



TRI-COUNTY REGIONAL PLANNING COMMISSION

EST. 1958

AGENDA

Regional Transportation Safety Committee

Thursday, September 10, 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 June 11, 2026 Meeting Minutes
5. Survey Overview
6. Tri-County Open Data Portal Preview
7. Regional Data Collection
 - a. Percentage of students who walk or bike to school
8. Reviewing CSAP Regional Priority Corridors
9. Open Floor Discussion
10. Other
 - a. Next meeting scheduled for December 10, 2026
11. Adjournment

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MINUTES

Tri-County Regional Planning Commission Regional Transportation Safety Committee

Thursday, June 11, 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, Gavin Hunt and Lori Reynolds.

Tim Gillespie attended in place of Jeff Lower, Tazewell County Sheriff's Office.

3. Public Comment

None

4. Approval of March 12, 2026 Meeting Minutes

Ben Brewer made a motion to approve March 12, 2026 Meeting Minutes, which was seconded by Jason Marks.

Motion carried.

5. Officer Nomination and Election

- a. Floor Nominations – Michael Bruner stated he is hopeful that the committee could determine a Chair and Vice-Chair, and described their duties. Gavin Hunt didn't receive any nominations prior to the meeting, so looking for nominations now. Jason Marks volunteered for Chair. Jeff Ekena volunteered for Vice Chair.
- b. Voting – Amy McLaren motioned to approve, which was seconded by Cindy Loos. Motion carried. Jason and Mark will coordinate with Gavin.

6. Safe Routes to School Grant Outcome

Gavin Hunt reported on the grant. Brief background of Safe Routes to School (SRTS) – It is a national initiative focused on safe, accessible walking, biking, and rolling to school. The program not only funds infrastructure improvements, but also education, encouragement, and engagement data and evaluation. Tri-County's grant application purpose was to build long-term regional capacity for SRTS planning.

- a. Key components
 - i. Utilize this committee for ongoing coordination and guidance
 - ii. Develop a safety project identification tool for identifying and prioritization of projects
 - iii. Develop an education and outreach program to promote safe walking and biking to school
 - iv. Develop a system to conduct student travel surveys so schools and communities can be ready once the grant is released.
- b. While the application was not awarded funding this time around, the needs and priorities identified remain important.

Discussion covered the need to be more competitive, schools not receiving the information automatically – didn't know about it, and didn't know they have to go to IDOT's website and look for it. Schools not being used to working with TCRPC so were hesitant to respond.

Gavin stated the data needs to be collected throughout the year so it's ready when requested.

Michael stated data collection needs to be done on an annual basis. It's a daunting task for schools to undertake in order to get funding, so we have to help them get started on collecting the data on an annual ongoing basis throughout the year so we can help them so we can help them get funding.

Cindy Loos stated schools could be holding a Bike to School Day to bring the issue to light and get feedback.

7. Safe Streets and Roads for All Grant Application Submittal

Michael reported that staff just applied for this grant, as a demonstration project at a corridor level to see how to improve. An engineering consultant will analyze data before and during, to develop an

actual implementation plan. They will then present it to the public to get feedback. Referenced TCRPC website: <https://tricountyrpc.org/wp-content/uploads/Tri-County-Safety-Action-Plan-2025.pdf>

The top ten corridors in the region are included, as well as the top ten in each county. Woodford County is not included in the corridor study because of the much smaller population, but there is a top ten list specifically for Woodford County. There is an inventory of items available to use to set up demonstrations that can be reused for other future projects. The hope is to have results in the winter time frame.

8. Future Work Plan Discussion

Gavin Hunt presented questions on screen with a QR code so participants could answer questions. A discussion ensued consisting of a variety of safety-related topics. Some points of discussion:

- Ben Brewer asked why are there so many construction projects going on at the same time? People are being forced to use one route to get to multiple locations because so many roads are under construction, traffic is backed up causing people to be angry and speeding.
- Amy McLaren responded that there are different jurisdictions throughout the area (city/county), the work is seasonal and funding comes through in similar time frames. This year there happens to be a 'perfect storm' with so many projects having been approved and being worked on. Not sure if there is a way to coordinate the timing of projects.
- Jason Marks stated that his concern is about emergency responders not being able to get to where they need to go when traffic is backed up due to construction.
- Jeff Counsil stated that driver behavior/habits is a large part of safety concerns.
- Jason Marks stated that the roads weren't built for the ways we drive and vehicles we drive today, and now every kid that turns 16 gets a car so there are so many more drivers than there were when the roads were initially planned.
- Amy McLaren stated that IDOT gets its funding from Highway Safety Improvement Program (HSIP) and there will be another round coming up in a couple weeks, so it's a good time to apply for some of these projects.
- Jeff Counsil stated that intersection crashes are often a result of speeding and driver behavior.
- Amy McLaren agreed, and stated that speeding, distracted driving, and bad decisions cause accidents. Should be able to lean more on law enforcement.
- Eric Miller suggested focusing more on young people, and law enforcement not enforcing traffic laws.
- Tim Gillespie stated that lower speed limits often cause more crashes. Law enforcement is low on funding for manpower. If they get a complaint, they can put a speed trailer out and start writing tickets, but officers use their discretion. You can catch some people but not all. Many are distracted or using drugs/alcohol.
- From an insurance perspective, Phil Evans stated fatalities are up, insurance costs are up. Legislation helps, as it did with seat belt laws.

- Dan Parr suggested doing demonstrations of impact and the dangers. He stated there are five levels of roads – township roads were made for horses and wagons, and they don't fit today's vehicles.
- Eric Miller stated there have also been poor land use decisions – putting in new subdivisions on rural roads made 30 years ago without allowing for current number and size of vehicles.

Discussions will be picked up at next meeting.

9. Other

- a. OMA Certification Reminder – Michael reminded the group to turn in their OMA training certificates if they haven't already done so.
- b. Next meeting scheduled for September 10, 2026

10. Adjournment at 10:31 a.m.

Recorded, transcribed and submitted by Lori Reynolds.

TOP 10 PRIORITIZED CORRIDORS

The prioritized projects focus on proven safety countermeasures for critical locations based on the data-driven analysis and benefit-cost evaluation to reduce fatal and severe injury crashes.

PRIORITIZED CORRIDORS

The top prioritized corridors for each county and the Tr-County area are found below. The aim was to provide a list of the top 10 locations, however in some cases multiple segments had the same priority score and thus were all included in each relevant list.

The project team encourages the agencies to

consider all projects listed for each region. The table that follows lists the results of this analysis. The remainder of this report details each of the below projects followed by the top corridors for each county. Detailed information on the types of improvements included in these projects can be found in the Safety Toolkit (Appendix C).

