

MINUTES
Metropolitan Planning Organization (MPO) Technical Committee

Wednesday, July 15, 2026 at 9:00 a.m. CT
 456 Fulton St, Suite 420
 Peoria, IL 61602

1. Call to Order

Chairman Conrad Moore called the meeting to order at 9:20 a.m.

2. Roll Call

Member	Present	Absent	Member	Present	Absent
Amy McLaren Peoria County	X		Dennis Carr City of Washington	V	
Jeff Gilles – VICE CHAIR Peoria County	X		Jon Oliphant* City of Washington	X	
Cale Thompson* Peoria County		X	Patrick Meyer Village of Bartonville	X	
Paul Augspurger Tazewell County	X		Dan Corp IDOT-D4	X	
Dan Parr Tazewell County	X		Karen Dvorsky* IDOT-D4		X
Conrad Moore - CHAIR Woodford County	X		Kinga Krider City of West Peoria	X	
Andrea Klopfenstein City of Peoria		X	Charles Hess* City of West Peoria		X
Paola Mendez City of Peoria	X		Craig Loudermilk Village of Morton	X	
Sie Maroon City of Peoria	X		Josh Harken City of Chillicothe	X	
Cindy Loos* City of Peoria	X		LD Chaney Village of Creve Coeur		X
Simon Grimm City of Pekin		X	Kofi Kisseh CityLink		X
Josh Wray* City of Pekin		X	ShamRA Robinson* CityLink		X
Ty Livingston City of East Peoria	X		Eric Miller TCRPC	V	
Bret Tucker* City of East Peoria	X		Ann Doubet Village of Germantown Hills	X	
Mark Lee Village of Peoria Heights	X		Gene Olson, Ex-officio MAAP		X
Dustin Sutton* Village of Peoria Heights		X			

*** = Alternate V = Virtual**

Also in attendance:

TCRPC Staff: Michael Bruner, Reema Abi-Akar, Else Hayes, Isaiah Hageman, Adam Crutcher, Gavin Hunt, Lori Reynolds, Bano Moosavi, Thomas Schnelle.

IDOT: Doug DeLille, Jacob Weck, Al Barrae Shebib.

Ciorba Group: Steve Kotecki.

EPR presenters: Bill Wuensch and Amanda Poncy

Abt Associates: Stephen Whitlow attended virtually.

3. Public Comment

None

4. Approval of Meeting Minutes of May 20, 2026

Jeff Gilles made a motion to approve the May 20, 2026 meeting minutes. Cindy Loos seconded the motion, and the motion carried.

5. Presentation: How Road Design Influences Driver Behavior. Adam Crutcher spoke briefly about the SS4A grant, increase in car size, and increase in traffic fatalities. He then introduced online presenters Bill Wuensch and Amanda Poncy from EPR-PC who presented the following:

There has been a 72% increase in pedestrian fatalities since 2009. Changing speed limits isn't the only way to slow traffic down, the roads must be designed in a way that psychologically changes drivers' mindsets. Reconfiguring roadways can reduce crashes by an average of 29%. Narrower lanes encourages lower speeds. Benefits of design elements:

- Reduction of speeds to 20-25 mph
- Increased pedestrian safety and comfort help to foster sense of community
- Diversion of non-residential traffic
- Psychological shift in the mind of the driver
- Reduction of noise from local traffic
- Fewer lanes reduces conflicts
- Trees, parking and buildings increase attention and lower speed
- Curves, roundabouts, speed humps, raised intersections, raised crosswalks, and chicanes physically encourage speed reduction
- Bike lanes and sidewalks increase yielding and awareness
- Psychological measures such as lighting, enhanced crosswalk, textured crosswalk pavement cause drivers to slow down.

Research and data show that speeds and crashes can decrease from road design, and quick-build projects prove behavior can change immediately.

Why does this matter?

- Supports safety performance targets, including PM1.
- Strengthens HSIP and Safe Streets 4 All funding alignment
- Reinforces Complete Streets and context-sensitive design
- Planning decisions influence safety outcomes by design.

