



TRI-COUNTY REGIONAL PLANNING COMMISSION

EST. 1958

AGENDA

Regional Transportation Safety Committee

Thursday, June 11, 2026, at 9:00 a.m. CT

456 Fulton St, Room 420

Peoria, IL 61602

1. Call to Order
2. Roll Call
3. Public Comment
4. Approval of March 12, 2026 Meeting Minutes
5. Officer Nomination and Election
 - a. Floor Nominations
 - b. Voting
6. Safe Routes to School Grant Outcome
7. Safe Streets and Roads for All Grant Application Submittal
8. Future Work Plan Discussion
9. Other
 - a. OMA Certification Reminder
 - b. Next meeting scheduled for September 10, 2026
10. Adjournment

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MINUTES

Tri-County Regional Planning Commission Regional Transportation Safety Committee

Thursday, March 12, 2026 at 9:00 a.m. CT
456 Fulton St, Suite 420
Peoria, IL 61602

1. Call to Order

- a. Executive Director Eric Miller called the meeting to order at 9:01 a.m., welcomed and thanked the members for agreeing to be on the committee. Since transportation safety is an important issue, it was determined to have an actual planning committee rather than an ad hoc committee.

2. Roll Call

Committee Member	Present	Absent	Committee Member	Present	Absent
Matt Bartolo Laborers Local 165	X		Cindy Loos City of Peo Public Works		X
Ben Brewer Peoria Co Coroner Ofc		X	Jeffrey Lower Tazewell Co Sheriff Ofc		X
Joshua Collins Peoria Public Schools		X	Jason Marks Peo Co Emerg Mgmt/Prep	X	
Jeff Council Advocacy/Community		X	Amy McLaren Peo Co Hwy Dept	X	
Ann Doubet Germantown Hills	X		Dan Parr Tazewell Co Hwy Dept	X	
Jeff Ekena PeoTazWood ROE 53	X		Rick Powers City of Peoria		X
Phillip Evans Pekin Insurance	X		ShamRA Robinson GPMTD/CityLink	X	
Lenora Fisher Downtown Adv Comm		X	Jodi Scott Advocates for Access	X	
Amy Fox Tazewell Co Health Dept	X		Al-Barrae Shebib IDOT Dist 4 Local Rds	X	
Heath Gerkin Metamora Ambulance	X		Amy Smith Peoria Co ROE 48	X	
Josh Harris Peoria Fire Dept		X	Jacklynn Workmann Tazewell Co Comm Devel	X	

Also in attendance:

TCRPC Staff: Eric Miller, Michael Bruner, Reema Abi-Akar, Ray Lees, Gavin Hunt and Lori Reynolds.

3. Public Comment

None

4. Staff and Committee Member Introductions

Michael Bruner stated that a Chairman will need to be chosen for the committee, but not on this first day since everyone is getting to know each other. It will be on the agenda for the next

meeting. He asked anyone that is interested to let him know. Each person in attendance then introduced themselves, stating their employer and title.

5. Overview of the Metropolitan Transportation Planning Process

Michael Bruner shared a presentation explaining what Tri-County Regional Planning Commission is and what the organization does.

- a. Established in 1958 as “the steward of the Regional Vision”
- b. Three counties – Peoria, Tazewell and Woodford
- c. Supports 46 communities
- d. 360,248 residents grow, invest in themselves and others to make one unique region
- e. MPO – Metropolitan Planning Organization (MPO) established in 1976, tasked to conduct transportation planning for the region using federal funding with input from leaders and residents
- f. Core planning efforts are
 - Transportation – 80% of time spent
 - Long-range planning
 - Distribution of funds region-wide
 - Human service and public transportation planning
 - Trails and bike planning
 - Environmental
 - Watershed planning
 - Water supply planning
 - Intersection of planning and the environment
 - Stakeholder coordination
 - Hazard mitigation
 - Land use
 - Community comprehensive plans
 - Counting zoning and site plan reviews
 - Asset management: GIS
- g. Initiatives referencing roadway safety – 37 safety-focused strategies
 - Long-Range Transportation Plan (LRTP)
 - Human Services Transportation Plan (HSTP)
 - Active Transportation Plan (ATP)
 - Periodic Safety Performance Measures

6. Overview of the Tri-County Comprehensive Safety Action Plan

<https://tricountyrpc.org/wp-content/uploads/Tri-County-Safety-Action-Plan-2025.pdf>

Gavin Hunt presented information on the Federal Highway Administration (FHWA)’s Safe Streets 4 All (SS4A) Program.