#	Score	County	Jurisdiction	Road	Start	End	Length (Miles)
1	85	Peoria	City of Peoria	Main St	Farmington Rd	NE Water Street	1.98
2	82.5	Peoria	IDOT	Knoxville Ave	War Memorial Drive	I-74	1.97
3	75	Tazewell	Pekin	Parkway Dr	Broadway	Court Street	0.65
4	75	Peoria	IDOT/Peoria	Jefferson Ave	Van Buren St	MacArthur Hwy	2.92
5	75	Tazewell	Pekin	Broadway Rd	Veterans Drive	S 3rd Ave	1.82
6	75	Tazewell	IDOT	Main St (US24/150)	Wesley Road	Blackjack Blvd	2.17
7	75	Tazewell	IDOT	Washington Rd (BUS24)	Main St	McCluggage Rd	2.66
8	72.5	Peoria	IDOT/Peoria	Adams St	Van Buren St	MacArthur Hwy	2.92
9	70	Peoria	City of Peoria	Sheridan Rd	W McClure Ave	Main St	1.25
10	70	Peoria	Peoria/West Peoria	Sterling Ave	W Farmington Rd	War Memorial Drive	2.97

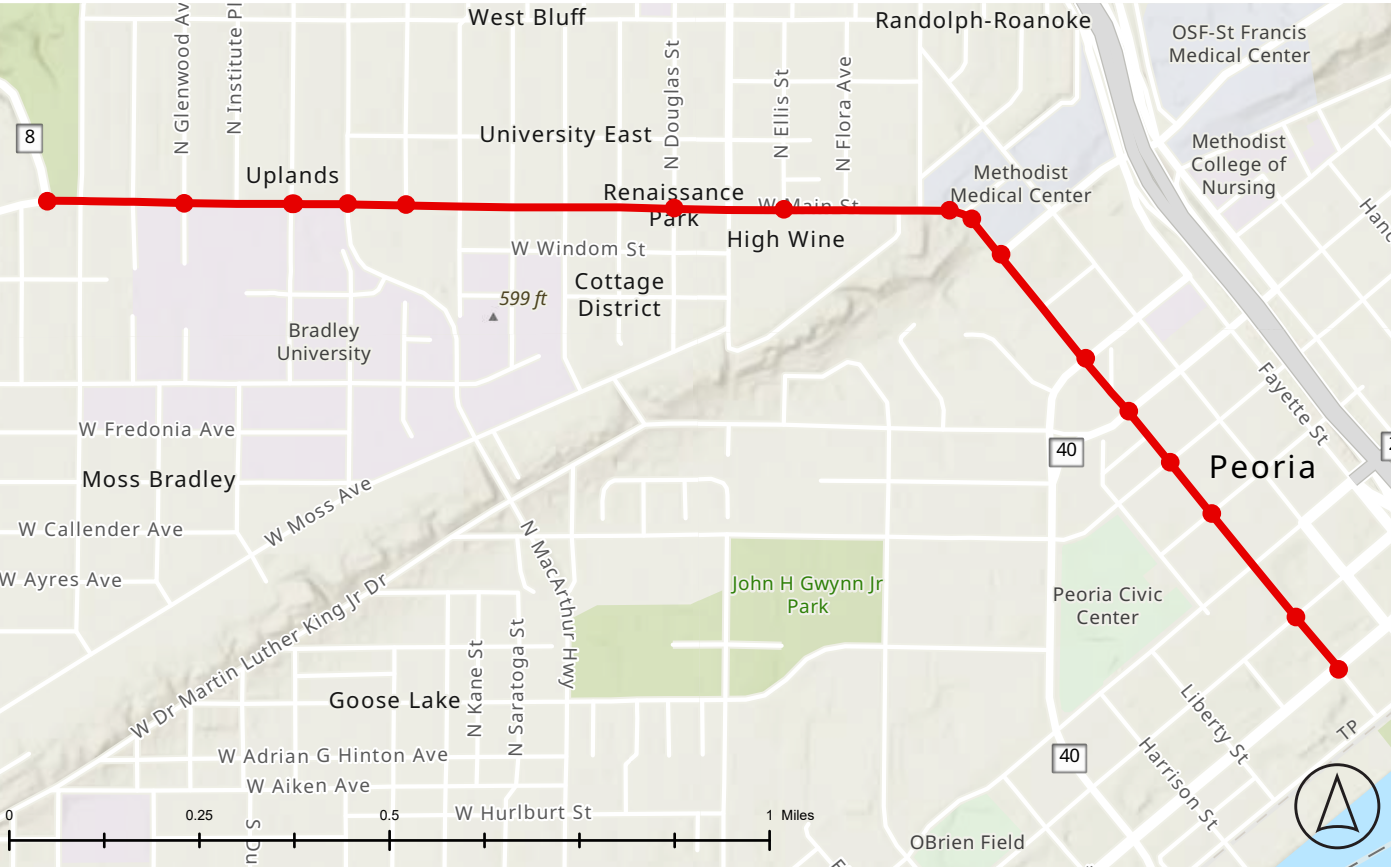
PROJECT 1: MAIN STREET

City of Peoria, Peoria County

CHARACTERISTICS

Main Street in Peoria is a 2-mile minor arterial stretching from NE Water Street in downtown Peoria to the intersection of Farmington Road and Western Ave. It has an AADT of approximately 10,800. The route is primarily 4 lanes near downtown but transitions to a 2-lane roadway with a center turn lane

closer to Bradley University. The roadway currently has on-street parking on many segments but lacks significant multimodal facilities. Per the Tri-County LRTP, Main Street will be reconstructed in the next 5 years with upgraded ADA, pedestrian, and bicycle accommodations.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
30/40	10/15	15/15	10/10	10/10	10/10	85/100

CRASH HISTORYNumber of KSI* Crashes: **29**Number of non-motorized crashes: **21**

Crash Factor	#	%
Disregarding Traffic Signals	9	31.0
Failing to Yield Right of Way	6	20.7
Failing to Reduce Speed to Avoid Crash	4	13.8
Improper Lane Usage	2	6.9
Operating Vehicle In Reckless Manner	2	6.9
Under Influence of Alcohol/ Drugs	2	6.9
Other	1	3.4
Disregarding Stop Sign	1	3.4
Distraction - From Inside Vehicle	1	3.4
Vision Obscured	1	3.4

*Killed or Serious Injury (KSI) Crashes

POTENTIAL SAFETY IMPROVEMENTS**Low Cost/Short-Term (0-5 Years)**

Improvement	CMF*
Yellow Change Intervals	0.92
Systemic Application at Stop Intersections	0.90
Dynamic Speed Monitoring	0.59
Retroreflective Signal Backplates	0.76
Vertical Deflections	0.55

Long-Term (5+ Years)

Improvement	CMF
Automated Enforcement ¹	0.68
RRFB's	0.31
Roundabouts	0.58

*Crash Modification Factor (see Appendix D)

¹ The Illinois Vehicle Code only allows for speed enforcement in safety and work zones. For more information see the Safety Toolkit in Appendix C.

