



Minutes for Transportation Commission January 20, 2026 Regular Meeting

ATTENDANCE

MEMBERS PRESENT: Colin Coad, Nada Naffakh, Patrick McNamara, Brandon Lott, Imadeldin Mohamed, Michael Breitbach, Nathan Johnson, Sunny Pearson - 8

MEMBERS ABSENT: Jeremy Coers, Andrea Klopfenstein, Paola Mendez - 3

OTHERS PRESENT: Cindy Loos, Brenna Al-Ajlouni, Crystal Vargas - 3

ANNOUNCEMENTS, ETC.

Introductions of the members in the room and anyone else present to the new commission members.

MINUTES

REQUEST FOR APPROVAL OF THE TRANSPORTATION COMMISSION NOVEMBER 18, 2025 MINUTES

Motioned to approve by Patrick McNamara, seconded by Brandon Lott. Approved by unanimous vote.

AGENDA ITEMS

ITEM NO. 1 Innovative Roadway Design Spotlight

Item tabled for the next Commission Meeting.

ITEM NO. 2 Downtown Bicyclist Safety Concern Update

Item tabled for the next Commission Meeting.

ITEM NO. 3 Complete Streets Test Case Review

The commission explained the purpose of the Complete Streets Test Case Review to the new members of the commission. A drafted Complete Streets report was demonstrated from the years 2016 to 2024, with the Wisconsin Project penciled in as 2025 data at the bottom of the table. There was more discussion relating to the metrics for Complete Streets, and what qualifies it as complete or incomplete. Conversation sparked about whether planted trees are a necessary metric, how to determine the capacity at which the project was done, and whether we have enough information to successfully evaluate advancement in the city. A commission member reminded everyone that in past discussion, the Wisconsin metrics are meant to be applied when looking at other projects to see if the metrics work as a basis for future street projects. After a bit more discussion regarding the data provided on the Complete Streets Report, it was realized that data alone is not enough, but that context is the missing piece in determining complete streets, since not every metric

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applies or can apply to every project. An idea was raised to look at the projects and then give a 2-minute presentation, to provide the story of the data. Important details like why projects were done, what was done, what issues were faced, and why a project is or isn't a complete street, were mentioned as factors to help better understand, and encourage advocacy.

City staff elaborated on the idea by providing an example of a project where deficient funding was the reason for an incomplete street. It sparked conversation about ways to keep an eye on this reoccurring problem. The example started off with a dollar amount such as 10 million that is given for all the assets. So aside from general maintenance that is needed, there are also new things needing/wanting to be added or modified, such as sidewalks, curbs, roads, traffic signals, and even lights. This causes engineers to prioritize necessity over added quality, since that 10 million must be stretched between all projects, leaving some unfinished. A commission member mentioned that the commission could try to allocate grant funding to complete the project(s). From what was discussed it was realized that the reason for incomplete streets tend to point toward limited funding, not from the city's inability to do the work, therefore the commission could advocate for that funding, since a complete street is the ultimate goal.

A past discussion was brought up to eliminate reviewing projects before they are completed. Instead, looking at completed projects would help with the data that is presented to the city council. This would also cause the complete streets elements to be better compared to the long-term plans that the city and county have, rather than looking at pieces of projects. It was stated by a commission member that once a project is substantially complete then it could become an agenda item, where city staff present the story to the commission. It will then be compared to the metrics and then a two-sentence summary will be created, that will then be summarized at the end of the year.

More discussion began after a few questions were raised about applying visuals such as pictures of the before and after and whether lighting should become a metric. It was mentioned that images would help to create a better understanding of the modifications/repairs done and it could help to advocate for funding as well. Regarding the lighting, it was mentioned that lights are very expensive and it led to the same issue of insufficient funding.

Another topic was regarding the metric system, the long-term goals, the breakdown of each project, maintenance that goes into projects, and looking at projects once they are completed. Due to the hefty discussion, the commission agreed to wait for Assistant City Engineer to explain how data is organized for the projects and for the breakdown on those projects.

ITEM NO. 4 Commission Check in with City Staff & Draft Agenda Calendar for 2026

City staff shared their plan to submit a BUILD Grant for planning the Downtown Central District sidewalks, from William Kumpf Blvd to Washington St., and to I-74 to Glendale. Walking the one-way, two-way project on Adams and Jefferson, it was realized they are not compliant. There are tripping hazards and 5% cross slopes, and lots of other issues. There are a lot of questions regarding modifications to downtown as the goal is to make it more vibrant. To do so, questions such as space for cafes, wide streets, taking away or adding lanes arised, and so much more. City staff requested a letter of support to attach to the BUILD Grant to help in this endeavor. A drafted letter of support was created to attach to that BUILD Grant.

Chairman Coad motioned for approval, Nada Naffakh approved, seconded by Brandon Lott. Approved by unanimous vote.

Discussion about updates on road construction and projects in the City of Peoria was had. University and Northmoor project need ADA compliance badly. McArthur is ongoing from the bridge down to Howett. Moss is ongoing but should be completed this year.