- a. Part of the Infrastructure Investment & Jobs Act (IIJA)
 - \$5 billion in appropriated funds over 5 years – 2022-2026

- Funds creation of safety action plans for implementation
- b. Priorities
- Promote safety
 - Low cost, high impact strategies over wide geographic area, urban and rural
 - Evidence based and aligned with USDOT goals
 - Demonstration of public/private engagement
- c. CSAP Timeline
- Fall 2022 – applied for SS4A funds to examine the safety of the entire region
 - Early 2023 – received notice of grant award - \$400,000 federal funds plus \$100,000 match from local membership dues
 - Spring/Summer 2025 – 5-year update for LRTP
 - Region’s first CSAP, paving the way for future funding
- d. Steps in the process of developing a CSAP include using
- US DOT’s Safe System Approach Guideline
 - Safer people, safer vehicles, safer speeds, safer roads, post-crash care
- e. Alarming safety data trends between 2016-2020
- 158 fatalities and 1,798 A-injuries (broken bones, cuts requiring stitches, requiring transportation to emergency care, significantly affects person’s health or physical condition)
 - Fatalities involving pedestrians/bicyclists: 13.3%
 - A-injuries involving pedestrians/bicyclists: 8.4%
 - Tri-county region has 5-year annual fatality average of 31.6, fatality rate of 8.91 per 100,000 residents
 - The regional underserved communities have 5-year annual fatality average of 4.2, fatality rate of 11.26 per 100,000 residents
- f. Listed Top 10 priority corridors – 7 in Peoria, 2 in Pekin, 1 in East Peoria, and 1 in Washington
- Michael Bruner stated that even though the plan is for all three counties, the more urbanized area would dominate as a natural consequence, so staff also made a Top 10 list for each county.
 - High Injury Network – small number of roadways that experience a majority of fatal and serious injury accidents
- g. CSAP Strategies
- Develop guidance for navigating multi-jurisdictional landscapes within communities
 - Develop a ‘road map’ of available data resources
 - Host Equitable Target Area (ETA) and High Injury Network (HIN) information on the TCRPC website

- Enhance the Long-Range Transportation Plan (LRTP) to better incorporate equity elements
 - Establish Safe Routes to School (SRTS) programs
 - Partner with law enforcement agencies to implement targeted enforcement efforts
 - Utilize transportation educational campaign materials available from USDOT
 - Establish Transportation Safety Committee
 - Implement non-infrastructure capacity building project (SRTS)
- h. SS4A Emphasis Areas
- Complete Streets
 - Promoting walking, biking and transit
 - Advancing racial and health equity
 - Managing speeds for safety
 - Making system changes based on the Safe System Approach
 - Demonstration design and activities

7. Overview of the Commission's Pending Safe Routes to Schools Grant Application

- a. Six E's: evaluation, education, encouragement, engagement, engineering and equity
- b. Objectives
- Establish a Transportation Safety Committee
 - Safety Project Identification Tool
 - Media Distribution and Public Engagement
 - Data Collection and Sharing
- c. IDOT's SRTS program is every other year, next August is the next one
- Improving sidewalks
 - Planning engagement
 - Encourage your local school districts and governments to collaborate
 - Start compiling list of areas that need improvement
 - Surveys – student and parents on annual basis to collect data
 - Geared to different age groups
 - Staff have already made contact with Regional Offices of Education
 - Do as much work ahead as possible, have your plan done - "shovel ready" – makes application more attractive, they are very competitive
- d. TCRPC website, safety page walks through all of this information, with resources available to help with planning and budgeting.
- Crash dashboard is interactive, wide variety of filters to search crash data
 - Data comes from law enforcement, updated annually but always for the previous year because of the time it takes to extract the data from the police reports
 - Eric Miller encouraged committee members to speak up if they have thoughts or ideas.
 - Amy McLaren stated that engineers make the roads, but they need input from other stakeholders
 - Matt Bartolo asked if this is like a clearinghouse to assist area communities, and communities will be competing against each other.
 - Michael stated that Tri-County is here to help move projects forward by collecting data and uses a process to identify safety issues and prioritize, and find funding, give support to multiple jurisdictions
 - Michael stated that the sky is the limit, members just need to speak up