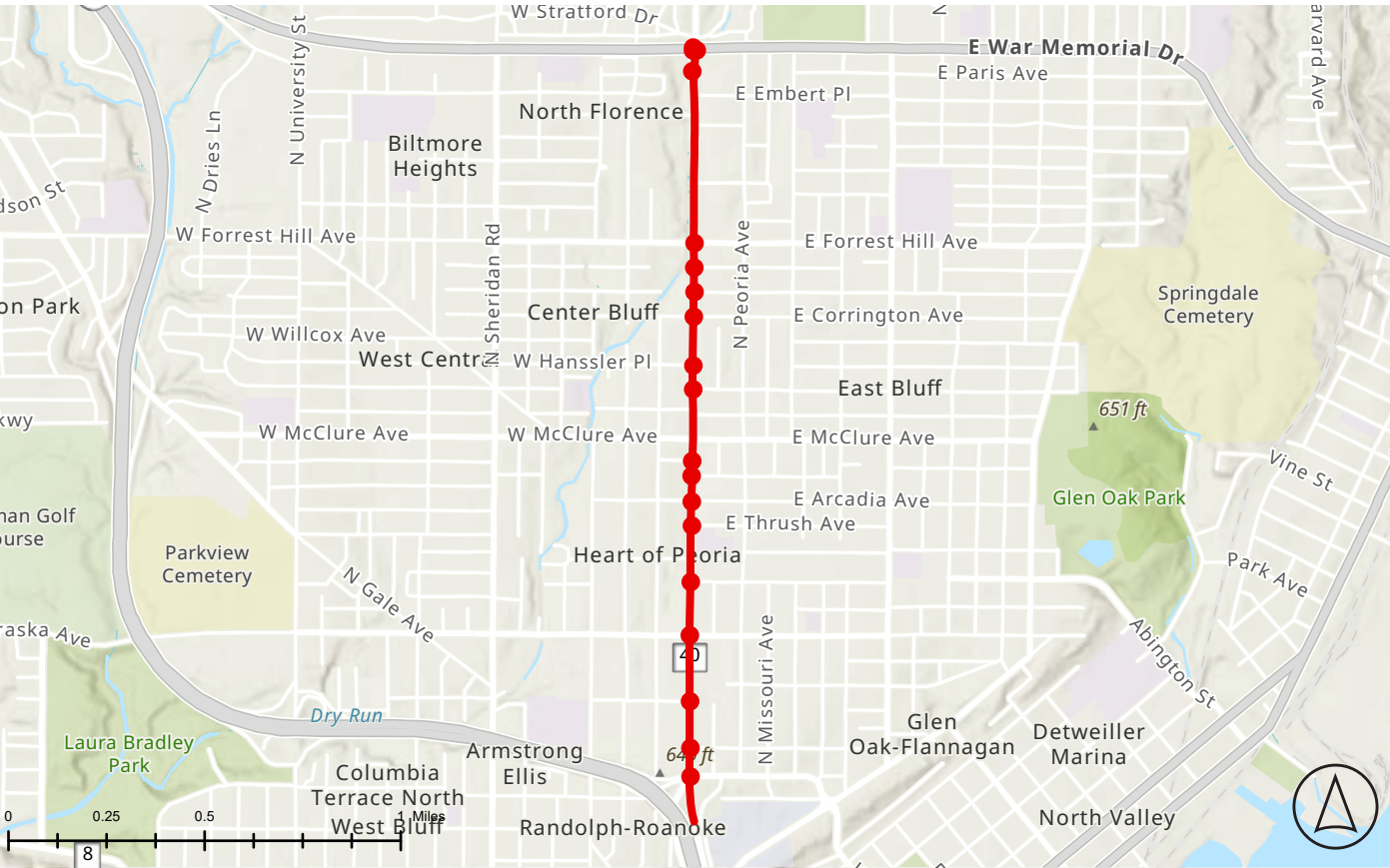
PROJECT 2: KNOXVILLE AVENUE

City of Peoria, Peoria County

CHARACTERISTICS

Knoxville Avenue is a state-owned principal arterial serving 23000 vehicles per day through central Peoria, connecting I-74 and US-150 with key residential and commercial areas. The roadway is typically 4 lanes wide with a center turn lane in the middle.

Sidewalks can be found on one or both sides of the roadway, but no bicycle facilities are present. Per IDOT's Multi-Year Plan, the roadway will be reconstructed with ADA improvements in the next 5 years.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	15/15	7.5/15	10/10	10/10	0/10	82.5/100

CRASH HISTORYNumber of KSI Crashes: **49**Number of non-motorized crashes: **19**

Crash Factor	#	%
Failing to Yield Right of Way	18	36.7
Disregarding Traffic Signals	10	20.4
Failing to Reduce Speed to Avoid Crash	8	16.3
Under Influence of Alcohol/ Drugs	4	8.2
Improper Lane Usage	2	4.1
(N/A)	1	2.0
Distraction - From Outside Vehicle	1	2.0
Distraction/ Other Electronic Device (Navigation Device / DVD Player / etc.)	1	2.0
Equipment-Vehicle Condition	1	2.0
Operating Vehicle In Reckless Manner	1	2.0
Physical Condition of Driver	1	2.0
Unable to Determine	1	2.0

POTENTIAL SAFETY IMPROVEMENTS**Low Cost/Short-Term (0-5 Years)**

Improvement	CMF
Yellow Change Intervals	0.92
Dilemma Zone Detection	0.56
Dynamic Speed Monitoring	0.59
Retroreflective Signal Backplates	0.76
Vertical Deflections	0.55
Leading Pedestrian Intervals	0.9

Long-Term (5+ Years)

