



Monday, November 17, 2025
5:30 PM
City Council Chamber

CITY COUNCIL AGENDA

I. Call to Order

1. Roll Call
2. Pledge of Allegiance

II. Appearance of Citizens

Policy relative to Appearance of Citizens:

A 30-minute time period is provided for citizens to appear and express their views before the City Council. Each citizen speaking will be limited to one appearance of up to 3 minutes. No immediate response will be given by City Council or City staff members. Citizens are to give their documents (if any) to the Police Officer for distribution to the Council. When the Mayor determines that all persons wishing to speak in accordance with this policy have done so, members of the City Council and key staff may make comments.

III. Approval of Minutes

1. Approval of Minutes of November 3, 2025 City Council Meeting

IV. Unfinished Business

V. New Business

1. Resolution Accepting the FY2025 Safe Streets and Roads for All Comprehensive Safety Action Plan
2. Resolution Amending City Council Policies Fund Reserves
3. Public Hearing in the Matter of the 2026 Budget
4. An Ordinance Adopting the Fiscal Year 2026 Budget and Appropriating Monies for the Purpose of Defraying the Expenses of Departments and Funds of the City of Decatur, Illinois for the Fiscal Year Beginning January 1, 2026 and Ending December 31, 2026, Including All Outstanding Claims and Obligations, and Fixing a Time When the Same Shall Take Effect
5. City Manager Update
6. Consent Calendar: Items on the Consent Agenda/Calendar are matters requiring City Council approval or acceptance, but which are routine and recurring in nature, are not controversial, are matters of limited discretion, and about which little or no discussion is anticipated. However, staff's assessment of what should be included on the Consent Agenda/Calendar can be in error.

For this reason, any Consent Agenda/Calendar item can be removed from the Consent Agenda/Calendar by any member of the governing body, for any reason, without the need for concurrence by any other governing body member. Items removed from the Consent Agenda/Calendar will be discussed and voted on separately from the remainder of the Consent Agenda/Calendar.

- A. Resolution Authorizing Payment of the 2026 Central Illinois Regional Dispatch Center Invoice - User Fees for the Decatur Police Department and Decatur Fire Department
- B. Ordinance Amending City Code - Chapter 70 - Property Maintenance Code
- C. Resolution Authorizing Action Regarding Unsafe Structures
- D. Receiving and Filing of Minutes of Boards and Commissions

VI. Other Business

VII. Adjournment

- 1. Monthly Reports, October, 2025

CITY COUNCIL MINUTES
Monday, November 3, 2025

On Monday, November 3, 2025, the City Council of the City of Decatur, Illinois, met in Regular Meeting at 5:30 p.m., in the Council Chamber, One Gary K. Anderson Plaza, Decatur, Illinois.

Mayor Julie Moore Wolfe presided, together with her being Council members Pat McDaniel, David Horn, Ed Culp, Dennis Cooper, Lisa Gregory and Consuelo Cruz. Mayor Moore Wolfe declared a quorum present.

Interim City Manager Melissa Hon attended the meeting as well.

Mayor Moore Wolfe led the Pledge of Allegiance.

Mayor Moore Wolfe called for Appearance of Citizens.

The following citizens provided comments to the Council: Kathy Williams, Ayn Owens and Alan Wade.

Council members responded to citizens' comments.

Mayor Moore Wolfe called for approval of the minutes.

The minutes of October 20, 2025, City Council meeting were presented. Councilwoman Gregory moved the minutes be approved as written; seconded by Councilman Culp and on call of the roll, Council members Pat McDaniel, David Horn, Ed Culp, Dennis Cooper, Lisa Gregory, Consuelo Cruz and Mayor Moore Wolfe voted aye. Mayor Moore Wolfe declared the motion carried.

With there being no Unfinished Business, Mayor Moore Wolfe called for New Business.

R2025-292 Resolution Estimating Amounts Necessary to be Raised by the 2025 Tax Levy, was presented. Councilwoman Gregory moved the Resolution do pass, seconded by Councilman Culp.

Interim City Manager Hon provided a brief overview of the Resolution and clarified that the proposed Resolution doesn't bind the Council to any commitments beyond fulfilling the necessary statutory publishing requirements.

The following citizen provided comments regarding the tax levy: Alan Wade.

Council members expressed their views on the tax levy and requested additional alternatives to consider rather than increasing property taxes.

Mr. Gregg Zientara, Director of Finance, addressed inquiries from Council members regarding alternative options.

Upon call of the roll, Council members Pat McDaniel, Ed Culp, Lisa Gregory and Mayor Moore Wolfe voted aye. Council members David Horn, Dennis Cooper and Consuelo Cruz voted nay. Mayor Moore Wolfe declared the motion carried.

R2025-293 Resolution Authorizing Agreement with Bluecross Blueshield of Illinois for Administration of the City Group Health Benefit Plan for Calendar Year 2026, was presented. Councilwoman Gregory moved the Resolution do pass, seconded by Councilman Culp.

Interim City Manager Hon provided a brief overview of the Resolution.

Upon call of the roll, Council members Pat McDaniel, David Horn, Ed Culp, Lisa Gregory, Consuelo Cruz and Mayor Moore Wolfe voted aye. Mayor Moore Wolfe declared the motion carried.

Interim City Manager Hon provided the City Manager Update. New hires: Kyle Knott, Economic Development Specialist and Tim Largent, Equipment Operator, Shaina Snyder, Utility Customer Service Representative, Carson Kidd, Transit Fleet Mechanic, Zachary Hoffman, Carson Dahman, Mason Wisely, Decatur Firefighters Appointments: Todd Cox, Fire Battalion Chief, Jill Coleman, Customer Payment Specialist Promotions: Jessica Brewer, Fire Lieutenant, Travis Garrett, Fire Captain Retirement: Matthew Hinds, Fire Battalion Chief.

Mayor Moore Wolfe called for Consent Agenda Calendar Items A. through I. and asked if any Council member wished to remove an item from the Consent Agenda Calendar. Councilman Horn requested to remove Item B. from the Consent Agenda Calendar. The Clerk read Items A. and C. through I.:

2025-74 Item A. Ordinance Annexing Territory 3022 South Wheatland Road

R2025-294 Item C. Resolution Accepting the Bid and Authorizing the Execution of a Contract with Dunn Company, a Division of Tyrolt, Inc. for City Project 2025-08, Annual Street Restoration, Section 25-00508-00-FP

R2025-295 Item D. Resolution Authorizing Execution of Purchase Order Between City of Decatur, Illinois and Electrical Service Company a Division of Bodine Electric of Decatur for EV Charger Installation at 1 Gary K. Anderson Plaza

R2025-296 Item E. Resolution Authorizing Execution of Purchase Order Between City of Decatur, Illinois and Electrical Service Company a Division of Bodine Electric of Decatur for EV Charger Installation at 130 N. Franklin St.

R2025-297 Item F. Resolution Authorizing Execution of Purchase Order Between City of Decatur, Illinois and Electrical Service Company a Division of Bodine Electric of Decatur for EV Charger Installation at 2031 W. Fairview Park Dr.

R2025-298 Item G. Resolution Authorizing Execution of Purchase Order Between City of Decatur, Illinois and Electrical Service Company a Division of Bodine Electric of Decatur or EV Charger Installation at 2240 E. Cantrell St.

R2025-299 Item H. Resolution Approving Appointment - Firemen's Pension Fund Board of Trustees

R2025-300 Item I. Resolution Approving Reappointment - Decatur Housing Authority

Councilwoman Gregory moved Items A. and C. through I. be approved by Omnibus Vote; seconded by Councilman Culp, and on call of the roll, Council members Pat McDaniel, David Horn, Ed Culp, Dennis Cooper, Lisa Gregory, Consuelo Cruz and Mayor Moore Wolfe voted aye. Mayor Moore Wolfe declared the motion carried.

R2025-301 Resolution to Appropriate Additional Motor Fuel Tax Funds for Restoration of Streets and Highways by Municipality Under the Illinois Highway Code, City Project 2025-08, Annual Street Restoration, Section 25-00508-00-FP, was presented. Councilwoman Gregory moved the Resolution do pass, seconded by Councilman Culp.

Public Works Director Matt Newell addressed Councilman Horn's inquiries about the potential for using the funds for other purposes.

Upon call of the roll, Council members Pat McDaniel, David Horn, Ed Culp, Dennis Cooper, Lisa Gregory, Consuelo Cruz and Mayor Moore Wolfe voted aye. Mayor Moore Wolfe declared the motion carried.