Regarding CSO projects, year 3 is almost complete and year 4 is ongoing.

Regarding design, the Rock Island Greenway extension is getting close to phase one, design approval. It 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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extends from Park Ave to Spring St., through Abington St. Abington's bike lanes have been replaced with bike paths. Reservoir Blvd. is in design as well, which is mainly to replace what is there, such as curbs and sidewalks, adding smoother surfaces for the bike lanes, and a possible pedestrian crossing near the school. This project currently has construction funding. Pioneer Pkwy path is going to be extended from Allen Rd to Knoxville Ave., which has construction funding as well. The next section of Wisconsin Ave. got bumped down in the schedule, which will go into construction in 2027. Sheridan Rd, between Northmoor Rd. and Glen Ave., is a county project, which will include a bike path along Sheridan Rd. The county received funding from Illinois Department of Transportation's (IDOT) local project funding for construction, which should begin in 2028. Sheridan North from Northmoor Rd. to Knoxville Ave. was initially a drainage project, but after learning about all the work that was going to be done, it then became a roadway construction project as well. The Stormwater project was postponed for another year, to get the roadway design approved. There are hopes for N Sheridan to be built next year and S Sheridan to be built the following year in 2028. Spring St. has had design which was funded by the Environmental Protection Agency (EPA) from Glen Oak down to Jefferson Ave. About 80% of plans are completed and are currently on pause for future construction funding.

A commission member asked what the response was from the neighborhood on Spring St. City staff shared that it was confirmed to be one of the most active neighborhoods to have walked with the city engineers, with about 10 - 15 people there sharing their concerns. It was important to the community to maintain the bike lanes on the street and the sidewalks. There will also be green infrastructure added as detention facilities on the city owned lots on that street. It was learned that when walking these projects, it allows for engineers and designers to better understand what needs to be focused on.

Forrest Hill and Sterling Ave. intersection is a high crash location, which several years ago it was number 3 on IDOT's list. Attempts to receive safety funds have been pushed multiple times until the phase one design was completed. It was confirmed that funding of \$250,000 was received for that intersection. Caterpillar also informed the city that Washington St. and Hamilton's intersection is a dangerous place to walk. It was recognized by the city that lighting and traffic signals in that intersection are bad. There is a plan for the intersection to be worked on and completed this year, with hopes of Caterpillar funding the project. For Teton Dr. and University St., there is a new traffic signal that has been placed, allowing people to cross the street midblock. The county has federal funds to look at Radnor Rd. to Alta Rd., which its phase one is ongoing. The city is also working with Tri-County on a new bike path from Galena Rd., all the way to Chillicothe. IDOT currently has a project on Galena Rd., where they will build a bike path from Eureka which connects the Rock Island Greenway all the way to the bottom of Forrest Park Hill.

City staff mentioned that although the funding may be low, there is still a lot of work being conducted in the city. There was funding for Reservoir and Pioneer Parkway path, so leveraging other funds helps in these pursuits.

After the projects were listed, it was mentioned in excitement that this is what the Transportation Commission is all about. Being able to help the city advocate for improvement within the community. It was asked of city staff to get a summary of all the city projects quarterly, to continue awareness of the happenings within our city. A commission member threw in the idea that projects in specific districts can be advocated for by the commission members, to the council member of that specific district to help in raising funds. This idea was tabled for future discussion to enable transportation commission members to advocate to the city council.

ITEM NO. 5 Peoria ADA Transition Plan Survey

A commission member had a question regarding the Peoria ADA Transition Plan Survey regarding how this survey came about and how it is being distributed to the general population. The survey was found to be extremely encouraging, well thought out, well planned, and very detailed.

A city employee shared that there is a consultant that is working on the transition plan. They have spent the last year collecting data on the sidewalks of Peoria, about 400-500 miles of sidewalk. Due to this hefty project, the consultants created this website, to allow the citizens to understand more about the Transition plan and all

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its components. This survey will also allow for the citizens of Peoria to input their concerns on areas throughout Peoria. Public meetings will be held to talk about the public's involvement in this plan. There is also a 2014 Transition Plan that needs to be updated, and that is becoming a focus for the city. It is encouraged to go into the survey and look through it and learn, but also submit any concerns related to that.

ITEM NO. 6 Planning/Future Projects Sub-Committee Report

Item tabled for the next Commission Meeting.

Chairman motioned for approval; Brandon Lott motioned to table item until the next meeting; Seconded by Nada Naffakh.

UNFINISHED BUSINESS

Complete Streets Test Case Review is unfinished business.

NEW BUSINESS

No new business.

CITIZENS' OPPORTUNITY TO ADDRESS THE COMMITTEE

No citizens were present.

ADJOURNMENT

Chairman motioned to adjourn; Michael Breitbach approved; Seconded by Patrick McNamara.

Anyone wishing to make a public comment can do so by sending those comments to Public Works, by **12:00 p.m.** on Friday, January 16, 2026. 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, January 16, 2026. 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, February 17, 2026

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