Improvement	CMF
Automated Enforcement	0.68
Roundabouts	0.58

PROJECT 3: PARKWAY DRIVE

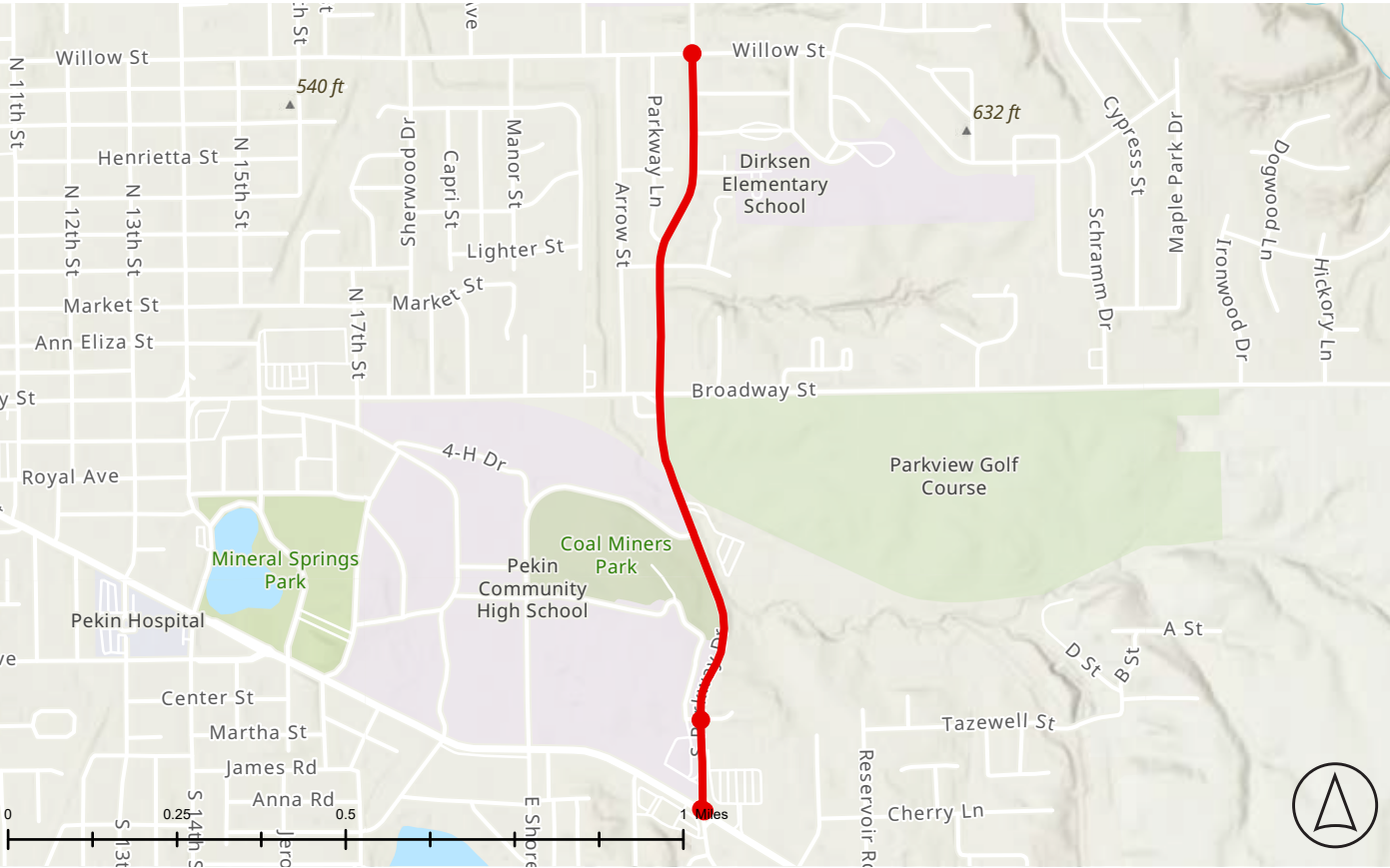
City of Pekin, Tazewell County

CHARACTERISTICS

Parkway Drive in Pekin is a 4-lane minor arterial roadway with a typical AADT value around 11,400. The highest priority segment passes close to Pekin Community High school and portions of the Pekin Park District Trail.

The CityLink Route #17 (Pekin North) also runs

through this segment of Parkway Drive, connecting residents to downtown Pekin and surrounding commercial areas. Currently a sidewalk is only present on one side of the roadway. Per the 2050 LRTP, ADA ramps and bus stop improvements are planned for the next 5 years.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
30/40	10/15	15/15	10/10	10/10	0/10	75/100

CRASH HISTORY

Number of KSI Crashes: 5
Number of non-motorized crashes: 0

Crash Factor	#	%
Disregarding Yield Sign	1	20.0
Exceeding Authorized Speed Limit	1	20.0
Failing to Reduce Speed to Avoid Crash	1	20.0
Failing to Yield Right of Way	1	20.0
Physical Condition of Driver	1	20.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Dynamic Speed Monitoring	0.59
Signage	0.75
Retroreflective Signal Backplates	0.76

Long-Term (5+ Years)

Improvement	CMF
Road Diet	0.53
Automated Enforcement	0.52

PROJECT 4: JEFFERSON AVENUE

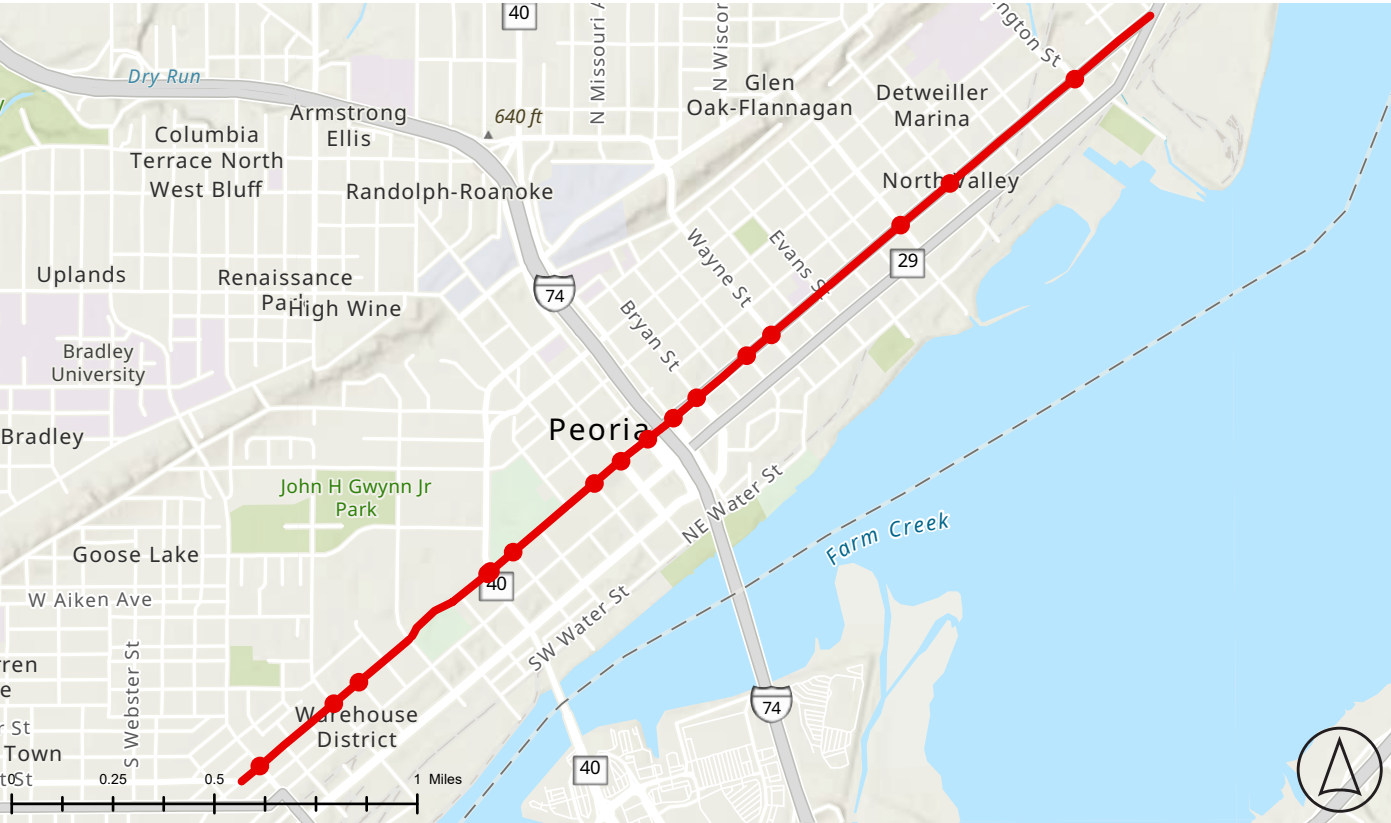
City of Peoria, Peoria County

CHARACTERISTICS

Jefferson Avenue in Peoria is a 3- to 4-lane one-way arterial roadway with an average daily traffic volume of 5900. The road joins with Adams St to form a key east-west corridor running through the center of downtown Peoria, connecting residential and commercial destinations.