8. Updates

a. MPO Certification Review

- Every four years
- Tri-County just completed it last week, but there is still a public comment period by using link on the website, until April 1

b. IDOT Special Programs Assistance Conference

- IDOT is having a gathering at the North Peoria Library May 13-14, see flyer in the packet
- Al Barrae Shebib suggesting searching ITEP to find the website with more information about the grant. There are 4-5 categories, bring project ideas the second day and talk to IDOT staff to get feedback. The grant is very competitive, but no project is too small

9. Other

a. OMA Certification

- Reminder to turn in OMA training certificates to Michael or Lori

b. Next meeting scheduled for June 11, 2026

10. Adjournment

The meeting was adjourned at 9:59 a.m.



MEMORANDUM

To: Regional Transportation Safety Committee
From: Tri-County Regional Planning Commission Staff
Subject: Officer Nomination and Elections
Date: June 11, 2026

Action Needed

Nominate and elect a Chair and Vice-Chair as officers of this committee.

Background

The Tri-County Regional Planning Commission initiated the formation of a Regional Transportation Safety Committee to identify and address transportation safety issues throughout the region. The committee shall serve as a forum for diverse perspectives to help guide Tri-County's planning efforts and ensure that transportation safety initiatives reflect the needs and experiences of the communities they serve.

Job Functions

The chair's job will be to run the meetings: open the meeting, present each agenda item, manage comments and questions from the group, and close the meeting. The chair will work with Tri-County staff as needed on a procedural level for each meeting. The vice chair will serve as the chair if the latter is unavailable for a certain meeting date. The elected officials' appointments will expire June 30, 2027.

Process

Tri-County staff will accept nominations via email ahead of the meeting. Members wishing to nominate themselves or another member should email Tri-County Planner Gavin Hunt at ghunt@tricountyrpc.org. Tri-County staff will then compile the nominations in advance. Elections will be conducted during the meeting viva voce (voice vote).



MEMORANDUM

To: Regional Transportation Safety Committee
From: Tri-County Regional Planning Commission Staff
Subject: Safe Routes to School Grant Application Outcome
Date: June 11, 2026

Action Needed

Decide whether to continue the work outlined in the grant application despite having not been awarded funding. Regardless, apply lessons learned from the application and obtain any data that would increase the chances the securing funding in the future.

Grant Background

Safe Routes to School (SRTS) is a national initiative that promotes safe, convenient, and accessible opportunities for students to walk, bike, and roll to school. Effective SRTS programs combine infrastructure improvements with education, encouragement, engagement, evaluation, and equity-focused strategies to improve student safety, increase physical activity, and reduce transportation barriers. Through partnerships among schools, local governments, families, and community organizations, SRTS programs support safer transportation networks and healthier communities.

Proposed Project

Tri-County Regional Planning Commission recently applied for an SRTS grant focused on building long-term regional capacity for SRTS planning and implementation. The proposed project identified several opportunities to strengthen transportation safety planning throughout the region.

The application was developed in response to challenges observed during previous SRTS funding cycles, where projects were often identified shortly before application deadlines and selected on a first-come, first-served basis. The proposal sought to establish a more proactive and equitable process for identifying, prioritizing, and advancing safety projects before funding opportunities become available.

Key elements of the proposal included:

1. Establishing a Regional Transportation Safety Committee to provide ongoing coordination and guidance on transportation safety initiatives
2. Developing a Safety Project Identification Tool to help communities identify, prioritize, and maintain a pipeline of transportation safety projects

3. Expanding education and outreach efforts related to walking, biking, and rolling safely to school
4. Implementing student travel data collection efforts within school districts to better understand travel behaviors and barriers to active transportation

The proposed project emphasized regional collaboration among municipalities, school districts, and community stakeholders. It also prioritized equitable participation and outcomes by considering the needs of low-income students, students with disabilities, students of color, and other historically underserved populations. While funding was not awarded, the objectives outlined in the application remain a priority.



MEMORANDUM

TO: Regional Transportation Safety Committee
FROM: Tri-County Regional Planning Commission Staff
SUBJECT: Safe Streets and Roads for All Grant Application
DATE: June 11, 2026

Action Needed

None. Information item only.

