

Hop On!

Navigating Peoria's Bus Stop Accessibility Plan



 **Bus Stop**
Accessibility Plan

 TRI-COUNTY REGIONAL
PLANNING COMMISSION

IDOT Fall Conference, September 2-4, 2026

Who we are:



Reema Abi-Akar

Senior Planner



Gavin Hunt

Planner I



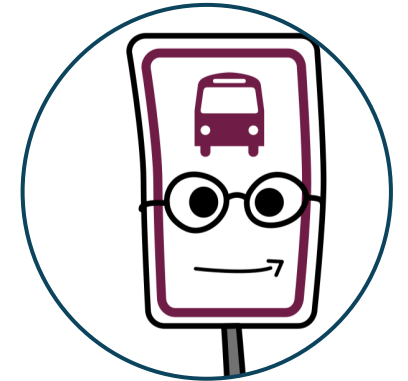
Bano Moosavi

Planner I

Featuring:



Gus the Bus



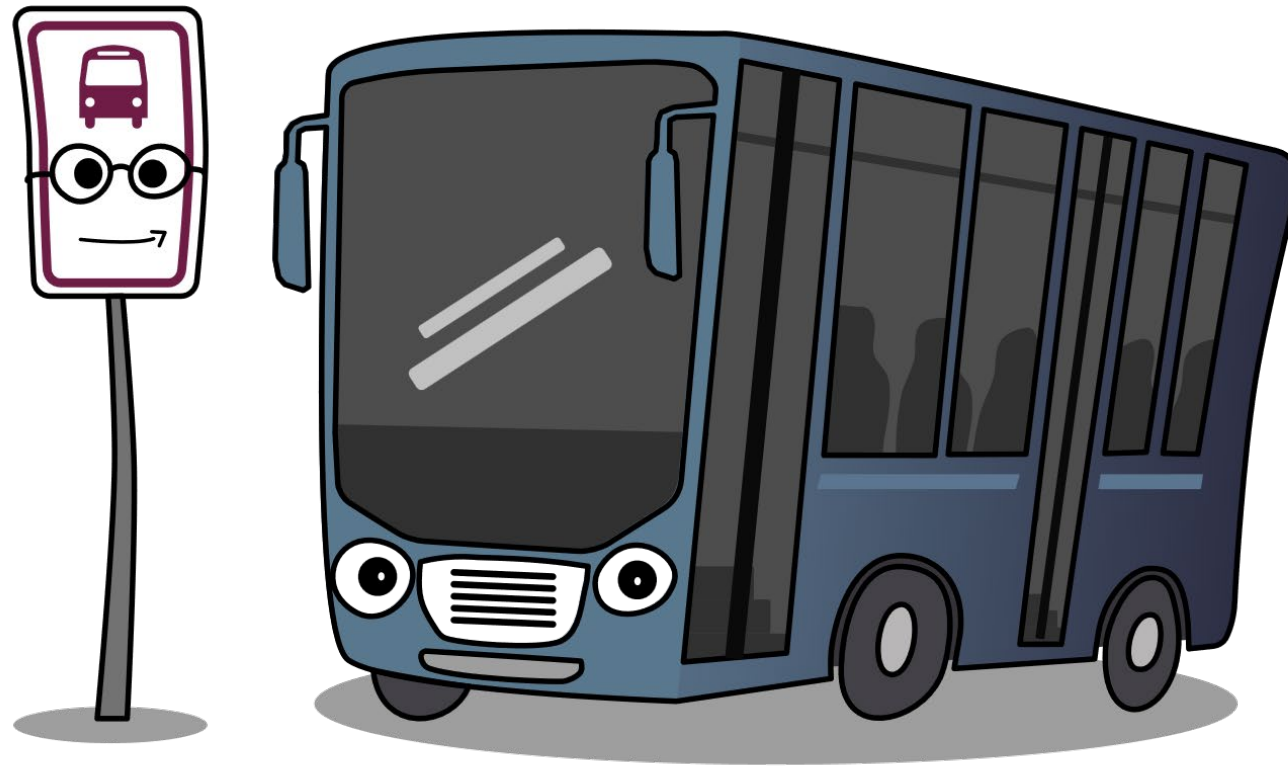
Sammy Stop



**TRI-COUNTY REGIONAL
PLANNING COMMISSION**

Welcome aboard!