Road ownership is split between IDOT (northeast of I-74) and the City of Peoria. While there is appropriate sidewalk connectivity along most of the corridor,

there are no bicycle facilities. Regional long-range plans suggest converting Jefferson and Adams to 2-way traffic. Several sections are currently being reconstructed or have recently been reconfigured for two-way traffic, road diets with new traffic signals, and bicycle facilities. This includes the Pecan/Persimmon to Walnut section in the Warehouse District and 2 way conversion from Walnut to Fayette.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	15/15	0/15	10/10	0/10	10/10	75/100

CRASH HISTORY

Number of KSI Crashes: 28
Number of non-motorized crashes: 20

Crash Factor	#	%
Disregarding Traffic Signals	5	17.9
Failing to Reduce Speed	4	14.3
Unable to Determine	4	14.3
Failing to Yield Right of Way	3	10.7
Driving Skills/Knowledge	2	7.1
Improper Lane Usage	2	7.1
Under Influence of Alcohol/ Drugs	2	7.1
Distraction - From Inside Vehicle	1	3.6
Following Too Closely	1	3.6
Improper Turning/No Signal	1	3.6
Operating Vehicle In Reckless Manner	1	3.6
Physical Condition of Driver	1	3.6
Vision Obscured	1	3.6

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Retroreflective Signal Backplates	0.85
Yellow Change Intervals	0.88
Vertical Deflections	0.55
Dilemma Zone Detection	0.56

Long-Term (5+ Years)

Improvement	CMF
Road Diet	0.53
Automated Enforcement	0.52
Roundabouts	0.58

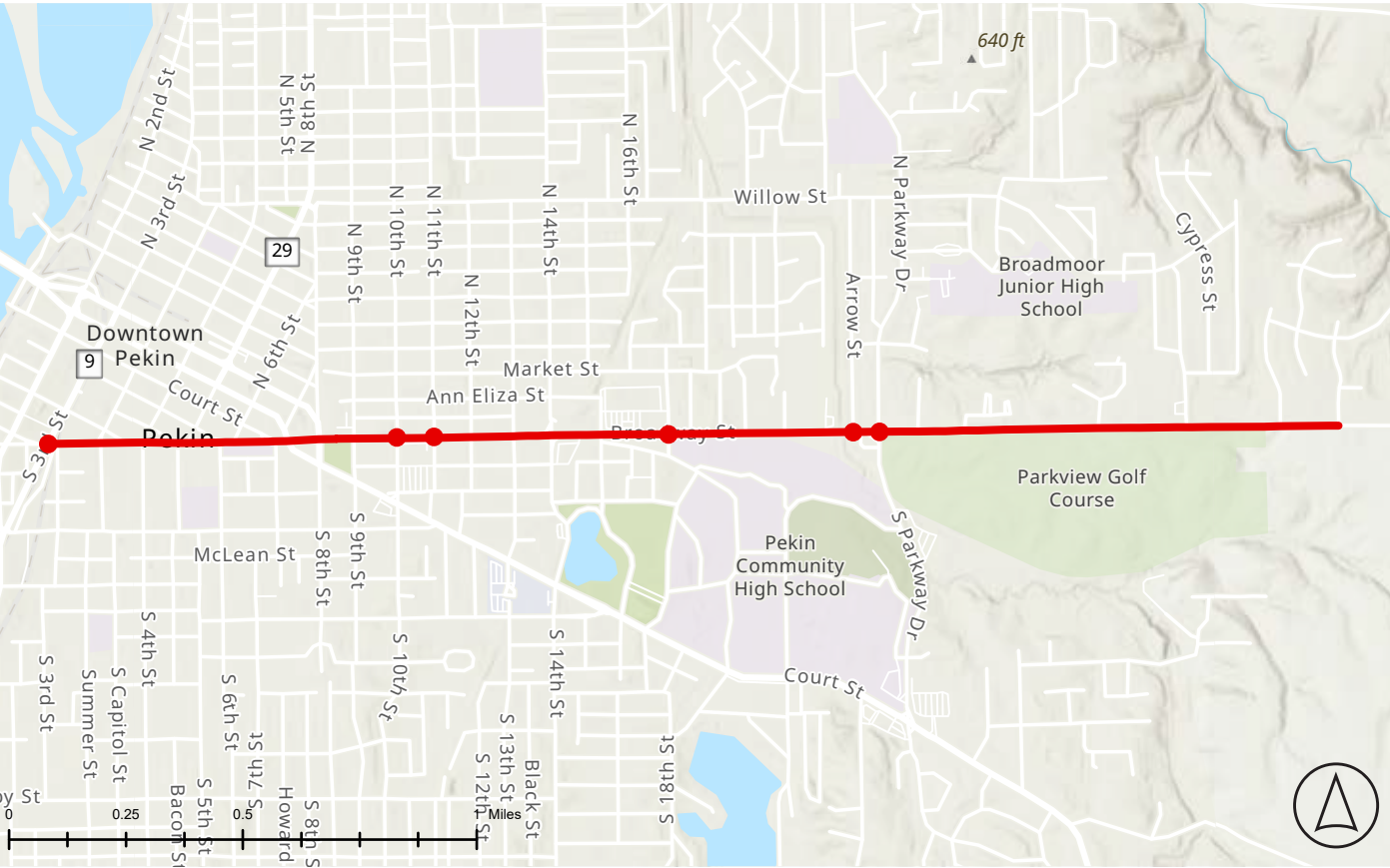
PROJECT 5: BROADWAY ROAD

City of Pekin, Tazwell County

CHARACTERISTICS

Broadway Road is a city-owned minor arterial roadway (AADT: 11,300) that runs east-west through central Pekin. It has 2 lanes from IL-9 to 8th street, then becomes 4 lanes with a center turn lane until Schramm Drive then converts back to 2 lanes until Veteran’s Drive.

CityLink’s Route #17 travels on Broadway, but sidewalks are not present on many portions of the roadway. ADA, Pedestrian Crossing, and bus stop improvements are planned for the corridor in the next 5 years.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	15/15	0/15	10/10	0/10	10/10	75/100

CRASH HISTORY

Number of KSI Crashes: 14
Number of non-motorized crashes: 12

Crash Factor	#	%
Unknown	2	14.3
Failing to Yield Right of Way	2	14.3
Physical Condition of Driver	2	14.3
Weather	2	14.3
Disregarding Stop Sign	1	7.1
Disregarding Traffic Signals	1	7.1
Failing to Reduce Speed	1	7.1
Had Been Drinking	1	7.1
Operating Vehicle In Reckless Manner	1	7.1
Road Engineering/Surface Defects	1	7.1

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Systemic Application at Stop Intersections	0.9
Retroreflective Signal Backplates	0.76
Bicycle Lanes	0.44
Enhanced Delineation	0.53

Long-Term (5+ Years)