With no other New Business, Mayor Moore Wolfe called for Other Business.

Council members responded to citizens' comments about property taxes and an update on the Jasper Street corridor project was requested.

There being no Other Business, Mayor Moore Wolfe called for Recess to Closed Executive Session at 6:28 p.m. pursuant to Open Meetings Act Section 2(c)(1) the appointment, employment, compensation, discipline, performance or dismissal of specific employees of the public body.

Council returned to the regular City Council meeting following Closed Executive Session at 7:30 p.m.

Councilwoman Gregory moved the regular City Council meeting be adjourned, seconded by Councilman McDaniel and upon call of the roll, Council members Pat McDaniel, David Horn, Dennis Cooper, Lisa Gregory, Consuelo Cruz and Mayor Moore Wolfe voted aye. Councilman Culp was absent. Mayor Moore Wolfe declared the motion carried.

Mayor Moore Wolfe declared the regular Council meeting adjourned at 7:30 p.m.

Approved _____
Kim Althoff
City Clerk

PUBLIC WORKS DEPARTMENT MEMORANDUM

No. 2025-31

November 17, 2025

TO: Mayor Julie Moore Wolfe and City Council Members

FROM: Melissa Hon, Interim City Manager
Matthew C. Newell, P.E., Public Works Director
Lacie Elzy, Economic & Community Development Director

SUBJECT: Resolution Accepting the FY2025 Safe Streets and Roads for All Comprehensive Safety Action Plan

SUMMARY RECOMMENDATION: It is recommended that the City Council approve the attached resolution to adopt and implement the Safe Streets for All (SS4A) Comprehensive Action Plan. The plan establishes a coordinated framework for improving roadway safety across Decatur through collaboration among City departments, partner agencies, and community stakeholders. Implementation will focus on advancing key strategies to reduce and ultimately eliminate traffic-related fatalities and serious injuries by 2040.

The Safe Streets for All Comprehensive Action Plan was developed through a Federal Highway Administration (FHWA) grant awarded to the City of Decatur Public Transit System (DPTS). The plan represents a community-driven effort to address roadway safety concerns throughout the City. Extensive public engagement including surveys, workshops, and a task force of local stakeholders helped shape the plan's vision, goals, and prioritized safety projects. Using Illinois Department of Transportation (IDOT) crash data from 2018–2022, the study identified high-crash corridors, vulnerable roadway users, and key contributing factors. The resulting Action Plan outlines data-driven strategies emphasizing infrastructure improvements, public education, responsible transportation oversight, and enhanced emergency response coordination.

Adoption of the plan marks a major milestone toward Vision Zero goals and provides the structure for ongoing implementation, performance monitoring, and continued community engagement to ensure safer streets for all residents.

BACKGROUND: City Council approved Resolution R2024-266 on 7/1/2024, authorizing execution and agreement of the FY2023 Safe Streets and Roads for All Grant Agreement with FHWA. Council also approved Resolution R2024-350 on 11/18/2024, authorizing execution of an agreement with Guidepost to complete the Safety Action Plan.

POTENTIAL OBJECTIONS: Staff is not aware of objections.

INPUT FROM OTHER SOURCES: FHWA, Guidepost Solutions, Kapur & Associates, City staff, and community stakeholders.

STAFF REFERENCE: This plan was developed with coordination between Public Works, Transit, and ECD. Should Council have questions they may reach out to Matt Newell, Public Works Director at 217.424.2747 or mnewell@decaturil.gov or Lacie Elzy at lelzy@decaturil.gov or 217.542.3559.

RESOLUTION NO.

**RESOLUTION ACCEPTING THE FY2025 SAFE STREETS AND ROADS FOR ALL
COMPREHENSIVE SAFETY ACTION PLAN**

WHEREAS, the City of Decatur (“ City”) is devoted to reducing traffic fatalities and injuries and applied for and was awarded a FY2023 Safe Streets and Roads for All Planning grant by the Federal Highway Administration (“FHWA”); and,

WHEREAS, the City engaged Guidepost Solutions LLC and Kapur & Associates, Inc. (“Contractors”) to develop the FY2025 Safe Streets and Roads For All Comprehensive Safety Action Plan (“SS4A Action Plan”) that, among other things, implements systemic safety improvements, and prioritizes projects with a high impact on safety within the City; and,

WHEREAS, the Contractors completed the SS4A Action Plan and submitted its final report to the City on October 24, 2025.

NOW THEREFORE IT BE RESOLVED BY THE CITY COUNCIL OF THE CITY OF
DECATUR, ILLINOIS:

Section 1. That the Council adopts the SS4A Action Plan, as outlined in the attached document Exhibit A, and it is hereby, received, and placed on file.

PRESENTED AND ADOPTED this 17th Day of November 2025.

Mayor Julie Moore Wolfe

ATTEST:

Kim Althoff, City Clerk

City of Decatur Comprehensive Safety Action Plan





Americans take approximately 1.1 billion trips each day, covering nearly 11 billion miles. Traffic crashes remain one of the leading causes of preventable death in the US. While the National Highway Traffic Safety Administration (NHTSA) reported decreases in fatal crashes and traffic fatality rates in 2023, continued efforts are necessary to reduce these numbers as much as possible.

This comprehensive safety action plan outlines strategies and countermeasures designed to make the **City of Decatur safer for all users through the safe systems approach**, which emphasizes a commitment to zero traffic deaths and serious injuries. To achieve this goal, safety programs focus on improving infrastructure, promoting safe human behavior, ensuring responsible oversight of vehicles and transportation systems, and enhancing emergency response capabilities.



Table of Contents

Purpose.....	5
Introduction.....	6
SS4A Eligibility.....	7
Community Engagement.....	8
Stage 1.....	8
Stage 2.....	11
Baseline Assessment.....	14
Existing Policies.....	14
Crash Analysis.....	14
Crash Severity.....	15
The Safe Systems Approach.....	16
Implementing the Safe System Approach.....	18
Roadway Classification.....	18
Crash Location.....	19
Alcohol & Drugs.....	20
Other Driver Behavior.....	25
Vulnerable Road Users.....	26
Roadway Conditions and Defects.....	26
Crash Types.....	27
High Injury Network.....	28
Social Vulnerability.....	30
Driver Age.....	31
Emphasis, Policy, and Guideline Recommendations.....	33
Emphasis Criteria.....	33
Policies and Guidelines.....	34
Pedestrian Safety and Accommodations.....	34
Public Education and Programs.....	37
Speeding.....	40
Traffic Control.....	41
Roadway Conditions.....	42
Traffic Calming Guidelines.....	42
Cost of Treatments.....	46

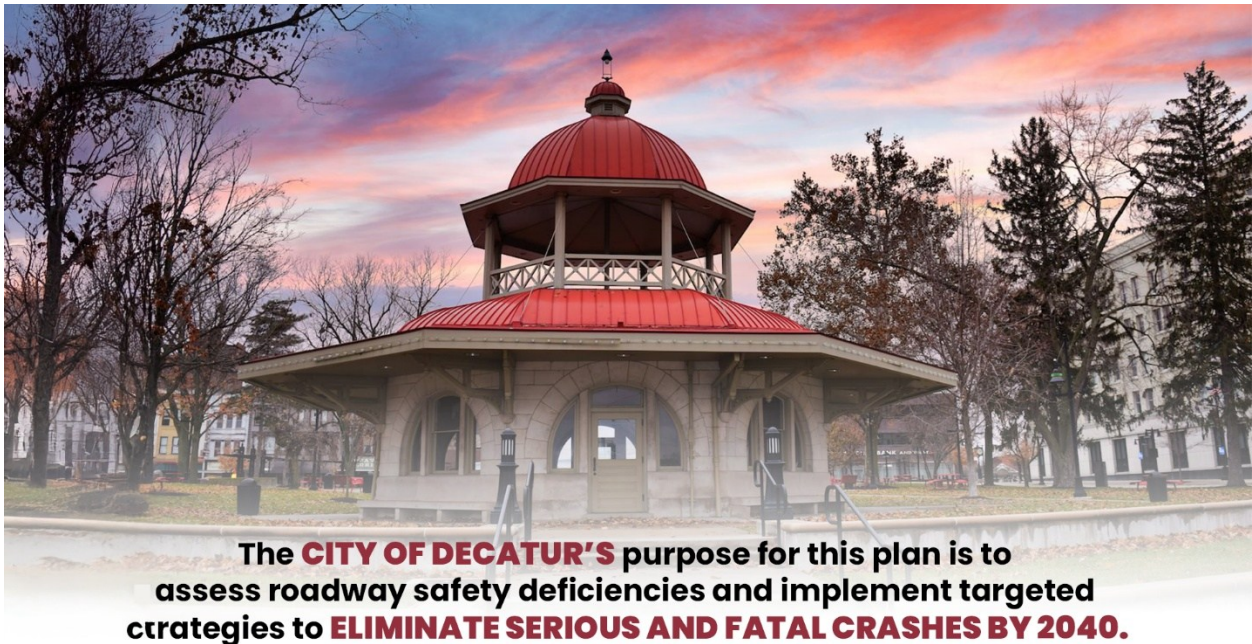


Specific Recommendations	48
Mound Road	49
Eldorado Street.....	52
S 16th Street	56
Grand Avenue.....	59
S Franklin Street Road	62
N Water Street.....	63
N Oakland Avenue	65
N Taylor Avenue	67
S 21st Street.....	69
E Pershing Road	71
Wood Street	73
E William Street Road	75
N Jasper Street.....	76
E Maryland Street & S 44th Street	78
Progress and Continued Success	79