Route #1: IDOT Fall Conference

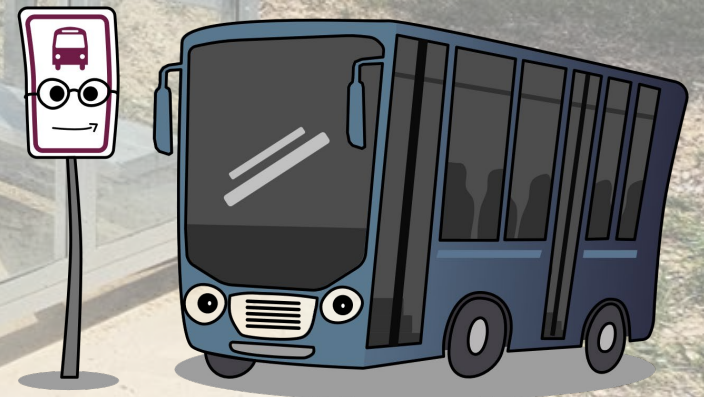


Schedule & Stops along Route

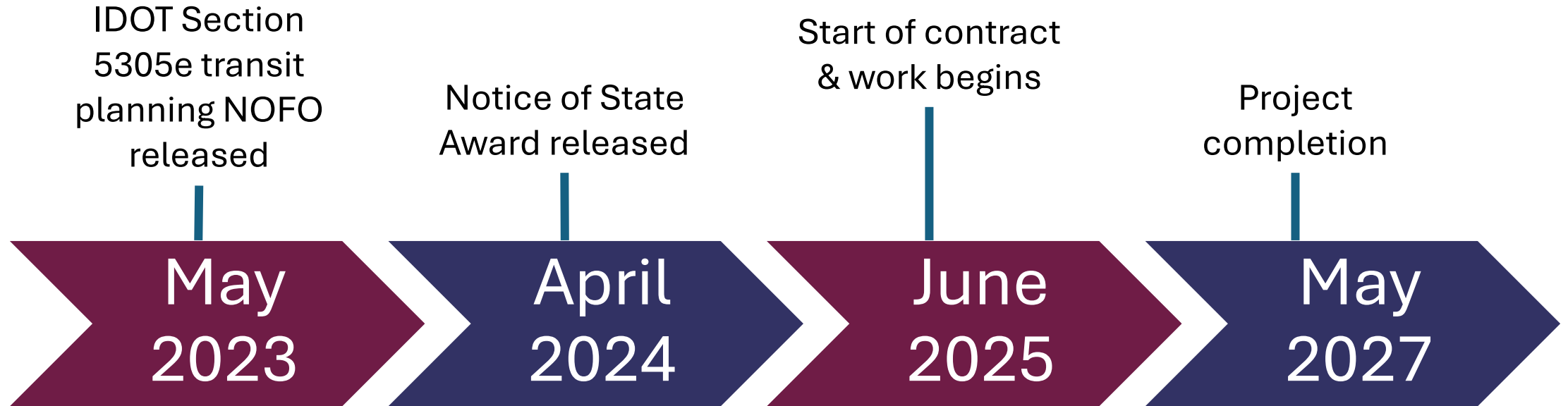


Stop No.	Stop Name	Arrival Time
1	Creating the plan	0:03
2	Stop accessibility guidelines	0:08
3	Carrying out the inventory	0:12
4	Prioritizing the stops for enhancement	0:16
5	Conducting outreach	0:21
6	Shaping a BSAP for your community	0:25

First stop:
Creating the plan



Timeline & funding



About \$200,000, initially planned for consultant-led, but ultimately conducted in-house

What is the plan?



The Bus Stop Accessibility Plan is a plan that presents a clear roadmap for **accessibility and amenity enhancements** at bus stops in the CityLink service area, which has the **potential to increase overall ridership** and **improve the quality of life** for everyone, especially people with disabilities.



Why is this necessary?



- For a long time, much of transportation infrastructure has been non-ADA accessible.
- While this plan will not immediately solve this overnight, it will **provide decisionmakers with priorities.**
- CityLink is in need of updated bus stop and asset maps.

What is the intended outcome?