Improvement	CMF
Automated Enforcement	0.52
Roundabouts	0.58

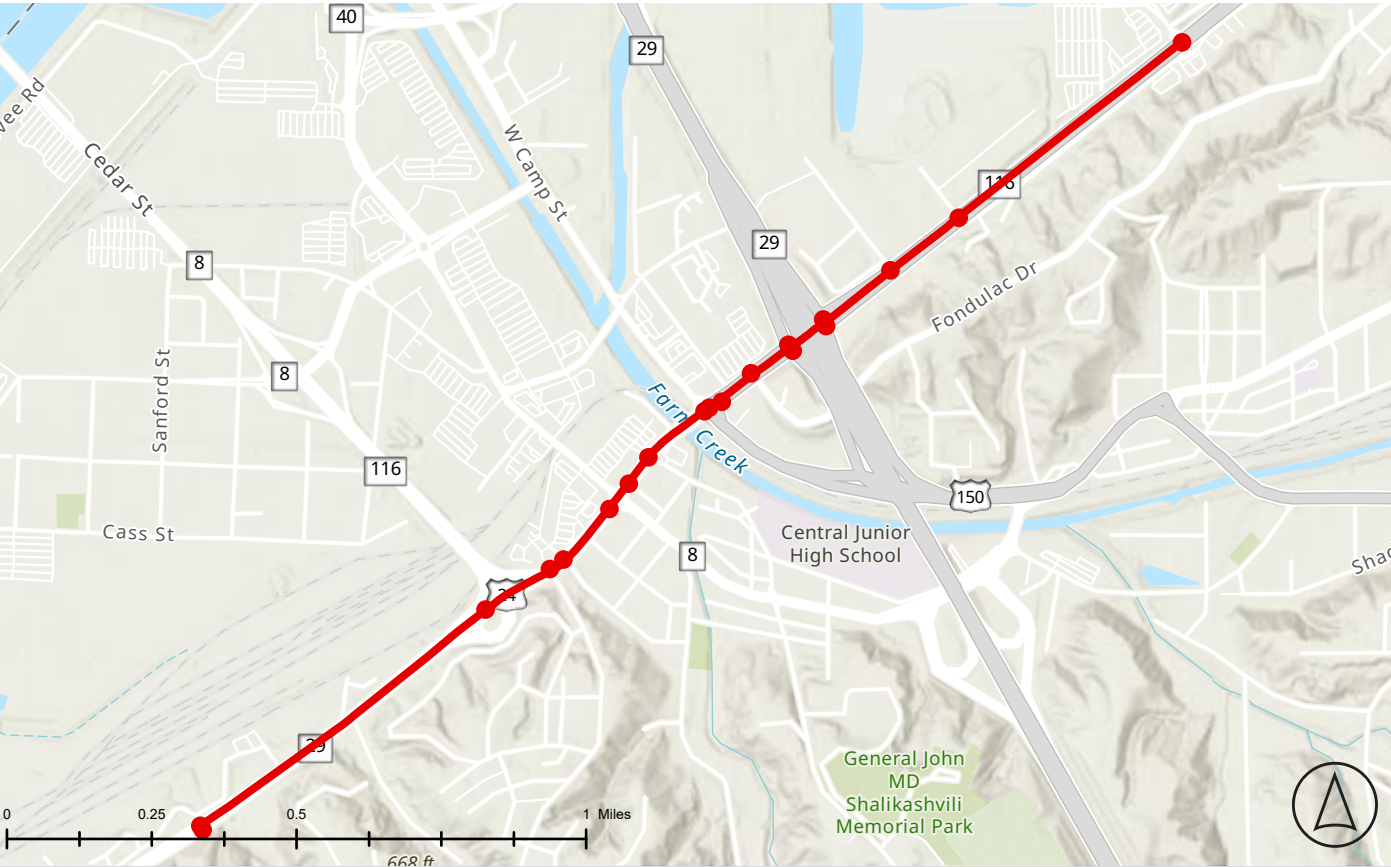
PROJECT 6: MAIN STREET

City of East Peoria, Tazwell County

CHARACTERISTICS

Main Street in East Peoria is a 4- to 6-lane principal arterial roadway that connects to I-74, US-150, shopping centers, and Caterpillar industrial facilities. The state-owned roadway sees 25,000 VPD and has a high number of concentrated intersections in central East Peoria.

The roadway lacks significant ped/bike facilities, especially northeast of I-74. Improvements to pedestrian and bicycle crossings are planned in the 0-to-5-year timeframe.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	10/15	15/15	10/10	0/10	0/10	75/100

CRASH HISTORY

Number of KSI Crashes: 26
Number of non-motorized crashes: 4

Crash Factor	#	%
Failing to Yield Right of Way	11	42.3
Failing to Reduce Speed to Avoid Crash	7	26.9
Disregarding Traffic Signals	3	11.5
Distraction - From Inside Vehicle	2	7.7
Driving On Wrong Side/Wrong Way	1	3.8
Improper Turning/No Signal	1	3.8
Physical Condition of Driver	1	3.8

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Corridor Access Management	0.69
Dilemma Zone Detection	0.56
Signage	0.75
Retroreflective Signal Heads	0.76
Permissive to Protected Left Turns	0.53

Long-Term (5+ Years)