Purpose

The purpose of the Decatur Comprehensive Safety Action Plan (DCSAP) is to identify and address traffic safety concerns across the City through public engagement and data-driven analysis. The plan will bring together intra- and inter-governmental stakeholders and the public to prioritize actions aimed at eliminating traffic deaths and serious injuries by 2040. A public statement of this commitment can be found in [Appendix A](#). The City is committed to fostering a safer transportation environment for all road users by setting clear safety goals and focusing on high-crash areas identified through this study. The DCSAP aims to implement targeted safety improvements by implementing criteria allowing the identification of areas of emphasis.





Introduction

Decatur, the largest city and county seat of Macon County, Illinois, was founded in 1829 and is located along the Sangamon River and Lake Decatur in Central Illinois. According to the 2020 census, the City has a population of 70,522, making it the 17th-most populous city in the state and the sixth-most populous outside the Chicago metropolitan area. Decatur's economy is driven by industrial and agricultural commodity processing and production. The City is also home to Millikin University and Richland Community College.



Traffic crashes remain one of the leading causes of preventable deaths in the US. Between 2018 and 2022, Decatur experienced 24 fatal crashes and 275 serious injuries, which is slightly above the statewide average. The City of Decatur's severe crash rate was 81.0 crashes per 100,000 people compared to the statewide average of 69.8 crashes per 100,000 people. The Decatur Comprehensive Safety Action Plan (DCSAP) represents a coordinated effort to engage the public, law enforcement, City officials, and first responders in improving traffic safety for all roadway users. Successful implementation will require collaboration among all stakeholders and agencies to achieve the goal of zero traffic deaths and serious injuries. This report will be shared with the public through the City of Decatur's website.

The DCSAP is a comprehensive strategy designed to eliminate fatal and serious injury crashes by combining crash pattern analysis with targeted countermeasures to make Decatur streets safer for everyone. The plan meets all requirements of the Safe Streets and Roads for All (SS4A) program, enabling localities in the study area to apply for SS4A implementation grants to fund safety improvements.

Key elements of the plan include:



**SETTING A PURPOSE
AND DEFINING GOALS**



**PUBLIC
OUTREACH**



**IDENTIFYING PROVEN
COUNTERMEASURES TO IMPLEMENT**



**ASSESSING EXISTING
CONDITIONS**



**IDENTIFYING AREAS
OF EMPHASIS**



**CREATING A FUTURE
IMPLEMENTATION STRATEGY**



SS4A Eligibility

Congress passed the Infrastructure Investment and Jobs Act (IIJA) which established the Safe Streets and Roads for All (SS4A) competitive grant program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries. Eligibility for the Safety Action Plan is determined by using the SS4A Self-Certification Eligibility Worksheet. The requirements are listed below, with the corresponding page numbers in this plan where the information about fulfilling each requirement can be found.

Safety Action Plan Requirements	Page
Public Commitment to Zero Fatalities and Serious Injuries	6
Target Date for Commitment	6
Task Force or Similar Body Established and Charged with Plan's Development, Implementation, and Monitoring	8
Analysis of Existing Conditions	14
Crash Trends Analysis	14
High-Risk Roadway Analysis	28
Geospatial Identification of High-Risk Locations	29
Public Engagement	8
Incorporation of Information Received from Engagement	34
Coordination with Inter- and Intra-Governmental Cooperation and Collaboration	8
Assessment of Current Policies and Plans	14
Policy and Guideline Recommendations	42
Project Prioritization Criteria	33
Progress Metrics	78
Publicly Shared Online	6



Community Engagement

Engagement was a central part of the City of Decatur Safe Streets for All (SS4A) Safety Action Plan, helping the project team understand residents lived experiences, current needs, and future vision for transportation safety in the City of Decatur (the City). Outreach occurred throughout the planning process in two main stages.

- **Stage 1 (Early 2025):** The City established a Technical Advisory Committee (TAC) of key stakeholders and launched an online project website providing information about the project, a community survey, and an interactive map where residents could highlight locations where they had safety concerns.
- **Stage 2 (June–September 2025):** The project team conducted broader community engagement, gathering input on the transportation safety challenges faced by people traveling on Decatur’s streets.

Stage 1

Technical Advisory Committee (TAC)

In addition to community outreach, in Stage 1, the development process for the Safety Action Plan included engaging with a TAC, which incorporated a variety of stakeholders and decision makers who engage in the implementation process in the City. Inter- and Intra-governmental stakeholder engagement is a critical component of any successful planning process. The TAC was established to assist in the development, implementation, and monitoring of the plan in compliance with the requirements of SS4A. Communication with the TAC helped the plan to increase transparency, build trust and credibility, and promote ideas and collaboration between the project team and members of the community and agency decision makers.

The TAC included 24 key stakeholders identified by the City and project team, who participated in the creating a safety community for all. Agencies and organizations that represented the TAC can be found in [Appendix B](#). These stakeholders and agencies included entities from emergency response departments, local businesses, schools, hospitals, social welfare agencies, and several major businesses. Their input was used to assist and guide the project team in the decision-making process of the Safety Action Plan.

The TAC members met three times at the Decatur Public Transit Facility throughout the duration of the project:

- Technical Advisory Committee Meeting #1 – April 24, 2025
- Technical Advisory Committee Meeting #2 – June 6, 2025
- Technical Advisory Committee Meeting #3 – August 26, 2025



What We Heard

During each meeting, the City heard about important transportation safety concerns and ideas for improvements. The key takeaways that were identified throughout discussions with the TAC were community buy-in, driver behavior, and implementation.

TAC members were given an engagement graphic for the plan's online website and asked to share the website through email within their organization, on social media platforms, or by informing community members at events. Each TAC member committed to the following leadership responsibilities:

- Offering knowledge, ideas, and testimonials with the project team
- Facilitating and encouraging other community members to get involved
- Ensuring that the plan is implemented to its fullest extent
- Monitoring the plans for continued use and success in the future

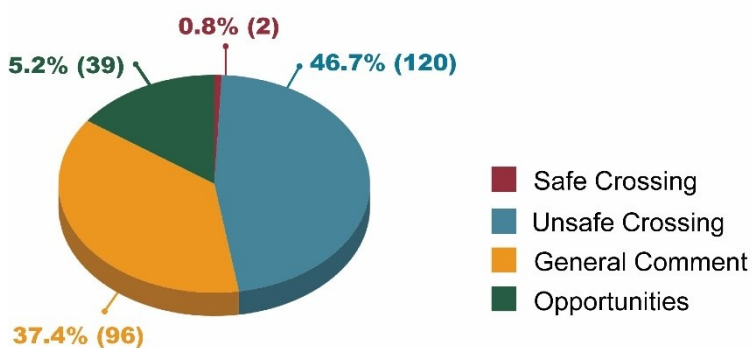


Meeting summaries for each of the TAC meetings can be found at the end of the plan in [Appendix C](#).

Online Engagement and Interactive Map

The engagement team used various communication methods to inform the public about the project and promote the interactive map. These methods included flyers, social media engagement graphics, emails, and TAC members.

The engagement team developed an interactive website on Social Pinpoint that allowed community members to get a high-level overview of the project, and a scheduled timeline. The website included an interactive map that allowed community members to leave location-specific comments. This map allowed the public to highlight areas where they experienced real-life safety concerns or areas across the City that they felt needed improvement.