- Enhanced accessibility, conditions, and amenities
- Increases in ridership where improvements have been made
- Transitions from paratransit to fixed-route for conditionally eligible riders
- A transit system that is seen as a preferable alternative rather than a last resort



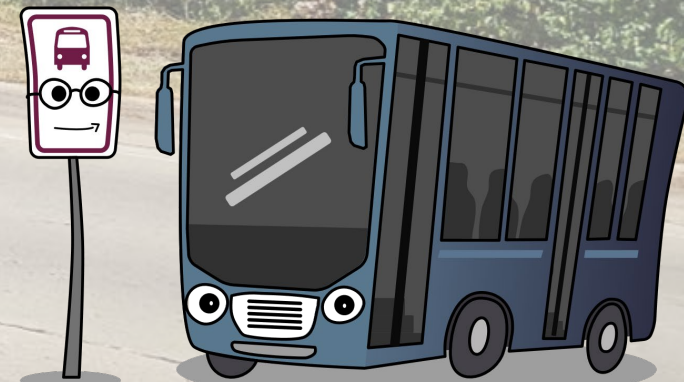
Who is involved?



- Riders
- Technical Advisory Committee
 - Disability advocacy organizations
 - Jurisdictions in the service area
 - Mass transit districts
- Greater Peoria Mass Transit District (CityLink)
- Tri-County Regional Planning Commission



Second stop: Stop accessibility guidelines





What makes a stop accessible?

- Ramp (slope and width)
- Landing pad (5'W x 8'L)
- Accessible route / Sidewalk (width and faults)
- No obstructions such as utility poles
- Amenities aren't necessary, but if added must also comply with ADA
- Accessibility can go beyond ADA (braille signs/auditory arrival times)



Poll: Is this stop accessible?



Poll: Is this stop accessible?



- ☒ Ramp
- ☒ Accessible route / Sidewalk
- ☒ Landing pad (5'W x 8'L)
- ☒ No obstructions such as utility poles

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Poll: Is this stop accessible?



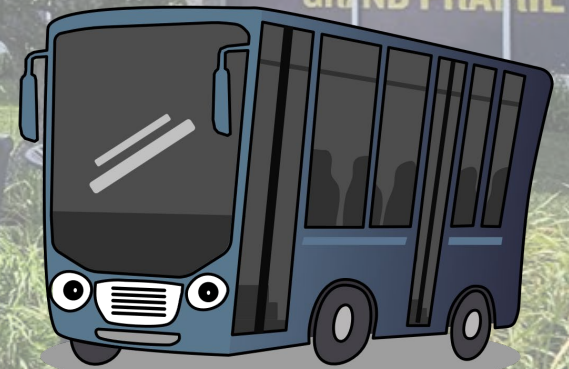
Poll: Is this stop accessible?



- ☒ Ramp
- ☒ Accessible route / Sidewalk
- ☒ Landing pad (5'W x 8'L)
- ☒ No obstructions such as utility poles

*The landing pad does not connect directly to the ramp.

Third stop:
Carrying out the inventory



Bus Stop Inventory



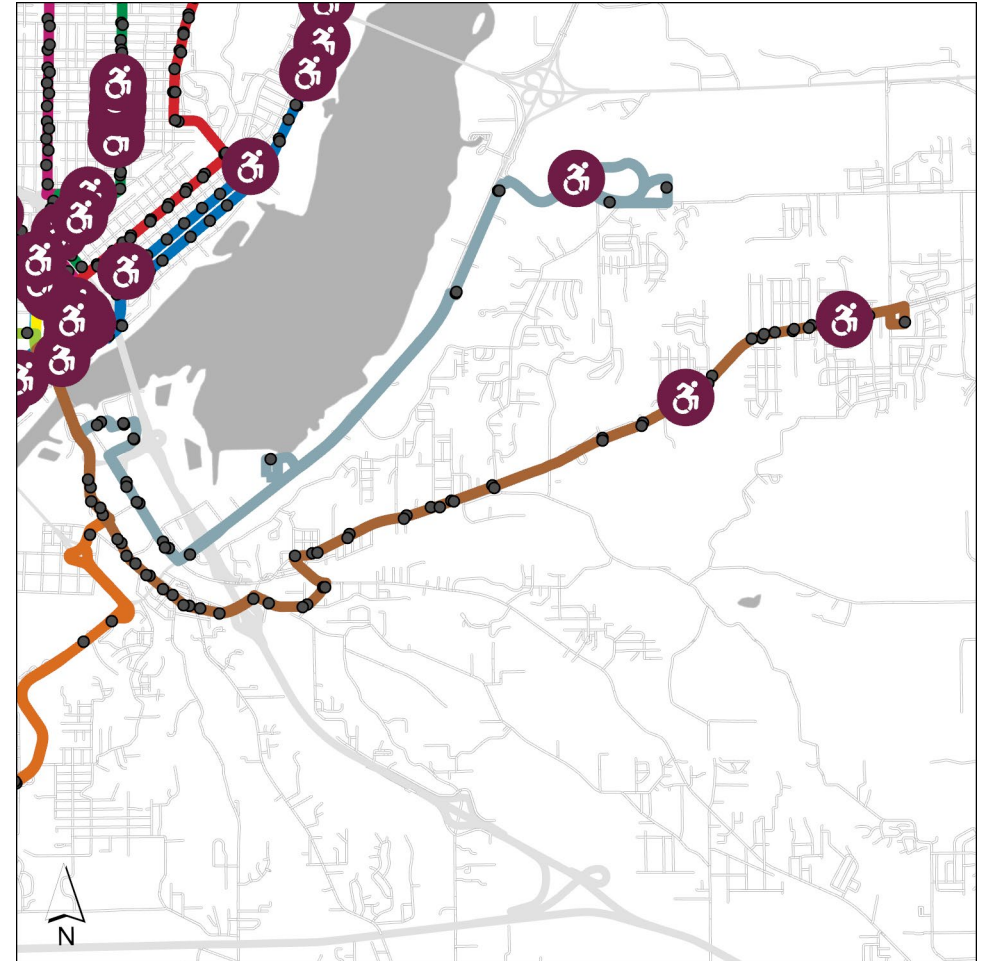
- Staff collected information on **887** unique bus stops
- This includes information such as:
 - Stop ID, route number, intersection
 - Path, ramp, landing pad
 - Amenities: Benches, shelters, lighting, and trash bins