Improvement	CMF
Roundabouts	0.52
Automated Enforcement	0.52

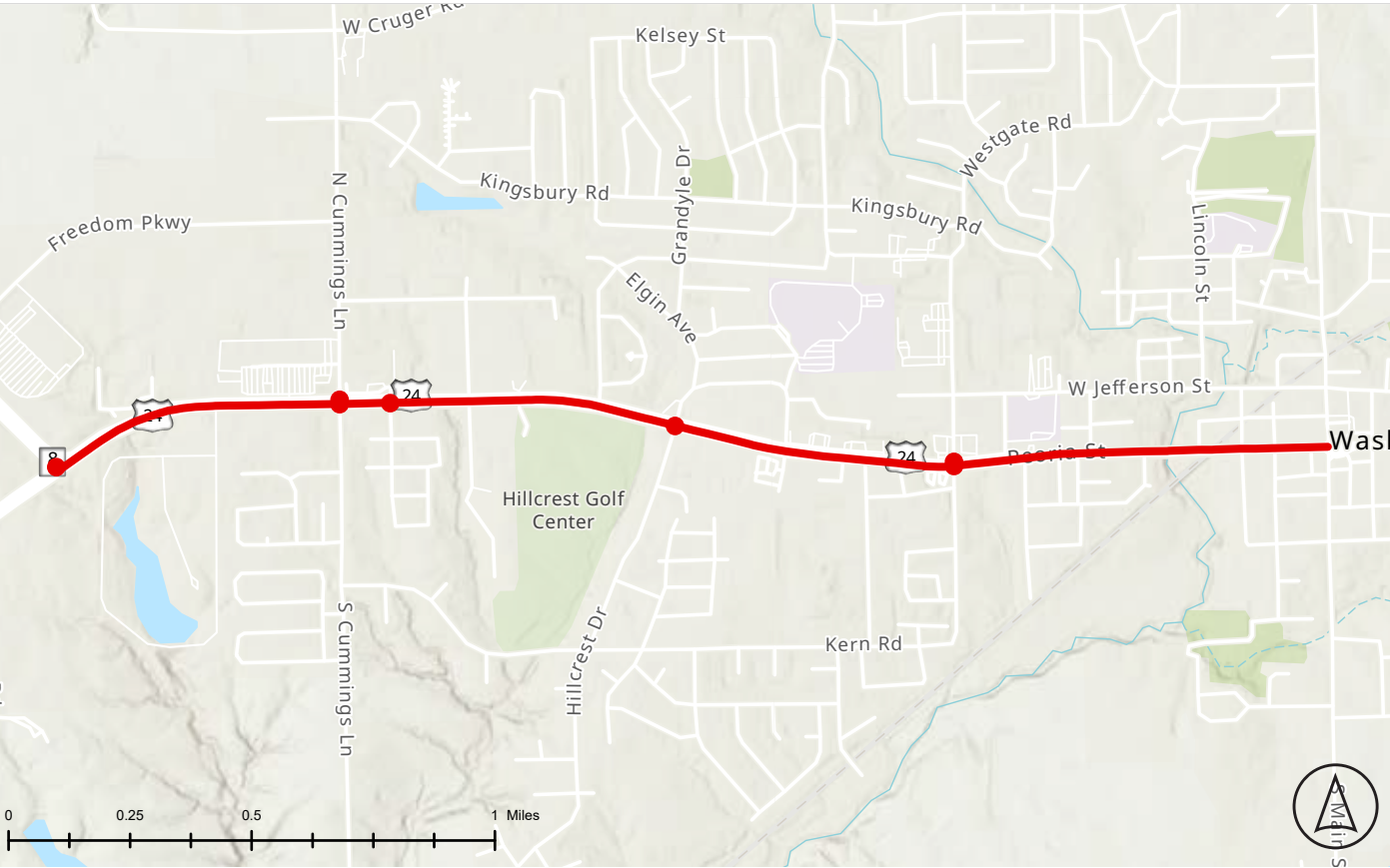
PROJECT 7: WASHINGTON ROAD

City of Washington, Tazewell County

CHARACTERISTICS

Washington Road (also labeled US-24 Business and Peoria Street) is a state-owned minor arterial in the Peoria suburb of Washington that serves up to 16,000 vehicles per day. It is a 4-lane divided highway from McCluggage Road to Wilmor Road and reduces to 2-lanes with a center turn lane to Main Street in

downtown Washington. The facility lacks significant pedestrian or bicycle accommodations, but the road is planned to be reconstructed by IDOT in the 0-5 year time horizon with curb and gutter upgrades.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
30/40	10/15	15/15	10/10	10/10	0/10	75/100

CRASH HISTORY

Number of KSI Crashes: 7
Number of non-motorized crashes: 7

Crash Factor	#	%
Disregarding Traffic Signals	3	42.9
Failing to Yield Right of Way	3	42.9
Improper Turning/No Signal	1	14.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Signage	0.75
Retroreflective Signal Heads	0.76
Dilemma Zone Detection	0.56
Sidewalks	0.6

Long-Term (5+ Years)

Improvement	CMF
Automated Enforcement	0.52
Roundabouts	0.52

PROJECT 8: ADAMS STREET

City of Peoria, Peoria County

CHARACTERISTICS

Adams Street in Peoria is the second half of the two one-way streets through downtown Peoria, along with Jefferson Avenue. The 2.92-mile corridor is primarily 3 lanes with some on-street parking (AADT: 8300). Sidewalks are present on one or both sides of the street, but no bicycle facilities exist along the corridor.

Plans suggest converting Jefferson and Adams to 2-way traffic within the 11–25-year time horizon, complete with signal and multimodal facility upgrades.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	15/15	7.5/15	10/10	0/10	0/10	72.5/100

CRASH HISTORY

Number of KSI Crashes: **23**
Number of non-motorized crashes: **18**

Crash Factor	#	%
Disregarding Traffic Signals	9	39.1
Failing to Yield Right of Way	4	17.4
Unable to Determine	3	13.0
Disregarding Other Traffic Signs	1	4.3
Exceeding Authorized Speed Limit	1	4.3
Exceeding Safe Speed For Conditions	1	4.3
Failing to Reduce Speed to Avoid Crash	1	4.3
Following Too Closely	1	4.3
Improper Lane Usage	1	4.3
Operating Vehicle In Reckless Manner	1	4.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Retroreflective Signal Backplates	0.85
Yellow Change Intervals	0.88
Vertical Deflections	0.55
Dilemma Zone Detection	0.56

Long-Term (5+ Years)

Improvement	CMF
Road Diet	0.53
Automated Enforcement	0.52
Roundabouts	0.58

PROJECT 9: SHERIDAN ROAD

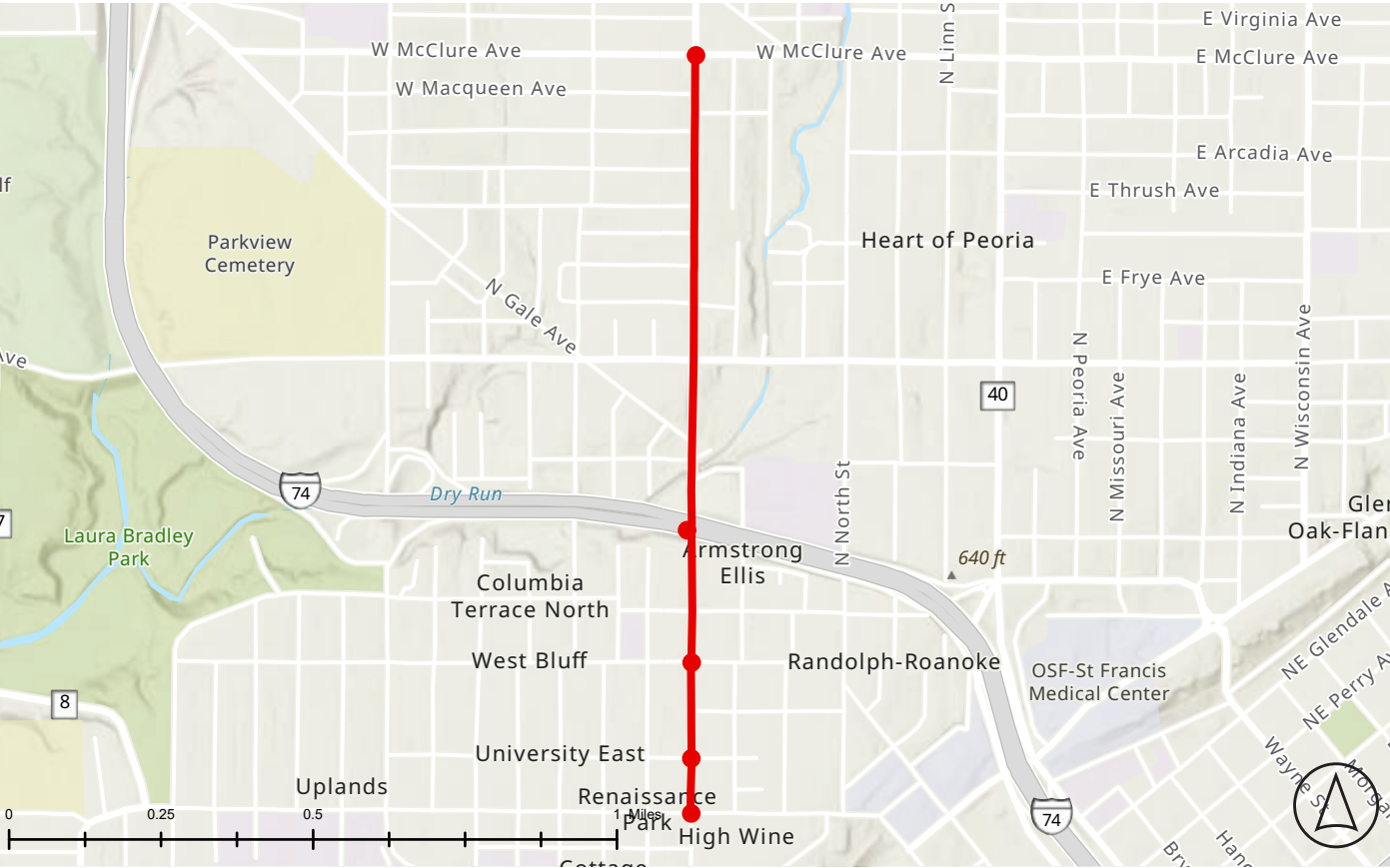
City of Peoria, Peoria County

CHARACTERISTICS

Sheridan Road is a north/south minor arterial that traverses much of central and north Peoria, including Peoria High School and many residential areas. The corridor from Main Street to McClure Avenue has typically been a 4-lane roadway but only sees an AADT of 6200.