The interactive map received 257 contributions from community members. Based on previous studies that have used Social Pinpoint, this number of contributors exceeds what the project team has experienced before. Furthermore, contributions are not all concentrated on one street or neighborhood, rather they are dispersed throughout the city.



When contributing participants were asked to categorize their comments as one of the four types:

- Safe Crossing
- Unsafe Crossing
- General Comment
- Opportunities

These categories helped the project team identify key locations and areas of concern. Many contributions highlighted streets where residents witnessed crashes or suggested specific improvements. A recurring theme was speeding, with multiple participants recommending speed bumps at various locations to help reduce excessive speeds. Signage was also mentioned frequently, as residents felt that additional or improved signage could enhance visibility and create a safer environment for all users. Community members also noted gaps in the sidewalk network and recommended adding or completing sidewalks in areas where they currently drop off to improve pedestrian safety and connectivity. A full summary of contributions can be found in [Appendix D](#).

The following roadways were noted as key locations of concern:

- W Eldorado Street
- N MacArthur Road & W Mound Road area
- N Main Street
- E Lost Bridge Road
- W Grand Avenue
- Millikin University area
- West End Neighborhood

After reviewing the contributions, the project team organized the public's main concerns into the following categories.

- **Pedestrian Safety and Accommodation**

Community feedback highlighted numerous locations that pose challenges for people walking or biking. The top concerns were unsafe intersections and gaps in sidewalks or bike lanes. The recommended countermeasures in this plan are designed to address these issues directly.

- **Speeding**

Speeding was a recurring concern among the public, particularly on long, straight roadway segments and smaller local streets. The recommended countermeasures will focus on addressing these specific areas to enhance safety and reduce speeding-related issues.

- **Traffic Control**

The public raised concerns about traffic control and drivers' interactions with it. Uncontrolled intersections were frequently noted as areas of concern, while other locations experienced issues with drivers ignoring existing traffic controls. Certain signalized intersections were also identified as candidates for reconfiguration to enhance safety. The recommended countermeasures will focus on improving these types of intersections.



- **Roadway Conditions and Geometry**

The public identified several roadway segments with unsafe conditions, including large potholes, uneven surfaces, and areas that become slick when wet. This category also includes visibility issues caused by landscaping or other fixed objects. Additionally, some locations where roadway geometry, such as lane configuration or width, could be improved to enhance safety were noted. Recommended countermeasures will focus on addressing these concerns.

- **Other**

Some public comments fell outside the scope of traffic safety for this project and were not used to identify areas of emphasis. These included concerns such as signal timing complaints, late-night street racing, issues on private property, and other crime-related activities. The Police Department and the Public Works Departments will be informed of these concerns so they can take appropriate action.

Stage 2

Community and Pop-up Events

Community and pop-up events provided an important opportunity to meet residents where they are, allowing the project team to engage directly with people in familiar, accessible settings. By participating in local gatherings, the team was able to reach a broader and more diverse audience, including residents who might not engage through the online platform. These in-person interactions facilitated meaningful conversations, helped the team better understand lived experiences, and allowed community members to share their safety concerns and ideas in real time. Engaging residents in familiar settings increased participation and built trust, supporting a collaborative approach to enhancing transportation safety across the city.

Pop-up Event #1: Hardy's Race for the Lake

On Saturday, June 7, 2025, the project team had a tabling opportunity for the Hardy's Race for the Lake at Nelson Park. In attendance from 9 a.m. to noon, the table hosted an opportunity for outreach materials to be distributed. The table hosted engagement flyers, an overview exhibits, and two iPads for those unable to utilize their own devices, allowing attendees to provide comments on the interactive map.



Engaging with several City of Decatur and Macon County community members, the project team distributed engagement cards and flyers to those who stopped by. A city council member stopped by the table to inquire about the project, and when informed the project team gave several flyers to the council member to distribute within their network.



Pop-up Event #2: Macon County Fair

On Saturday, June 7, 2025, the project team had another tabling opportunity for the Macon County Fair at the Fairgrounds. Tabling the event from 12:30 p.m. to 3:30 p.m. attendance was lower than anticipated due to the weather conditions and forecasted storms. The table hosted engagement flyers, an overview exhibit, and two iPads for those unable to utilize their own devices, allowing attendees to provide comments on the interactive map. The project team continued to have the opportunity to meet with several community members. Many of the attendees that the team connected with were unaware or had not heard of the Safety Action Plan that the project team was preparing. The team handed out cards and flyers, expanding awareness to the new audience.



Pop-up Event #3: Central Park Farmers' Market

On July 12, 2025, the project team tabled at the local farmer's market. Located in the heart of Decatur, the project team had the opportunity to connect with approximately 20-30 community members. A recurring theme that was brought up was speeding on major roadways. Parents who stopped by the booth often expressed safety concerns when walking with their children in their neighborhoods. The project team was able to have a productive conversation with another facility in attendance Catholic Charities of Decatur, which offered to distribute flyers at their facility and post on social media.



Pop-up Event #4: Mercy Market at Preston Jackson Park

On July 12, 2025, the project team tabled at a second farmers market also located in downtown Decatur. Meaningful conversations with community members took place, many of whom were just being made aware of the Safety Action Plan for the first time and expressed appreciation for the opportunity to provide real-time feedback.





Pop-up Event #5: YMCA Backpack Attack

On August 2, 2025, the project team participated in the YMCA's Backpack Attack located on the north side of Decatur. The event serves families in need of backpacks and supplies for the upcoming school year. With over 900 attendees, the project team took a different approach to outreach by providing a sticker and comment form.

A key concern raised at this event was the safety of children walking home from the bus stops along dangerous roads. Streets identified by attendees at this event included the following:

- W Eldorado Street
- Harrison Avenue
- Grand Avenue
- E Lakeshore Drive
- N Water Street

There were many comments from attendees that brought awareness of speeding, unsafe crossings, lack of sidewalks, and unaware drivers. The project team collected comment sheets from attendees who provided over 30 dot sticker specific locations on the exhibit map.

Pop-up Event #6: National Night Out

Hosted by the City on August 5, 2025, the project team tabled the National Night Out event at Johns Hill Park, located on the southeast side of Decatur. The event featured multiple vendors, activities, and food, attracting a wide range of attendees. With regulations provided by the event, attendees were required to stop by many booths with a punch card that needed to be completed prior to getting the food that was being distributed. This helped to ensure that many residents did stop by to discuss the safety action plan.

Many participants at this event were unfamiliar with the project and safety action plan being developed but were eager to share their input. Common concerns that were brought up included lack of signage, speeding, and general neighborhood safety. Specific issues raised included frequent wrong way driving on Maffit Street, which is a northbound one-way street, speeding concerns at Grand Avenue, unsafe pedestrian crossings and poor visibility at Lost Bridge Road, and unsafe pedestrian conditions on E. Mound Street due to volume and speeds of the traveling public.



Pop-up Event #7: Decatur Memorial Hospital's Macon on the Move, 217 Walking Challenge Kickoff

The Transportation Safety Action Plan team joined the 217 Walking Challenge kickoff event organized by Macon on the Move, a group coordinated by Decatur Memorial Hospital. The event provided an opportunity for the public involvement team to connect with residents and hear about areas in the community where people have safety concerns. Team members also shared information and findings from the City's safety action plan, helping to raise awareness about ongoing efforts to make Decatur's streets safer for everyone. To promote safe walking as daylight hours shorten, the team distributed reflective vests and featured a display board with helpful nighttime safety tips.

By attending community pop-up events, the project team gathered insights that were not captured through the online platform, engaged with a new audience, and proactively informed the public about the City's future safety plans. These in-person interactions allowed residents to share their lived experiences, voice concerns, and suggest potential improvements in real time. The events also helped the team build relationships with community members, increase awareness of ongoing projects, and create a sense of collaboration and shared responsibility for improving transportation safety.



Baseline Assessment

Existing Policies

Currently, the City has no formal policies or procedures for enhancing traffic safety. Currently, the City's only policy is to take stop sign recommendations from the public for intersections that are currently uncontrolled, or 2-way stop controlled and there is a desire to go to all-way stop control. The City will use engineering judgment and the Manual Uniform Traffic Control Devices (MUTCD) to determine if the stop sign is warranted on a case-by-case basis.