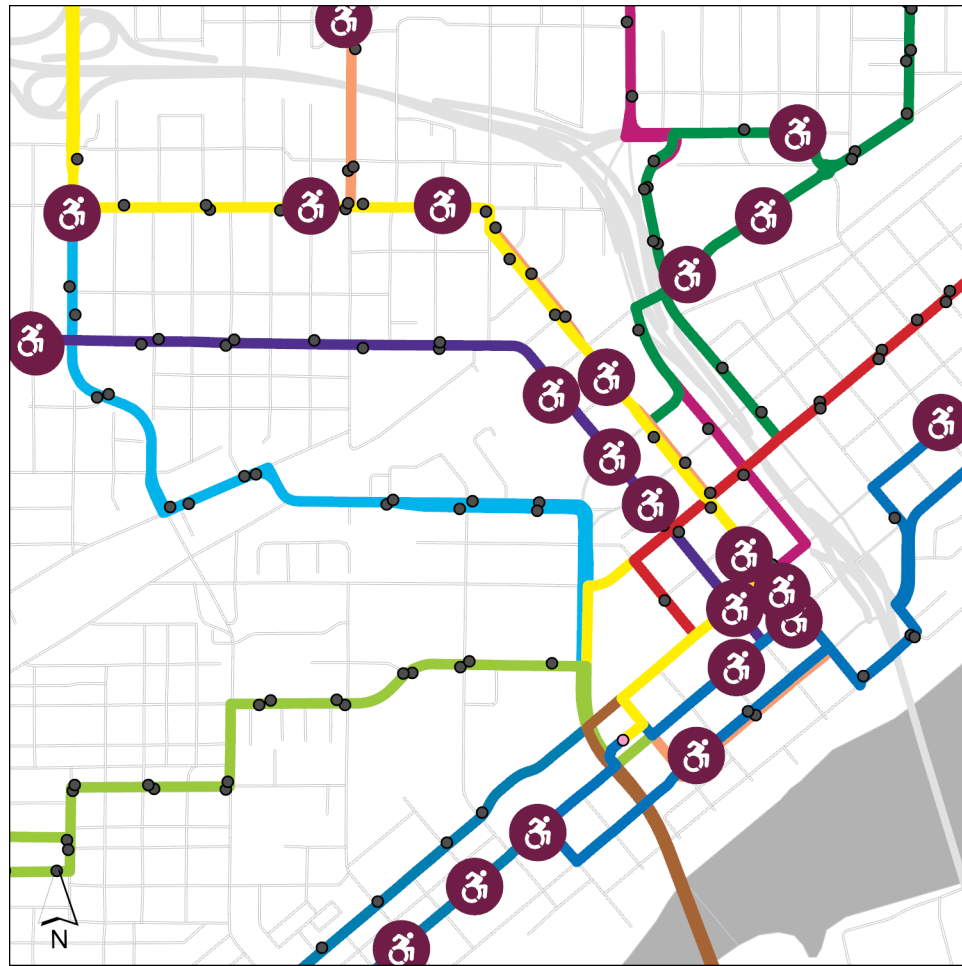
South End



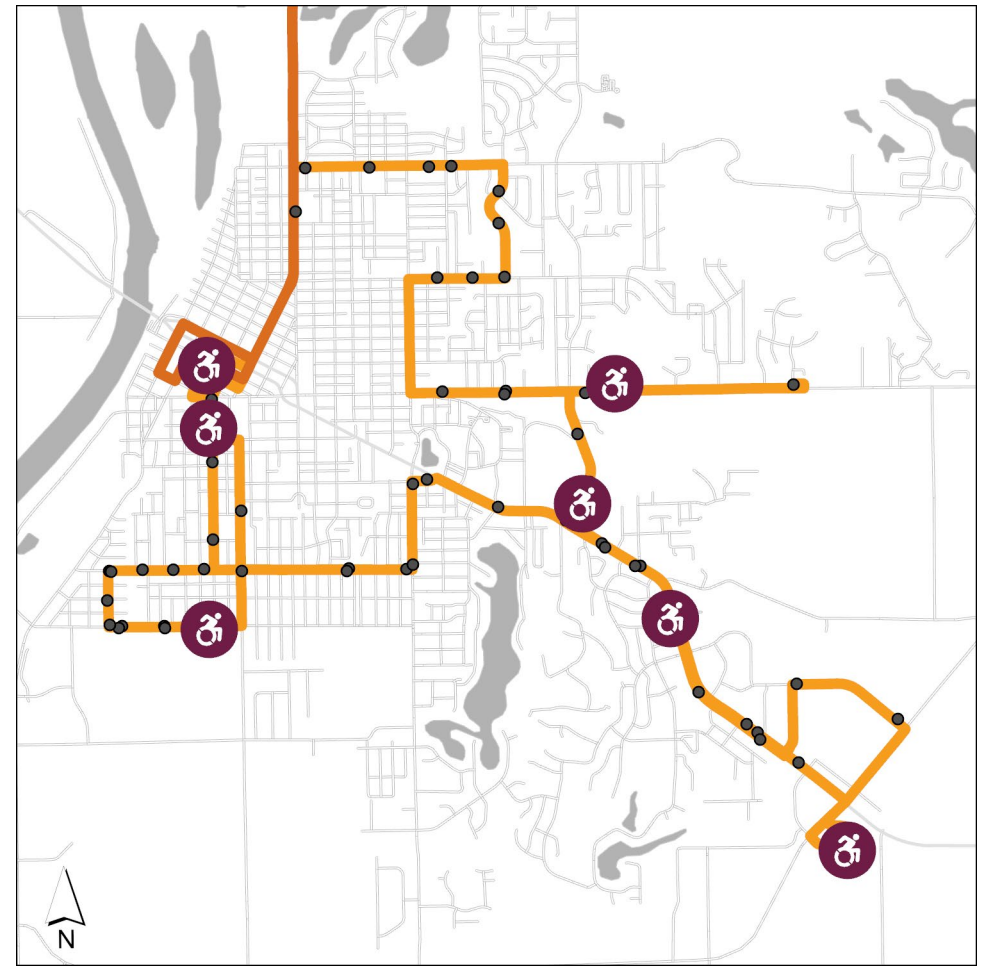
East Peoria



Downtown



Pekin



We have the data... now what?

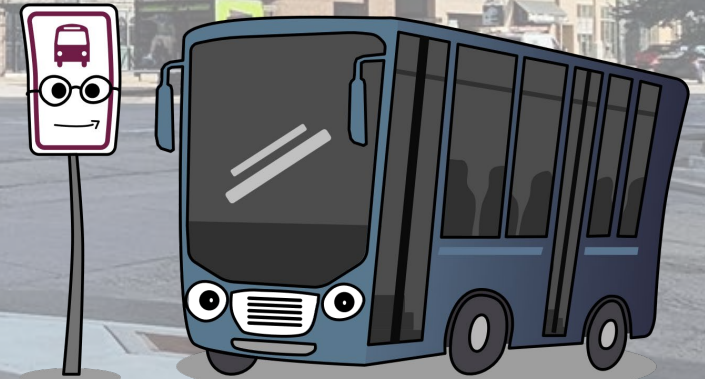


Since we don't have unlimited resources, we can't update every stop to be ADA accessible.