Recent upgrades have been in progress to reduce

it to 2 lanes with a center turn lane and bicycle lanes. Since crash data was sourced from 2017 to 2022, it is possible that these recent improvements are not reflected in the crash data. An analysis of future crash data is recommended to determine if these improvements have indeed resulted in a reduction in crashes.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
30/40	5/15	15/15	0/10	10/10	10/10	70/100

CRASH HISTORY

Number of KSI Crashes: 11
Number of non-motorized crashes: 7

Crash Factor	#	%
Failing to Reduce Speed to Avoid Crash	3	27.3
(N/A)	2	18.2
Failing to Yield Right of Way	2	18.2
Disregarding Traffic Signals	1	9.1
Exceeding Authorized Speed Limit	1	9.1
Following Too Closely	1	9.1
Unable to Determine	1	9.1

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Vertical Deflections	0.55
Signage	0.75
Retroreflective Signal Backplates	0.85

Long-Term (5+ Years)

Improvement	CMF
Automated Enforcement	0.52

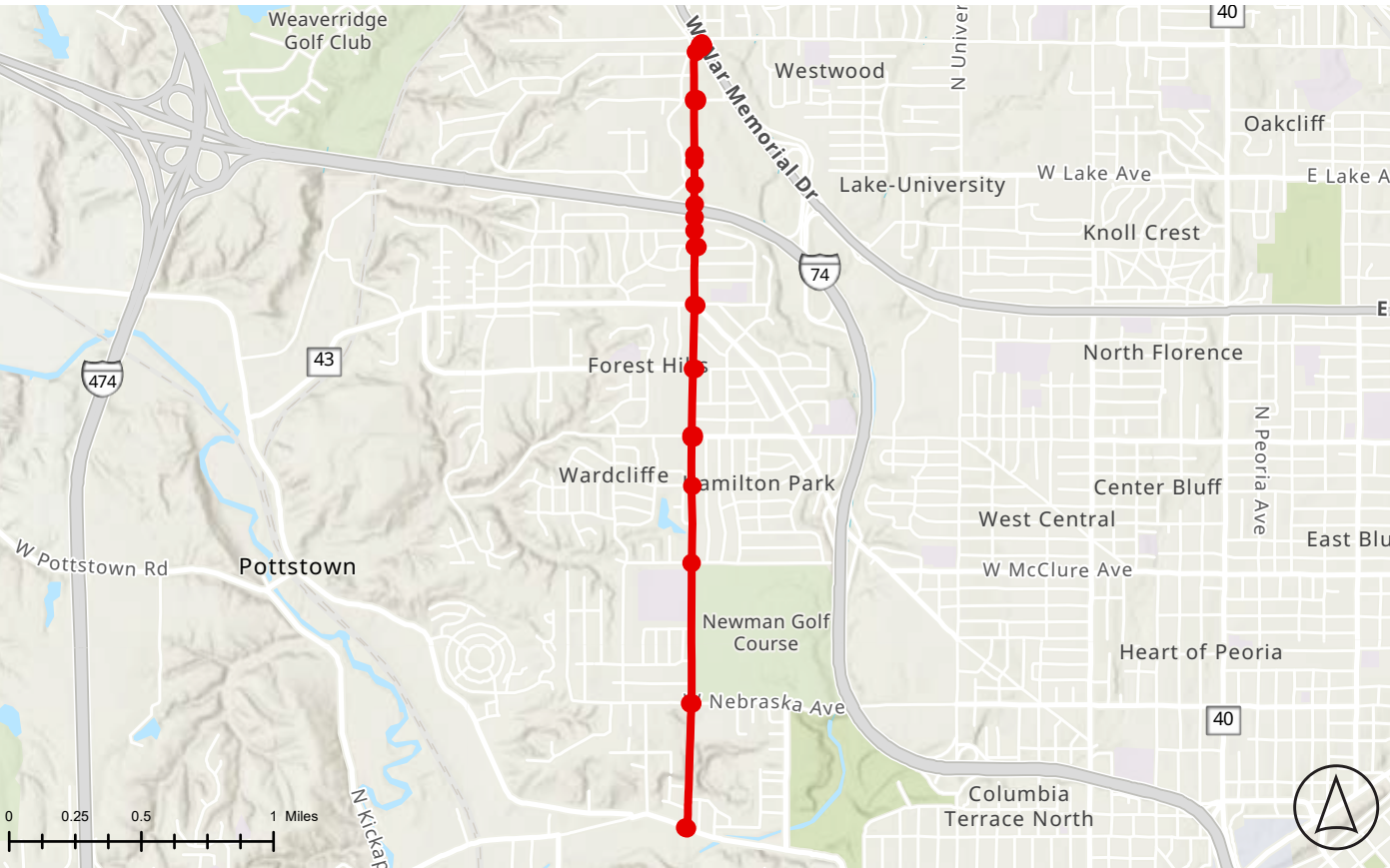
PROJECT 10: STERLING AVENUE

City of Peoria, Peoria County

CHARACTERISTICS

Sterling Avenue is a 4-lane minor arterial that runs mostly through the municipality of Peoria and has a short segment within West Peoria. It serves 15,100 vehicles per day. Sterling Avenue crosses I-74, War Memorial Drive, and also serves as the primary access point for the Northwoods Mall in northwest Peoria.

The roadway is typically 2 lanes in each direction with a center turn lane, with acceptable sidewalk connectivity and several segments that have been expanded to serve as multi-use pathways. Sterling Avenue from Farmington Road to Nebraska Avenue has been reconstructed in the last 10 years.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	10/15	0/15	0/10	10/10	10/10	70/100

CRASH HISTORY

Number of KSI Crashes: 30
Number of non-motorized crashes: 7

Crash Factor	#	%
Failing to Yield Right of Way	10	33.3
Disregarding Traffic Signals	5	16.7
Failing to Reduce Speed to Avoid Crash	3	10.0
Improper Lane Usage	2	6.7
(N/A)	1	3.3
Distraction - From Inside Vehicle	1	3.3
Driving Skills/Knowledge/Experience	1	3.3
Following Too Closely	1	3.3
Improper Turning/No Signal	1	3.3
Physical Condition of Driver	1	3.3
Unable to Determine	1	3.3
Under Influence of Alcohol/Drugs	1	3.3
Vision Obscured	1	3.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Retroreflective Signal Backplates	0.85
Yellow Change Intervals	0.88
Vertical Deflections	0.55
Permissive to Protected Left Turns	0.94

Long-Term (5+ Years)

Improvement	CMF
Road Diet	0.53
Automated Enforcement	0.52
Roundabouts	0.58