Crash Analysis

This plan incorporates data from multiple sources, including the National Highway Traffic Safety Administration's (NHTSA) Fatal Analysis Reporting System (FARS), Illinois Department of Transportation (IDOT) crash data, Decatur Police Department summarized reports, and other analyses. The goal is to identify high-risk locations and ensure efficient resource allocation to provide the greatest positive impact to the City. The project team reviewed crashes from 2018 to 2022, the most recent FARS data available at the start of the project, to assess trends, severity, driver behaviors, high-risk areas, and roadway conditions. These crash statistics and trends will guide the City's approach to roadway safety planning. Crash trees were created to find key crash factors. In [Figure 1](#) below is an example of how the crash trees were laid out to allow for the project team to pinpoint specific crash trends and are also included in [Appendix E](#).

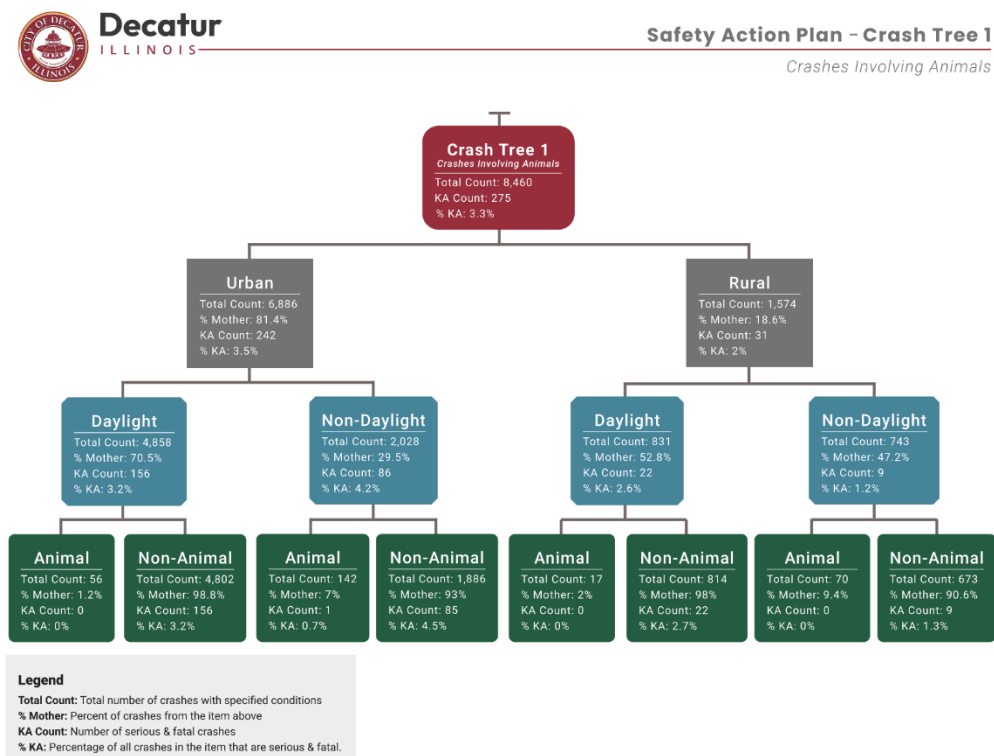


Figure 1 – Crash Tree Example



Crash Severity

The project team evaluated each crash using severity ratings. The definitions for these ratings, from the Illinois Traffic Crash Report Instruction Manual 2013, are as follows:

- K - Fatal
 - A traffic crash involving a motor vehicle in which at least one person dies within 30 days of the crash.
- A – Incapacitating Injury
 - Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.
 - This **includes** severe lacerations, broken/distorted limbs, skull injuries, chest injuries, abdominal injuries.
- B – Non-Incapacitating Injury
 - Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash.
 - This **includes** lumps on the head, abrasions, bruises, or minor lacerations.
- C – Reported/Not Evident
 - Any injury reported or claimed which is not listed above.
 - This **includes** momentary unconsciousness, claims of injuries not evident, limping, complaints of pain, nausea, or hysteria.
- O – No Indication of injury

The study's primary focus was the K and A crashes (severe crashes). Of the 8,460 crashes studied, 275 (3.3%) fell into this classification (See [Appendix F](#) and [Appendix G](#) for locations of crashes). Twenty-four of the 275 severe crashes were fatal, accounting for 8.8% of the severe crashes and 0.3% of all studied crashes. [Appendix F](#) shows all the crashes within the City. The Illinois statewide rates for this time period can be seen below and were slightly higher than the rates seen in the City of Decatur.

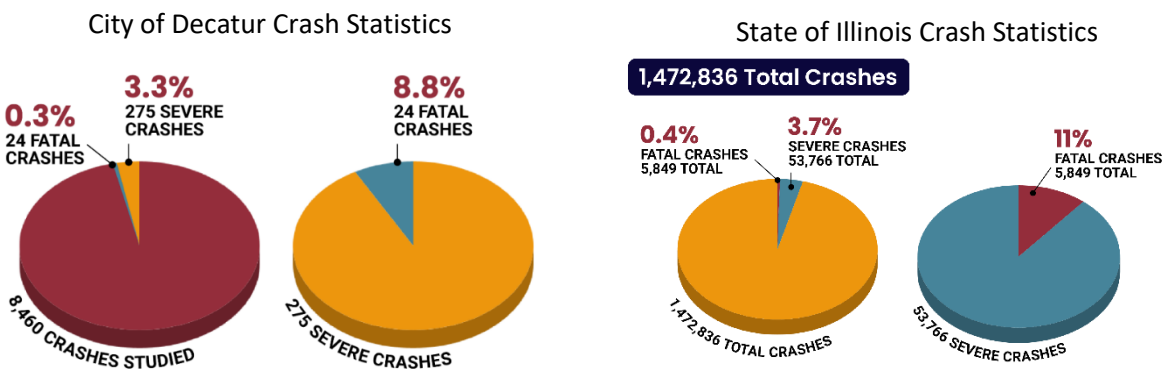


Figure 2 - Overall Crash Rates for Decatur Vs. Statewide



The Safe Systems Approach

The USDOT has implemented a new guiding strategy for addressing roadway safety. The safe systems philosophy shifts the focus of roadway safety towards a commitment to zero traffic deaths and serious injuries. To support this vision, safety programs target infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response. The safe system framework emphasizes the following principles:



Death and Serious Injuries are Unacceptable

The Safe System approach prioritizes eliminating crashes that result in death or serious injury, which is why this study focuses primarily on fatal and severe crashes.

Humans Make Mistakes

People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes and avoid death and serious injuries when a crash occurs.

Humans Are Vulnerable

The human body has physical limitations regarding trauma tolerance. Therefore, it is critical to design and operate a system that is human-centric and accommodates physical human vulnerabilities.



Responsibility is Shared

All stakeholders, including government at all levels, industry, non-profit/advocacy, researchers, and the general public, are vital to preventing fatalities and serious injuries on our roadways.

Safety is Proactive

Instead of waiting for crashes to occur and reacting afterwards, proactive tools should be used to identify and address safety issues in the transportation system.

Redundancy is Critical

Reducing risk in the transportation system requires strengthening all parts so that if one part fails, the other parts still protect people.





Implementing the Safe System Approach

Implementations of the Safe Systems Approach revolve around five objectives:

Safer People

Encourage safe, responsible driving and behavior by people who use our roadways and create conditions that prioritize their ability to reach their destination unharmed.

Safer Roads

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

Safer Vehicles

Expand the availability of vehicle systems and features that help prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

Safer Speeds

Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, appropriate speed limit setting, targeted education, outreach campaigns, and enforcement.

Post-Crash Care

Improve crash survivability by ensuring rapid access to emergency medical care, supporting a safe working environment for first responders, and reducing the risk of secondary crashes through effective traffic incident management.

Roadway Classification

Roadways within the IDOT crash data are classified into 5 categories based on their function:

- Interstate/Expressway/Highway
- Arterial
- Collector
- Local
- Rural

Figure 3 on the right shows the crash percentages of each type of roadway classification within the City of Decatur.

Interstates and expressways are high-speed roadways that generally restrict non-vehicular traffic. These routes are typically managed by the state and county, and crashes occurring on them were excluded from this study by the project team, primarily because the City lacks jurisdiction. Additionally, travel patterns, speeds, and vehicle types on interstates differ significantly from those on City roadways.

