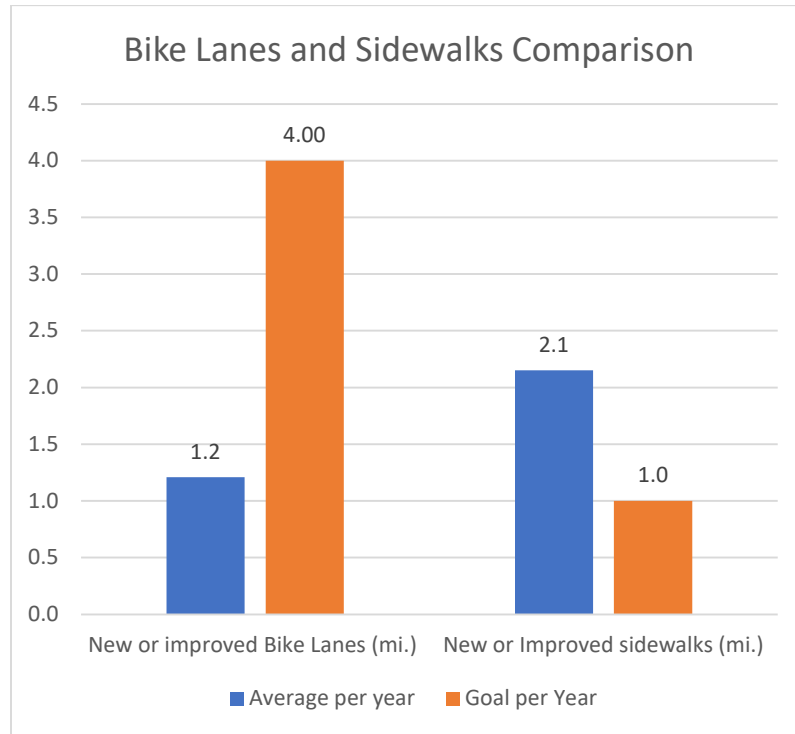
The Policy calls for monitoring the following Performance Measurements.

10 Year Goals were set in 2016 shortly after approval of the Policy.

This report shares actual measurements vs goals for the last seven years.

Year	New or improved Bike Lanes (mi.) *	New or Improved sidewalks (mi.)	New ADA Ramps (ea.)	New or Improved Crosswalk (ea.)	New or Improved ADA Transit Stop (ea.)	ROW Tree Plantings (ea.)
2016	0.60	0.3	32	17	1	43
2017	3.13	3.6	159	54	2	28
2018	1.08	0.6	32	18	0	24
2019	0.38	1.8	77	7	1	24
2020	0.77	0.9	16	12	10	0
2021	2.91	2.2	0	0	0	53
2022	0.79	3.3	239	2	0	110
2023	1.04	2.8	169	36	4	204
2024	0.18	3.8	185	53	9	64
Total	10.70	19.3	909	199	27	550
Average per year	1.19	2.1	101	22	3	61
Goal per Year	4.00	1.0	50	20	N/A	100
Meets or Exceeds Goal	NO	YES	YES	YES	N/A	NO

Comparison of Average per Year vs. Goals for selected Measurements



In order to meet the Complete Streets Policy Goals, we need:

More New or Improved Bike lanes	More New or Improved Crosswalks	More ROW Tree Plantings
		

Future Plans

1. These complete streets elements: bicycle lanes, cross walks and tree plantings all require funding. The City currently funds transportation asset improvements using State Motor Fuel Tax (SMFT) and Local Motor Fuel Tax (LMFT) as well as grant funding. Our estimate budgets for 2023 were \$4.8 Million in SMFT and \$5.2 Million in LMFT. We use a large portion of our SMFT and LMFT as matching funds for grant opportunities. This allows us to stretch our limited funding. In order to add more complete streets elements, we'd need additional funding. If we get additional funding, we may be able to apply for grants to stretch those dollars even further.
2. Reassess goals for Performance Measurements where appropriate.

Respectfully Submitted:

Andrea Klopfenstein, Deputy Director – City Engineer, City of Peoria

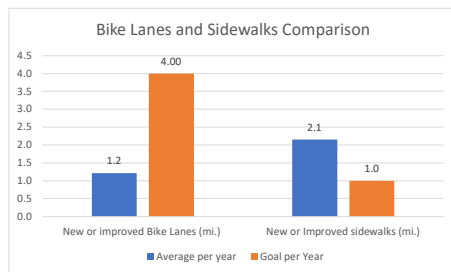
Colin Coad, Transportation Commission Chair

Year	New or improved Bike Lanes (mi.) *	New or Improved sidewalks (ft.)	New ADA Ramps (ea.)	New or Improved Crosswalk (ea.)	New or Improved ADA Transit Stop (ea.)	ROW Tree Plantings (ea.)
2016	0.60	1,717	32	17	1	43
2017	3.13	19,099	159	54	2	28
2018	1.08	3,218	32	18	0	24
2019	0.38	9,621	77	7	1	24
2020	0.77	4,550	16	12	10	0
2021	2.91	11,871	0	0	0	53
2022	0.79	17,411	239	2	0	110
2023	1.04	14,668	169	36	4	204
2024	0.18	20,010	185	53	9	64
Total	10.88	102,166	909	199	27	550
Average per year	1.21	11,352	101	22	3	61
Goal per Year	4.00	5,000	50	20	N/A	100
Meets or Exceeds Goal	NO	YES	YES	YES		NO

V Chgd from ft to mi

Year	New or improved Bike Lanes (mi.) *	New or Improved sidewalks (mi.)	New ADA Ramps (ea.)	New or Improved Crosswalk (ea.)	New or Improved ADA Transit Stop (ea.)	ROW Tree Plantings (ea.)
2016	0.60	0.3	32	17	1	43
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Goal per Year	4.00	1.0	50	20	N/A	100
Meets or Exceeds Goal	NO	YES	YES	NO	N/A	NO

	New or improved Bike Lanes (mi.)	New or Improved sidewalks (mi.)
Average per year	1.2	2.1
Goal per Year	4.00	1.0
Meets or Exceeds Goal	-2.79	1.1



	New ADA Ramps (ea.)	New or Improved Crosswalk (ea.)	ROW Tree Plantings (ea.)
Average per year	101	22	61
Goal per Year	50	20	100
Meets or Exceeds Goal	YES	NO	NO