Background

The Tri-County Regional Planning Commission recently submitted a Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant application requesting approximately \$2.0 million in federal funding. The proposed project advances implementation of the region's adopted Comprehensive Safety Action Plan (CSAP) and supports the Commission's Vision Zero goal of eliminating traffic fatalities and serious injuries by 2050. The effort focuses on moving from planning into action by testing safety strategies on real corridors and developing implementation-ready solutions.

Purpose of the Project

The project is designed to address key safety challenges identified in the CSAP and through public engagement, including:

- Speeding
- Distracted driving
- High crash concentrations on arterial corridors
- Risks to vulnerable road users, including pedestrians, bicyclists, and school-age children

The project will implement a data-driven and scalable approach to reduce fatal and serious injury crashes through a combination of engineering, education, and evaluation.

Project Components

The project consists of two coordinated components:

1. Corridor Safety Diagnostics, Demonstrations, Evaluation, & Implementation

This is the core of the project and follows a structured implementation process: Diagnose, design, deploy, and evaluate.

Key activities include:

- Corridor-level safety diagnostics on High Injury Network corridors
- Environmental review and NEPA compliance
- Installation of temporary, quick-build safety treatments, such as speed feedback signs, lane narrowing, and high-visibility crosswalk enhancements
- Before-and-after safety performance evaluation
- Development of implementation-ready guidance for permanent improvements

2. Targeted Education & Media Campaign

A focused, corridor-based education campaign will support and reinforce demonstration activities by:

- Promoting safe speeds and attentive driving
- Targeting communities surrounding demonstration corridors
- Providing bilingual (English/Spanish) materials
- Emphasizing safety near schools and for vulnerable users

In addition to traditional outreach, the campaign will include proactive public engagement to help inform the selection of demonstration locations and treatments. This engagement will provide residents, stakeholders, and school communities with opportunities to:

- Identify safety concerns and priority locations
- Provide input on demonstration concepts
- Participate in the selection and refinement of pilot sites

This approach is intended to build community ownership, increase transparency, and reduce confusion or resistance to temporary changes in traffic patterns. By engaging the public early, the project ensures that demonstration sites reflect local priorities and that users understand the purpose and benefits of the improvements.

Expected Outcomes and Deliverables

The project will produce practical, implementation-focused outputs, including:

- Corridor Safety Diagnostic Memoranda
- NEPA environmental clearance documentation
- Demonstration design and deployment plans
- Before/after safety evaluation reports
- School-adjacent safety impact analysis
- Implementation guidance with cost estimates and design recommendations
- Regional Quick-Build Safety Toolkit for future use

These outcomes will support future project development and funding opportunities across the region.

Why This Project Matters

This project represents a critical step in transitioning from planning to implementation by:

- Turning the CSAP into visible, real-world improvements
- Testing safety strategies before permanent investment
- Prioritizing children and other vulnerable road users
- Building long-term regional capacity through a reusable Quick-Build Safety Toolkit
- Creating implementation-ready projects for future federal and state funding

Public engagement will play a key role in identifying demonstration locations and ensuring communities understand and support temporary safety improvements before implementation, reducing confusion and increasing long-term success.



MEMORANDUM

To: Regional Transportation Safety Committee
From: Tri-County Regional Planning Commission Staff
Subject: Future Work Plan Questions
Date: June 11, 2026

Action Needed

Committee members will be asked to respond to the following questions during an activity at the meeting:

1. Where do you see this committee going?
2. How do you think you can help this committee?
3. How do you foresee this committee working with the public?
4. What safety focus areas/projects should this committee address?
(Projects do not need to be limited to infrastructure/construction.)
5. What is your willingness and ability to participate in committee tasks moving forward?
 - a. Low – I only have time to attend meetings
 - b. Medium – I can take some time outside of meetings to send a few emails, make some connections as needed
 - c. High – I am very interested in working with staff regarding this meeting structure

Questions will be provided in the [Microsoft Forms](#) format to simplify the collection and recording of responses. The form will open during the meeting.

Background

The Tri-County Regional Planning Commission recently established the Regional Transportation Safety Committee, with committee officers being elected at this meeting. With the committee now formally organized, the focus will shift from formation to implementation. The intent is for the work of the committee to be driven primarily by its members, with input helping to shape priorities, identify potential projects, and define how the committee will operate moving forward. This survey and discussion is intended to gather initial perspectives on the committee's direction, opportunities for public engagement, transportation safety issues that should be addressed, and the level of participation members are willing and able to provide as the committee begins its work.