... we must prioritize!

Fourth stop:
Prioritizing stops for enhancement



Prioritizing the stops



- Criteria were defined and applied to stops
- 10 stops featured in the plan
- All 887 unique stops ordered based on the chosen criteria
- This list will be useful in helping communities decide how to allocate their funding





Poll: What factors would you use to prioritize stops?



Prioritization categories



Ridership

Monthly ridership for each route applied to stops



ADA Accessibility

Presence of a landing pad and an accessible route



Transit Dependence

Census tract level data for transit dependent groups



Collision Data

Number of bicycle and pedestrian and collisions nearby



Walkability

Based on the National Walkability Index variables



Connectivity

Number of transfers available from the stop



Enhanced Amenities

Amenities such as lighting, trash cans, and shelter/seating



Traffic Congestion

Comparison of peak and non-peak travel time



Prioritization steps

Select Criteria

Criteria are chosen to represent the most important factors in accessibility and rider experience. This ensures the process meets community needs.

Rank Criteria

The selected criteria are placed in order of importance. Ranking shows which factors carry the greatest influence.

Weight Criteria

Weights are assigned to emphasize certain criteria over others. This balances technical standards with local priorities.

Bus Stop Inventory

The inventory provides the detailed data for every bus stop in the region. It serves as the foundation for all evaluation.

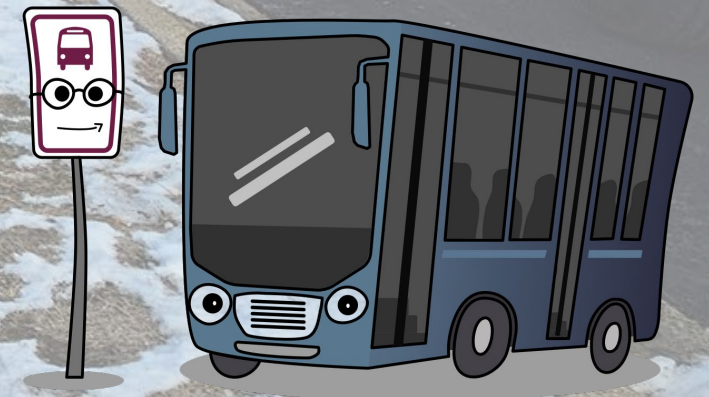
Apply Criteria

The ranked and weighted criteria are applied to the inventory. This step connects the data to the evaluation framework.

Prioritize Bus Stops

Bus stops are prioritized based on the combined results. The outcome is a clear roadmap for improvements.

Fifth stop:
Conducting outreach

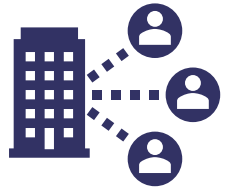


Outreach & engagement



- Collaborated with Technical Advisory Committee
- Educated the public at public events:
 - Open houses
 - Farmers market
 - Tazewell County Resource Fair
 - ADA WOW! Accessibility Fair

Meeting people where they are



- Pivoted to more targeted outreach: Meeting people where they are
 - One-on-one survey collection on the bus
 - Transit center survey collection
 - Airport
 - Wal-Mart
- Gave away **bus passes** in exchange for survey completion



Survey questions & intent for data

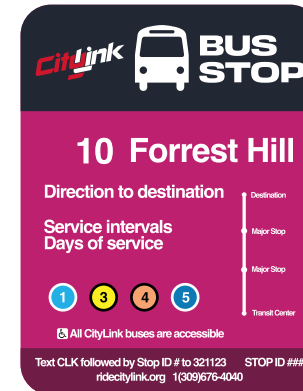
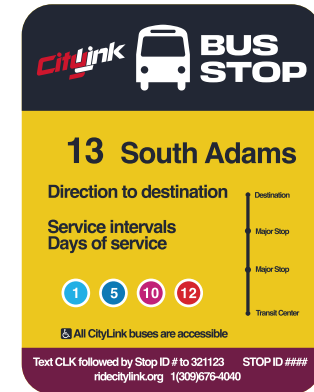
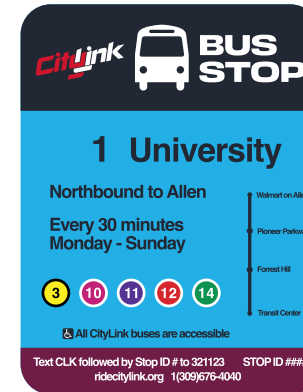