Increasing police presence and enforcement doesn't work and is cost-prohibitive for many communities. These are relatively inexpensive and effective methods that can be set up and tested before being permanently installed.

6. Recommendation to Commission Transportation Improvement Program Amendments - Handouts

- | | |
|---|--|
| • TZ-21-01 – Furrow Rd Bridge CE | • TZ-21-02 – Furrow Rd Bridge Replac |
| • CL-24-05 – Transit Center Signs & Kiosks | • CL-24-06 – Transit Center Rehabilitation |
| • CL-24-08 – Refurbish 35' Diesel Buses | • CL-24-09 – New Farebox/Validators Sys |
| • 5310-24-01 – Bus Equipment Upgrades | • CL-25-07 – Cost & Reno of Buildings |
| • CL-25-08 – U/G Storage Tank Replac | • 5310-26-01 – Main & Mariners Way Xing |
| • CL-26-04 – Diesel Buses | • CL-26-05 – Hybrid Buses |

• **CL-26-08 – Medium Duty Vans**

• **PC-27-01 – Radnor Road**

Amy McLaren made a motion to recommend to Commission Transportation Improvement Program Amendments and Patrick Meyer seconded the motion.

Michael Bruner reported on the following:

- a. There are 14 TIP amendments in this resolution
- b. Of the 14, there are two for Tazewell County's Furrow Road Bridge Replacement Project
 - i. Project TZ-21-01 is for construction engineering and is being moved to the current FY 2027 Program Year.
 - ii. Project TZ-21-02 is the construction portion, is being moved to the FY 2027 Program, and adding additional congressional funding.
- c. There are 11 Public Transportation TIP Amendments. All 11 amendments are being moved to the current FY 2027 Program Year
 - i. Of the 11, two are Transit Center Projects
 1. Project CL-24-05 is for installing signage and kiosks
 2. Project CL-24-06 is for facility rehabilitation
 - ii. There are four vehicle projects
 1. Project CL-24-08 is for refurbishing diesel buses
 2. Project CL-26-04 is for purchasing diesel buses
 3. Project CL-26-05 is for purchasing hybrid diesel buses
 4. Project CL-26-08 is for purchasing paratransit buses
 - iii. There are two vehicle equipment projects
 1. Project CL-24-09 is for purchasing and installing new farebox and validators
 2. Project 5310-24-01 is for purchasing and installing passenger counting equipment
 - iv. There are two Administrative and Maintenance Facility projects
 1. Project CL-25-07 is for some additional implements to the new and old facilities
 2. Project CL-25-08 is for replacing a new underground storage tank
 - v. There is one bus stop improvement project
 1. 5310-26-01 is for engineering bus stop and crossing improvements at Main and Mariners Way intersection in East Peoria.
- d. The last TIP amendment is for Peoria County to update the existing congressional funding amount.
 - i. Project PC-27-01 is receiving an additional \$500,000 of congressional designation funding.

Motion carried.

7. Recommendation to Commission Programming of FY 2026 Combined Call for Projects and Amending the FY 2025-28 TIP – Handouts

Patrick Meyer made a motion to recommend to Commission the Programming of FY 2026 Combined Call for Projects and Amending the FY 2025-2028 TIP.

Michael Bruner thanked everyone who participated in the process and reported on the following:

- a. A total of 14 applications were received.
- b. Project Evaluation Process
 - i. Each funding category was reviewed independently by a selection subcommittee consisting of staff and local agency representatives.
 - ii. Subcommittee members scored each application using the MPO's adopted scoring criteria.
 - iii. After all score sheets were submitted, staff averaged the scores from all reviewers to develop a final score for each project.
 - iv. Projects were then ranked from highest to lowest based on those average scores.
 - v. The rankings formed the basis for the funding discussion, but available funding, and overall program administration were also considered when developing the final recommendation.
- c. STBG Preservation Funding Discussion
 - i. For the STBG Preservation Program, the highest-ranked project was the City of East Peoria Centennial Drive Resurfacing.
 - 1. This project will mill and overlay Centennial Drive from Main Street to approximately the top of the hill.
 - ii. After funding this project in full, approximately \$171,669 remained in the Preservation category.
 - iii. That balance alone was not sufficient to meaningfully fund another preservation project.
- d. STBG Traditional Funding Discussion
 - i. For the STBG Traditional Program, two projects clearly rose to the top of the rankings.
 - 1. City of Peoria Abington Street Rehabilitation
 - a. This project addresses one of the poorest pavement corridors submitted during this cycle.
 - i. Several pavement segments have PCI values ranging from 31 to 50, indicating poor to very poor condition.
 - b. The project, with the beginning termini of NE Madison Avenue and ending termini of NE Adams Street, will:
 - i. Rehabilitate the roadway surface.
 - ii. Replace curb and gutter.
 - iii. Upgrade drainage infrastructure.
 - iv. Construct ADA-compliant sidewalks and ramps.
 - v. Improve multimodal access by supporting a concurrent multi-use path project already receiving outside funding.
 - c. Recommend fully funding at 80%
 - 2. Village of Peoria Heights Glen Avenue Rehabilitation
 - a. Please note this project applied for both STBG Traditional and Enhancement funding and ranked at the top of both categories.
 - b. The project, with the beginning termini of Knoxville (IL-40) and ending termini of Prospect Road, will:
 - i. Rehabilitate the roadway surface.

- ii. Replace curb and gutter.
 - iii. High-visibility school and Greenway crosswalks
 - iv. Providing on-street bike lanes west of the Rock Island Greenway connecting to the school
 - v. Providing Sharrows east of the Rock Island Greenway connecting to Prospect Road
 - vi. Signal upgrades at Glen and Prospect enabling emergency vehicle preemption (transponder access for fire engines) and traffic control.
 - c. Recommend funding fully funding as follows:
 - i. \$1.128 million in STBG Traditional funds for roadway rehabilitation, and
 - ii. \$431,745 in Transportation Alternatives funds for eligible bicycle and pedestrian improvements.
- 3. After fully funding the top two Traditional projects, approximately \$974,423 remained in the Traditional Category.
 - a. This balance alone is not sufficient to meaningfully fund another Traditional project and meet the minimum federal participation threshold required to proceed through the IDOT letting process.
- e. STBG Leftover Balance
 - i. STBG Preservation has a leftover balance of \$171,669
 - ii. STBG Traditional has a leftover balance of \$974,423
 - iii. This amounts to a total leftover balance of \$1,146,092
 - iv. Rather than banking these funds, staff looked for the highest-ranked eligible projects that would go the furthest with the funding
 - v. As a result, staff recommends combining the remaining Traditional and Preservation balances to fully fund the Peoria County Cameron Lane Resurfacing and City of Washington North Main Street Resurfacing projects.
 - vi. This strategy funds the top three preservation projects instead of one and maximizes the use of available federal funds.
 - vii. Peoria County Cameron Lane Resurfacing
 - 1. The second-ranked preservation project
 - 2. The roadway currently carries approximately 2,300 vehicles per day, has a PCI of 62.8, and has generated numerous public complaints regarding ride quality and pavement condition.
 - 3. It is a major agricultural freight route serving grain elevators and river terminal facilities, along with Better Earth Composting and the Peoria Motorcycle Club.
 - 4. The project will resurface Cameron Ln from IL-116 to Smithfield Road
 - viii. Washington North Main Street Resurfacing
 - 1. The third-ranked preservation project
 - 2. This section of roadway has an average pavement condition index of approximately 54, with approximately 5,000 vehicles per day.
 - 3. This project will resurface North Main Street between the 900 block (Devonshire Rd) and Washington Square.