An **arterial** roadway is a high-capacity urban roadway that delivers traffic from collector roads to expressways/interstates and between urban centers. They have higher speeds and volume of traffic than collector or local roadways. Arterials allow for medium to high vehicular speed and commonly have lots of intersections and

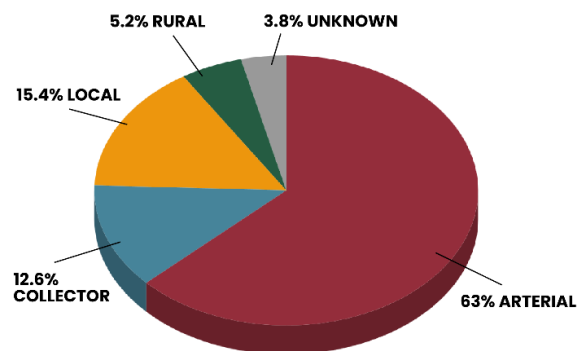


Figure 3 - Crashes per Roadway Classification Percentages



traffic lights. Such roads are often relatively straight, divided, and wide. This gives the perception to motorists of a street with few conflict points, encouraging higher speeds. Pedestrian safety should be a high priority due to elevated traffic speeds, which significantly increase the risk of severe injury or death in crashes involving pedestrians and other vulnerable road users.

A **collector** road is a low-to-moderate-capacity road that serves to move traffic from local streets to arterial roads. Unlike arterials, collector roads are designed to provide access to residential properties. This road type has the function to collect traffic from all other streets and discharge it onto other collectors, arterials, or highways. Collector roads are usually wide but not wider than arterials. Collectors typically allow relatively higher speed limits and may or may not be divided, but they often have low traffic flow rate due to frequent stops and numerous signalized intersections.

Local roads primarily provide access to and from individual properties, channeling traffic onto collector roads. They typically carry the lowest traffic volumes and speeds among all roadway classifications, with lower speed limits and driving speeds due to frequent pedestrian activity, particularly in residential areas. Buses and heavy vehicles are less commonly expected on local streets.

Rural roadways in the City are located on its edges and are often characterized by higher speeds, narrower roadways, and the lack of curb and gutter. Instead, they may have a paved shoulder as well as an unpaved shoulder.

Most crashes in the studied data occurred along arterial roadways, which connect local roads to the City's major thoroughfares. Local roads also showed a high number of crashes, largely due to their density and numerous intersections. However, local roadways exhibited a slightly lower crash severity rate, likely due to lower speeds. Arterial, collector, and rural roads did not show significant differences in overall crash severity rates compared to the average fatal and severe crash rate (3.3%).

While the overall severity rates for arterial and collector roads are similar to the average, both experienced a high number of rear-end crashes, which tend to have low severity and thus reduce their overall severity rate. Arterial roads had the highest number of head-on crashes, which are generally more severe, and all other crash types on arterials had elevated severity rates compared to the average. Collector roads showed higher severity rates for angle and sideswipe crashes. When rear-end crashes are excluded, the severe crash rate for both arterial and collector roads increase by 0.7%, representing a notable rise compared to the overall average, as illustrated in Figure 4.



Figure 4 - Adjust Severe Crash Rates, City of Decatur

Crash Location

All crashes were designated as occurring in either the urban or rural areas of the City. Crash location played a significant role in crash severity. [Appendix H – Fatal and Severe Crash Hot Spots](#) depicts where severe crashes are more likely to occur in the City, showing that a large majority of crashes occur towards the center of the City, where it is the most urban. A crash in an urban area was 1.75 times more likely to be a severe crash than one in a rural area. This is due to the presence of arterial roadways in the City that have two-thirds of their crashes at intersections. With just over 81% of crashes and a higher percentage of severe crashes, the City's focus should be prioritized in the urban areas of the city.



Alcohol & Drugs

Analysis of the studied crashes indicates that drivers who chose to use drugs or alcohol before driving were nearly 3.5 times more likely to be involved in a severe crash. Illinois does not have a hard definition of impaired driving. The legal limit for blood alcohol level (BAC) is 0.08%, but drivers can be considered impaired even if their BAC is lower than the legal limit. A driver can be considered impaired if there is any amount of cannabis or other drugs in the driver's system and the officer believes that the driver's ability to operate their vehicle is reduced. Impaired drivers were responsible for 408 crashes, accounting for 5% of the total. Of these, 48 resulted in severe outcomes, including 11 fatalities, representing nearly half of all fatal crashes.

After comparing the City of Decatur with five other comparable cities it was found that there is a disproportionate volume of crashes involving drugs and alcohol within the City of Decatur. Four cities in Illinois (Danville, Rock Island, Peoria, and Rockford) were chosen for comparison based upon similar class, race, median household income, and poverty rates while varying in population and size (see [Appendix I](#)). Danville, while a bit of an outlier in some of these categories, was requested to be included by the City as it is also a smaller town in southern Illinois. The City of Racine, Wisconsin was chosen for comparison as a sensitivity analysis due to its similar population factors while also consistently ranking as one of the "drunkiest cities" in the United States. Around a quarter of adults in the City of Racine report that they frequently indulge in excessive or binge drinking.

The crash data was compared on a rate basis looking at the percent of total crashes involving alcohol and drugs and how severe those crashes were. This overall rate does not paint the whole picture however, it does not account for how much the population of a city drives, how large the population is, or how dense the population is. Larger population sizes can skew the data due to there being on average more crashes and thus more opportunities for fatal or severe crashes. The population of a city may also travel in vehicles at a much higher or lower rate than average and that could also skew the data. To account for these other factors three categories were identified including, population size, vehicle miles travelled, and population density to account for the difference between the cities. Unfortunately, Wisconsin does not report vehicle miles travelled on a city basis, so the City of Racine could only be compared based on crashes per population density and crashes per population. The background data and overall crash rate can be seen below in [Tables 1](#) and [2](#).

TABLE 1 - BACKGROUND DATA

City	**Population (Thousand people)	*5YHVMVT	Size (Square Miles)	Density (Thousand People/Square Miles)
Decatur	69.1	35.2	46.0	1.5
Peoria	113.1	115.7	50.6	2.2
Rock Island	37.3	58.7	17.9	2.1
Rockford	148.0	141.3	62.0	2.4
Danville	29.1	19.7	18.0	1.6
Racine	77.8	***N/A	18.7	4.2

*5 Year Hundred Million Vehicle Miles Traveled (2022 Data Multiplied by 5)

**2025 Census

***No City Vehicle Miles Traveled Data Available in Wisconsin, it is only counted by county



TABLE 2 - OVERALL CRASH DATA

City	Total Crashes	KA Crashes	Alcohol & Drug Crashes	KA Alcohol & Drug Crashes	Percent of Total Crashes w/ Alcohol & Drugs	Percent of Alcohol & Drug Crashes that were Severe or Fatal
Decatur	8148	274	408	48	5.0%	11.8%
Peoria	14706	556	220	36	1.5%	16.4%
Rock Island	3267	90	112	17	3.4%	15.2%
Rockford	18030	368	412	45	2.3%	10.9%
Danville	2214	79	46	6	2.1%	13.0%
Racine	10215	92	478	32	4.7%	6.7%

Decatur is Worse | Decatur is Better

The overall data shows a concerning trend that the City has a high percentage of crashes involving alcohol and drugs, but the severity of those crashes seemed comparable to other cities. [Table 3](#) below shows the crash data adjusted for the factors mentioned above.

The adjusted crash rates show that the City of Decatur has an issue with crashes involving alcohol and drugs. In almost all comparisons the adjusted crash rates were disproportionately worse for the City of Decatur when compared to other cities. When comparing alcohol and drug crashes related to vehicle miles travelled, Decatur was four to six times worse than the other cities. When alcohol and drug crashes were compared adjusting for population the City of Decatur was two to 4 times worse for overall crashes when compared to all of the comparable cities in Illinois, while only being slightly better than the City of Racine. When comparing the severity of these crashes adjusted for population Decatur was 1.5 to 2 times worse than all other cities. When adjusting for population density Decatur was 1.5 to 8 times worse in both total alcohol and drug related crashes and severity of those crashes. Figures 5 through 8 depicts a comparison of the cities based upon the total alcohol and drug crashes.