- Survey questions
 - Overall satisfaction
 - Quality of service
 - Community connections
- Use of data: **Threefold** to reduce survey fatigue and collaborate with regional partners
 - Replaced CityLink's customer service survey
 - Tied into regional transit planning
 - Sidewalk connections – future construction priorities

Wayfinding and Signage

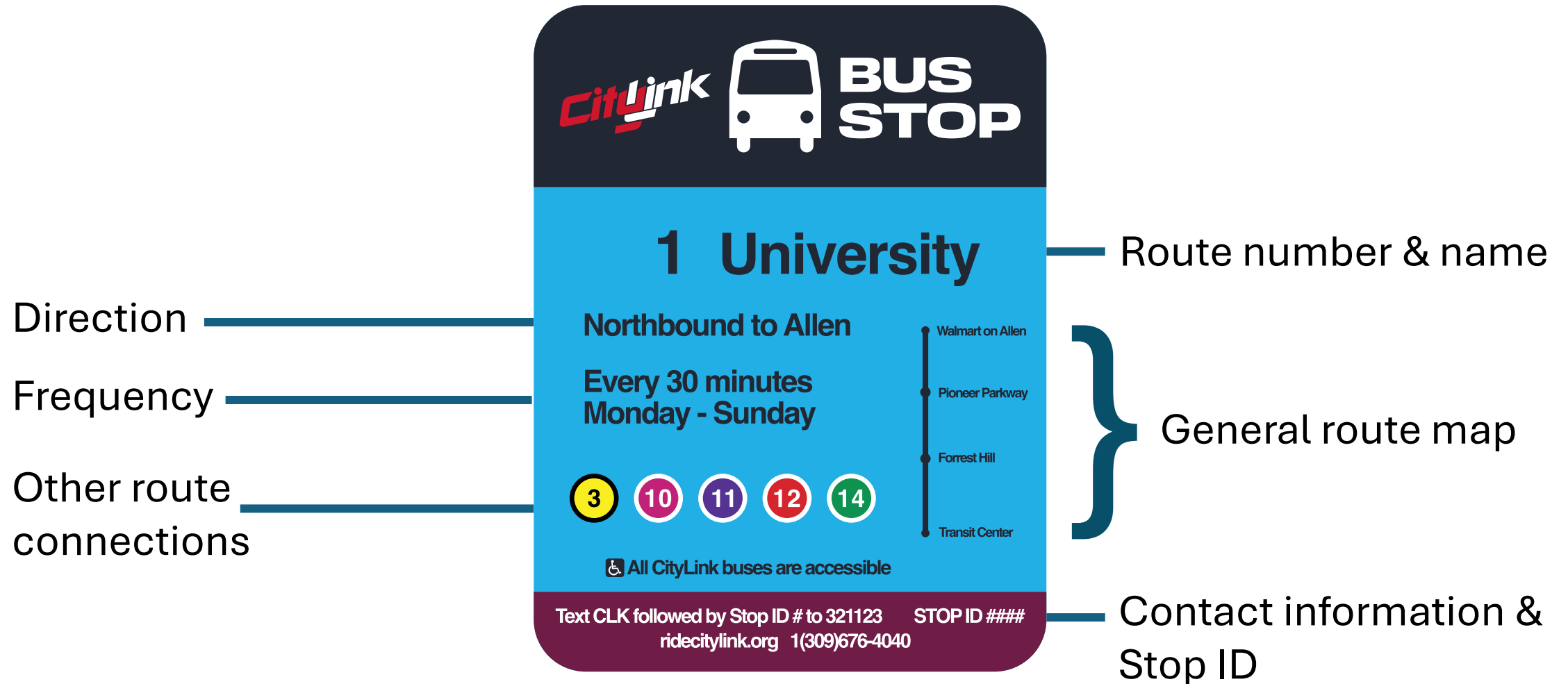


Current signs



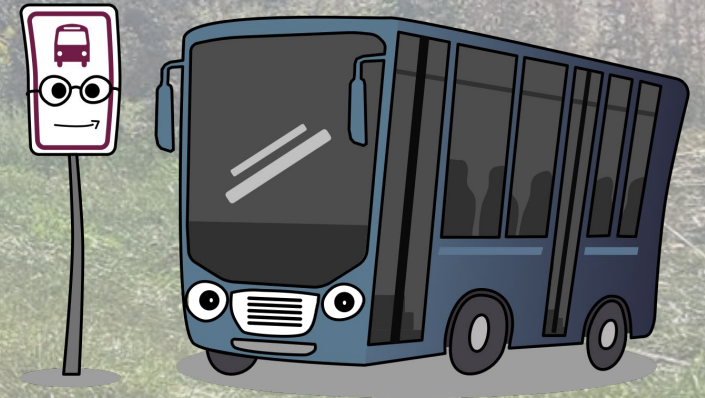
Future sign mock-ups

Wayfinding and Signage

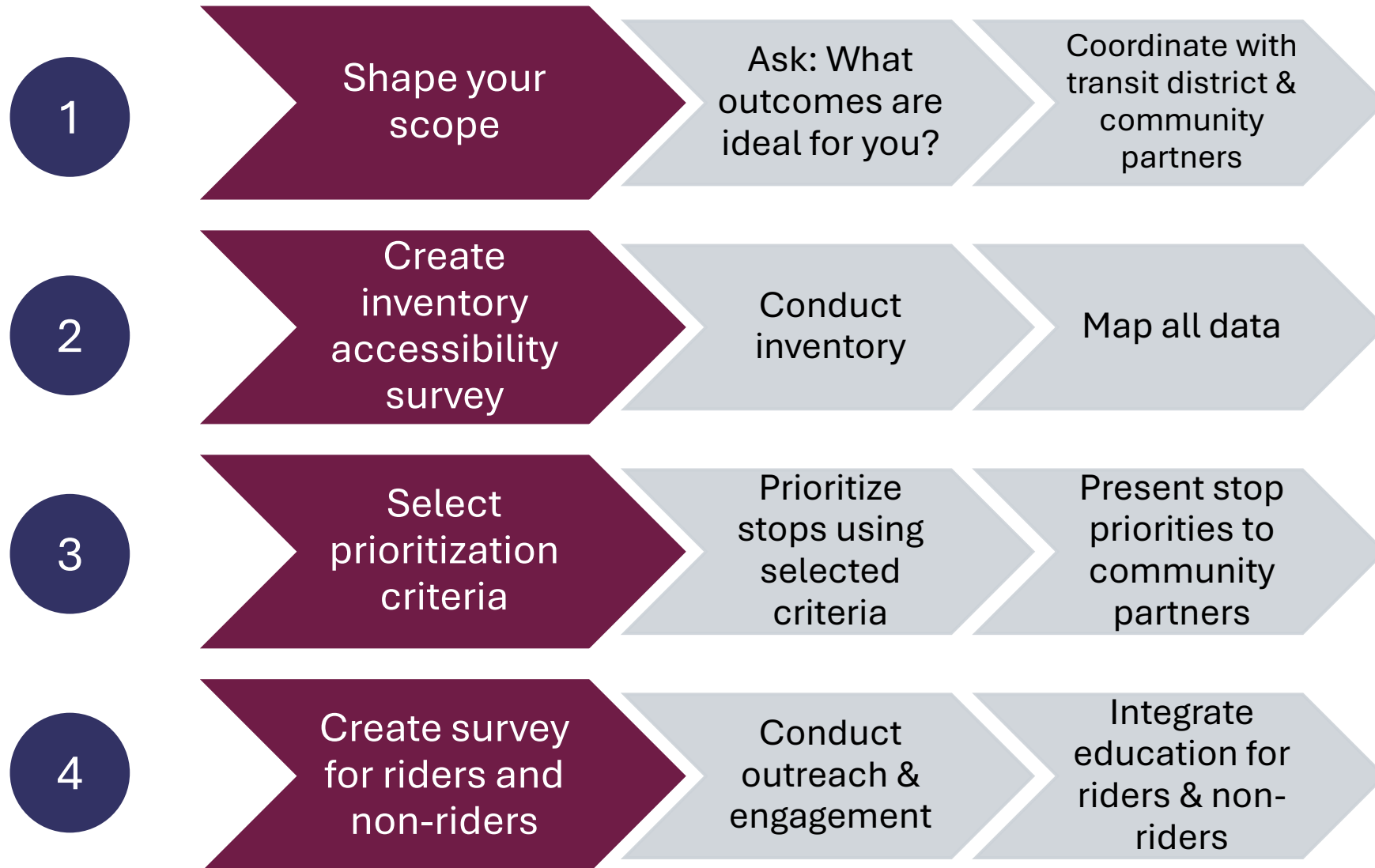




Sixth and final stop:
Shaping a BSAP in your community



Shaping your own BSAP



Questions?



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