f. Enhancement Funding Discussion

- i. Please note that Peoria Heights Glen Ave Project also submitted for enhancement funding and was the top ranking project.
 1. \$431,745 of TA funds is recommended to be added with the STBG Traditional Funds
- ii. Germantown Hills to Metamora Multi-Use Path Engineering
 1. This project continues a long-standing regional priority first identified more than a decade ago.
 2. The proposed facility is a:
 - a. 5.4-mile shared-use path
 - b. Along Illinois Route 116
 - c. Connecting Germantown Hills and Metamora
 3. The village previously received funding for Phase I and Phase II engineering in the previous Call for Projects.
 4. The requested funding will allow the project to advance through additional project development activities including:
 - a. Drainage studies
 - b. Retaining wall design
 - c. Temporary easements
 5. This funding keeps the project moving toward construction.
 6. Recommended to fully fund
- iii. Morton Main Street Trail
 1. This project addresses a significant pedestrian and bicycle gap along Main Street in the Village of Morton.
 2. Main Street is one of only three crossings of I-74 within the area and currently lacks pedestrian and bicycle accommodations along a key segment.
 3. The proposed project will:
 - a. Construct a multi-use path
 - b. Connect existing pedestrian facilities
 - c. Improve access across I-74
 - d. Provide safer accommodations for pedestrians, bicyclists, and persons with disabilities
 4. The Village has documented concerns from residents and complaints regarding the lack of facilities.
 5. Recommended to fully fund

g. Section 5310 Projects

- i. Only two Section 5310 applications were received.
- ii. Because the total request was significantly less than available funding, staff did not convene the HSTP Urban Committee for scoring.
- iii. Staff recommends funding both projects:
 1. Center for the Blind Accessible Bus Stop
 - a. This project improves transit accessibility and safety for individuals with visual impairments and other disabilities at the bus stop located at the Center for the Blind.
 2. Pekin Park District Miller Center Senior Transportation
 - a. This project supports transportation services for seniors, enhancing mobility and access to essential services.

- h. In summary, the recommendation:
 - i. Fully funds the two top-ranked Traditional project applications.
 - ii. Funds the top three Preservation projects.
 - iii. Advances two important active transportation projects.
 - iv. Funds both Section 5310 applications.
 - v. Leaves remaining TA and Section 5310 balances available for future programming opportunities.

The motion carried after some discussion of whether the two STBG Traditional Program projects should have only been funded at 70%. Eric Miller reported that 70% is not stated in the bylaws and federal law allows 80%.

8. Formation of FY27 Special Transportation Studies Review Committee

- a. The Commission received a total of five special study applications
 - i. East Peoria - Signal & Street Lighting Inventory
 - ii. Peoria - Asset Management System Expansion with Multi-Asset Data Collection
 - iii. Peoria Heights - Sidewalk Inventory and Plan
 - iv. Tazewell County - Highway Crossroad Culvert Asset Management Program
 - v. Washington - Washington Square Access, Circulation, and Parking Study
- b. Need two to three volunteers of non-submitting communities – Craig Loudermilk and Amy McLaren volunteered.

9. Updates

- a. FY 2027 – 2030 Transportation Improvement Program
 - i. Tri-County is actively in the process of developing the FY 2027-30 TIP. We are hoping to open up the draft plan for public comment at the end of this month/beginning of next month.
 - ii. Please make sure to review your projects in the TIP and let Staff know if any changes are needed.
 - iii. All project updates will need to be presented to staff by the close of business on Friday, July 24.
- b. IDOT
 - i. Local Roads – Jacob Weck stated that Circular 26-07 is available regarding local highway safety by August 14. ITEP is Aug 1-Oct 5. Economic Development funds are available.
 - ii. Central Office – Nothing to report.
- c. FHWA – No report.

10. Other

- a. Patrick Urich shared an HSIP update on Medina Township, they are still working through it.
- b. Next meeting is scheduled for August 19, 2026

11. Adjournment

Jeff Gilles made a motion to adjourn. Cindy Loos seconded the motion, and the meeting adjourned at 10:13 a.m.