TABLE 3 - ADJUSTED CRASH DATA

5YHVMVT				
City	Total Crashes per 5YHVMVT	KA Crashes per 5YHVMVT	Alcohol & Drug Crashes per 5YHVMVT	KA Alcohol & Drug Crashes per 5YHVMVT
Decatur	231.8	7.8	11.61	1.37
Peoria	127.1	4.8	1.90	0.31
Rock Island	55.6	1.5	1.91	0.29
Rockford	127.6	2.6	2.92	0.32
Danville	112.2	4.0	2.33	0.30
Racine	N/A	N/A	N/A	N/A
POPULATION				
City	Total Crashes per population	KA Crashes per population	Alcohol & Drug Crashes per population	KA Alcohol & Drug Crashes per population
Decatur	117.9	4.0	5.90	0.69
Peoria	130.0	4.9	1.95	0.32
Rock Island	87.6	2.4	3.01	0.46
Rockford	121.8	2.5	2.78	0.30
Danville	76.1	2.7	1.58	0.21
Racine	131.3	1.2	6.14	0.41
DENSITY				
City	Total Crashes per density	KA Crashes per density	Alcohol & Drug Crashes per density	KA Alcohol & Drug Crashes per density
Decatur	5424	182	272	32
Peoria	6579	249	98	16
Rock Island	1568	43	54	8
Rockford	7553	154	173	19
Danville	1369	49	28	4
Racine	2455	22	115	8



% Total Crashes with Alcohol & Drugs

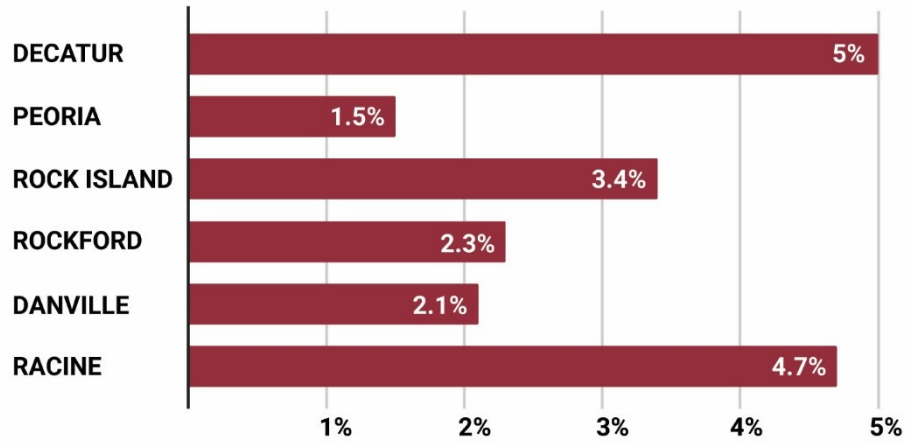


Figure 6 – Percent of Total Crashes Involving Alcohol & Drugs Comparison

Alcohol & Drug Crashes per 5YHVMVT

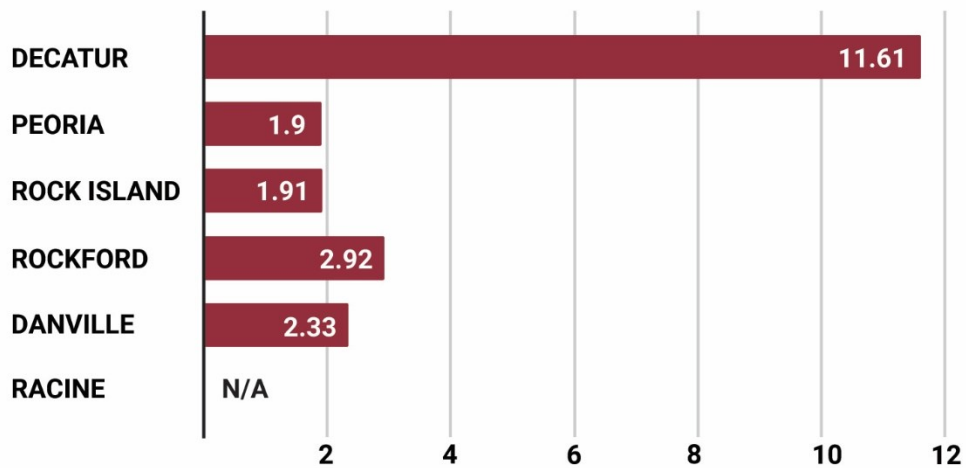


Figure 5 – Total Alcohol & Drug Crashes per 5YHVMVT Comparison



Alcohol & Drug Crashes per Population

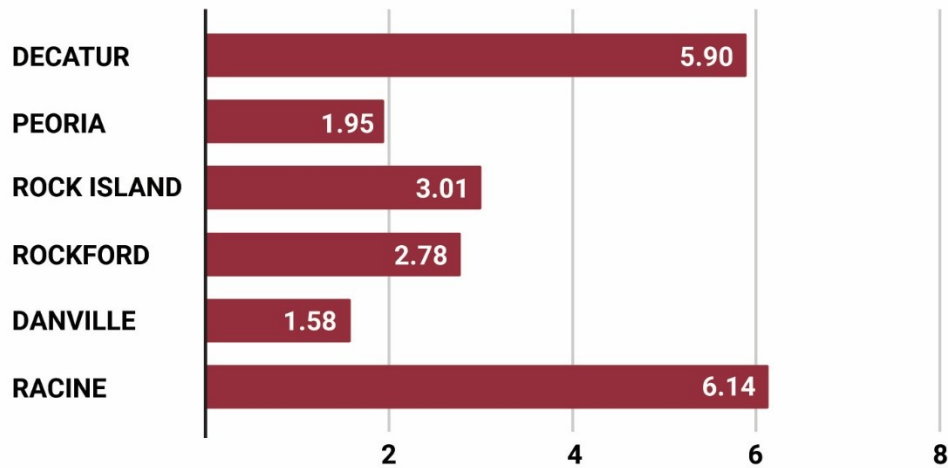


Figure 8 – Total Alcohol & Drug Crashes per Population Comparison

Alcohol & Drug Crashes per Density

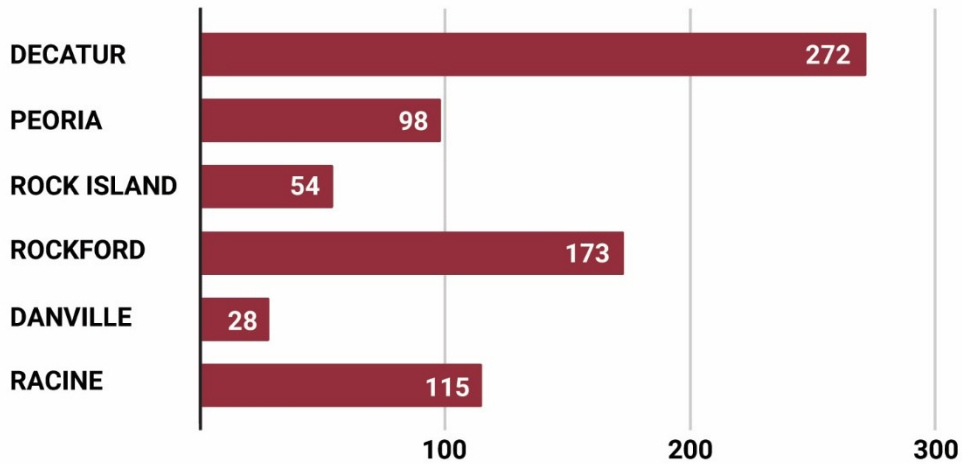


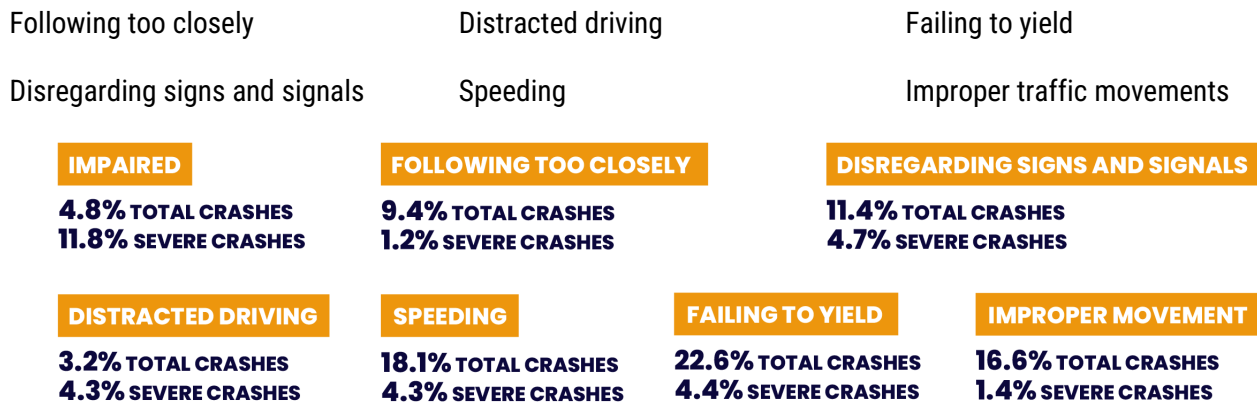
Figure 7 – Total Alcohol & Drug Crashes per Population Density Comparison



Other Driver Behavior

Driver behavior encompasses the decisions individuals make both before and while driving. While not specifically reported in the crash data reviewed, the NHTSA has found that seat belts and other safety features reduce the risk of fatal injury by 45%. These findings emphasize that the decisions drivers make before getting behind the wheel are just as critical to safety as those made while driving.

