



Minutes for Transportation Commission November 18, 2025 Meeting

ATTENDANCE

MEMBERS PRESENT: Colin Coad, Nada Naffakh, Patrick McNamara, Brandon Lott, Jeremy Coers, Imadeldin Mohamed - 7

MEMBERS ABSENT: George Ghabreeb, Michael Breitbach, Cindy Loos, - 3

OTHERS PRESENT: Andrea Klopfenstein, Paola Mendez, KJ Matthews, Crystal Vargas, Adam Crutcher, Jonah Farahn, Nathan Johnson - 8

ANNOUNCEMENTS, ETC.

MINUTES

REQUEST FOR APPROVAL OF THE TRANSPORTATION COMMISSION OCTOBER 21, 2025

Motion to approve by Brandon Lott, seconded by Nada Naffakh. Approved by unanimous vote.

AGENDA ITEMS

ITEM NO. 1 Innovative Roadway Design Spotlight

The committee chose to table this item for the next committee meeting, and everyone agreed to move forward.

ITEM NO. 2 Bicycle Master Plan Presentation (Attachment)

Jonah Farahn presented the updated Peoria Bike Master Plan that details the planning process. He informed the committee that during the second Open House held in September, there was a pop-up demonstration, where the right lane was closed, to help the public visualize what reallocation of space could look like.

Included in the Project Overview Chapter is a summary of benefits of biking and improving the infrastructure throughout the city. Farahn mentioned that the Bike Network map being presented is the current iteration of the future Bike Network Plan. Patrick McNamara asked based on the legend, what characterizes a Greenway in a neighborhood, particularly in the East/West Routes, like East Bluff and Forrest Hill. Farahn explains that a neighborhood greenway is not bike lanes, or bike paths, but rather the more minor, residential, and collector streets, that would involve traffic calming measures, and improvements in the intersections. It is intended to provide safety for bikers and ultimately, a lower cost measure that can improve the on-street, biking conditions. Additionally, the

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bike lanes map is projecting multiple bike lanes in the Southern half of the city, due to the street corridors that are built with limited room for improvement. Colin Coad asked Farahn to define short-term bike lanes that is also on the legend. Farahn explained that it is to help the plan itself. They are areas that have been identified as interim low-cost improvements, such as restriping, to hold the spot for future more expensive dedicated facilities. Coad further asked if any of the streets shown on the map are under Peoria Heights jurisdiction. Farahn confirmed that they are to show broader connectivity, from Peoria to Peoria Heights, as it is their goal to be able to work with both counties. Brandon Lott segued into the topic of the 3 exits that are shown on the map and asked how one connects to broader systems. Farahn confirms that there are only 3 connecting routes at the moment, and that they are working on a Bartonville Transportation Plan that follows the same timeline as this one, in hopes to continue the connection between surrounding cities.

The Typology guide provides national best practices, some from Federal Highway Administration, NACTO, and other recognized agencies. They recommend streets that are compatible for bike lanes, road ditches, and then also general design guidance. To break it down, guidance on multiuse paths, potential street cycle tracks, intersection treatments, are all guided by the national best practices.

CMT provides a review of federal and state level grants, that most of the identified projects could be eligible for. McNamara mentions that grant opportunities tend to require matching funds, which Andrea Klopfenstein confirmed with some more insight as to why.

Small revisions have been made, but the final version of the Bike Master Plan will be completed in December.

Details about how to access the bike network map are still inconclusive but will be a part of future discussion.

ITEM NO. 3 Chair/Co-Chair Election

Patrick McNamara requested a two-year term for the president and vice president of the committee, so there is an opportunity to see through certain projects and be able to continue consistency between staff and the committee. Chairman Coad gives insight to the Chair and Vice Chair position and its nontaxing nature, for those considering either position.

Lott raised the question about voting on the two-year term concept, but clerk KJ Matthews informed the committee that due to the ordinance and it's one-year rule, there can be no voting on this matter. If there is still a want to change the terms to two years, then the committee must enter into an ordinance change.

Further discussion led the committee to consider creating a rule for a two-year term in the future after further discussion.

Lott nominated Colin Coad as Chair and Nada Naffakh as Vice Chair, McNamara seconded. Colin Coad asked all in favor, all approved.

ITEM NO. 4 Downtown Bicyclist Safety Concern Update

The committee chose to table this item for the next committee meeting, and everyone agreed to move forward.

ITEM NO. 5 Complete Streets Test Case Review

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Chairman Coad reminded the committee that the Wisconsin Project was going to be the test to create the metric for Complete Streets. Coad asked how the committee feels about reporting in terms of complete streets implementation and documentation for 2024, and if all the information on the table was completely relevant. Naffakh responded by stating that all the relevant information is there, but since it is aggregate data, possibly not every detail is necessary. McNamara then shared that the difficulty lies in not knowing when the project is ready to be determined a complete street. Jeremy Coers then asks if there is anything about the metric that is necessary to add. Andrea Klopfenstein then states that staff's thoughts are to give the metrics to the designer so they can determine those metrics and turn it in once the project is completed to eliminate the scoring mid-project. Further discussion on how to determine what constitutes a complete street ensued, with the main issues being, the differences between each project and whether each metric can be applied to each project due to different needs and details each project contains. Many committee members agreed that there are too many distinct differences between each project, as some projects will utilize all the metrics and others won't. After further discussion Chairman Coad questioned whether this test project, met the complete street's goal of the city to its fullest capacity, and both Mendez and Naffakh agreed. They began to list questions that can be asked to highlight who or what has been accommodated, if there were any limitations i.e. financials, and whether the purpose of the project was completed despite those limitations. McNamara claims that creating checklist questions, as Coers suggested in earlier discussion, could be a good approach to determine the result of the completed project. Further discussion then continued, regarding specific questions that could help shed light on the outcome of said completed project.

Councilman Coad mentions that he would like to communicate about the projects with staff. Andrea suggested speaking at the beginning of the year on all the projects that are transportation related is ideal, which Chairman Coad agreed with.

ITEM NO. 6 December Meeting Cancellation

Chairman Coad motioned to approve the cancellation of the December meeting, Vice Chair Naffakh approved, and chairperson Mohamed seconded.

UNFINISHED BUSINESS

Patrick McNamara asked when the Complete Streets Report goes to council. Andrea answered that it would be early in the year of 2026.

NEW BUSINESS

No new business.

CITIZENS' OPPORTUNITY TO ADDRESS THE COMMITTEE

None.

NEXT MEETING

NOVEMBER 18, 2025

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ADJOURNMENT

Chairman Coad motioned to approve adjournment, Vice Chair Naffakh approved, and chairperson Mohamed seconded.

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