IDOT crash data is compiled from individual police reports, which reflect the officers' assessments of contributing factors at the time of the incident. This study evaluated the prevalence of:



AVERAGE SEVERE CRASH RATE: 3.3%

Figure 9 - Driver Behavior Crash Rates

Following too closely and improper traffic movements were associated with a low severe crash rate. However, improper traffic movements still made up the third-highest total number of crashes (just under 17%), in part due to confusing or missing signage, worn pavement markings, and general poor driving decisions.

Overall, the rest of the studied behaviors did not significantly impact crash severity as significantly. Drivers failing to yield the right-of-way had the largest number of crashes (22.6%), followed by speeding. Crashes involving speeding made up just over 18% of the total and had a slightly higher severity rate compared to the average rate (3.3% for all crashes). Speed management is a key issue in reducing severe crashes. Speeding on local streets can be particularly dangerous, as pedestrians are more often there. Speed humps or the addition of more traffic control measures, such as stop signs at uncontrolled intersections, will help to reduce speeds along these local roadways. Distracted driving accounted for 3.2% of crashes and only had a slightly elevated crash severity rate, suggesting that enforcement and public education efforts have been effective.



Vulnerable Road Users

Vulnerable road users refer to individuals who are at a high risk of injury or death on the road because they lack the protection of a vehicle. This group typically includes pedestrians, cyclists, motorcyclists, and others who are not inside motor vehicles. Crashes involving vulnerable road users accounted for a small number of total crashes but had an extremely high severe crash rate—nearly nine times more likely to result in severe injury compared to vehicle-only crashes. Vulnerable road users (VRUs) refer to individuals who are at a higher risk of injury or death on the road, as seen in the crash statistics above. This is because they lack the protection of a vehicle.

The rural and urban areas had a similar crash severity rate, but urban areas comprised 82.5% of total crashes involving pedestrians and bicyclists. Most of the urban crashes occurred on large arterial roadways. VRU crashes were slightly more frequent and severe away from intersections with 55% of VRU crashes being away from intersections. The severe crash rate away from intersections was 29% and 20% for crashes at an intersection.

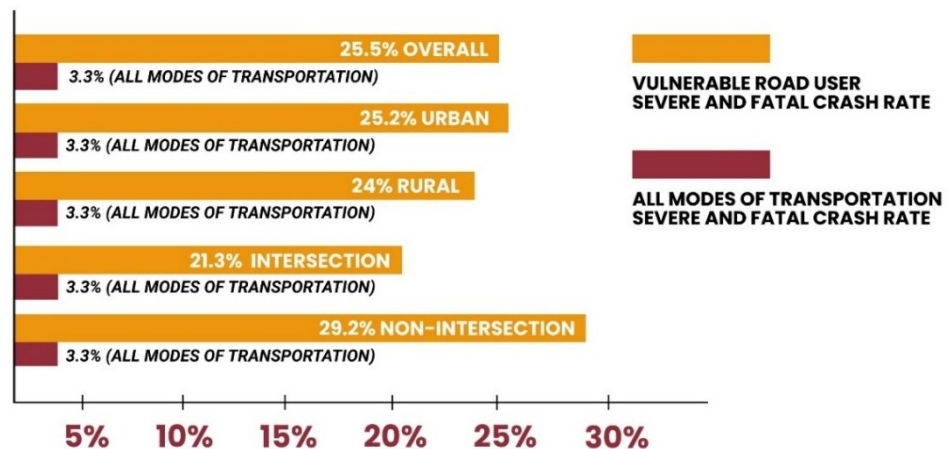


Figure 10- Vulnerable Road User Severe and Fatal Crash Rates

The reason for there being more crashes that are more severe away from intersections is most likely due to drivers not expecting VRUs to be crossing where they are not supposed to and likely have higher speeds at the time of the crash. Crashes were also more severe where there were no crossing accommodations. Marked crossings with sidewalks and increasing nighttime visibility at arterial roadways or roadways that are near areas of pedestrian interest should be a priority interest for the City.

Roadway Conditions and Defects

In the urban area of the City, most of the crashes occurred during the day, but non-daylight crashes had a higher severe crash rate. In rural areas, daylight and non-daylight crashes were evenly distributed. Daylight crashes had a higher severity rate for rural roadways due to the lower number of vulnerable road users during non-daylight hours. Of all the studied crashes, 76% of nighttime crashes occurred in lit areas. [Appendix E](#) shows crash tree diagrams that break down the different times of day and other categories of crash types.

Crash reports have a category for crashes that police officers believe to have been caused or influenced by roadway defects (e.g., debris, rut/holes, and worn surfaces). The project team studied this category to determine if the City's roadways have been properly maintained. Just over 4% of crashes were linked to roadway defects, with no severe crashes attributed to them. Worn surfaces make up a majority of the crashes caused by roadway defects. While roadway deficits have not been flagged as being a contributing part of the crash, that does not mean that continued maintenance and repairs are not important.



Crash Types

The project team studied six crash types:

- Angle
- Fixed Objects or Parked Cars
- Head On
- Pedestrian
- Rear End
- Sideswipe



AVERAGE SEVERE CRASH RATE: 3.3%

Figure 11 – Percentage of Crashes by Crash Type

As seen in Figure 11, angle crashes (40.4%) were the most common, followed by rear end crashes (27.3%). Both of these types of crashes are significantly more common at intersections. The crash severity rates were in line with the overall average for most types, except for head on and pedestrian crashes. These crashes usually have a higher severity rate due to the nature of the crash, so this is not out of the ordinary. Fixed object and parked car crashes make up a high percentage of the overall crash rate, which is typical in dense urban areas.



High Injury Network

The High Injury Network consists of roadways with more than one severe crash, typically characterized by high traffic volumes and elevated speeds. These corridors should be prioritized for safety improvements due to their increased risk. The following roadways and intersections make up the High Injury Network:

Roadways

- E. Pershing Road – State
- E. Eldorado Street – State
- E. Mound Road – Municipal
- N. Monroe Street – Municipal
- N. 22nd Street – State
- W. Main Street – Municipal
- N. Oakland Avenue – Municipal
- W. Eldorado Street – State
- N. Woodford Street – Municipal
- N. Main Street – State
- S. Main Street – Municipal
- W. Mound Road – Municipal
- N. Jasper Street – Municipal
- N. Water Street – State
- S. Church Street – Municipal
- W. South Side Drive – State
- E. Grand Avenue – Municipal
- S. Franklin Street Road - Municipal
- W. Division Street – Municipal
- N. Taylor Avenue – Municipal
- E. Wood Street – Municipal
- E. William Street Road – State
- S. 16th Street – Municipal
- W. Grand Avenue – Municipal
- S. 21st Street – Municipal

Intersections (Top 20 Ranked Intersections)

- E. Lake Shore Drive & S. 16th Street – State
- E. Condit Street & N. Jasper Street – Municipal
- E. Geddes Avenue & N. 22nd Street – State
- Eldorado Street & N. Main Street – State
- E. Eldorado Street & N. Martin Luther King Jr Drive – State
- E. Mound Road & Meadowlark Drive – Municipal
- E. Mound Road & N. Martin Luther King Jr Drive – Municipal
- W. Pershing Road & N. University Avenue – State
- E. Mound Road & N. Moundford Avenue – Municipal
- W. Mound Road & N. Taylor Avenue – Municipal
- Wood Street & S. Church Street – Municipal
- E. Grand Avenue & N. Calhoun Street – Municipal
- W. Grand Avenue & N. Gulick Avenue – Municipal
- E. Grand Avenue & N. Clinton Street – Municipal
- W. Eldorado Street & N. Pine Street – State
- W. Main Street & Millikin University Crossing – Municipal
- W. Main Street & S. Fairview Avenue – State
- E. Marietta Street & N. Water Street – State
- S. Martin Luther King Jr Drive & E. Wood Street – Municipal
- W. Main Street & S. Church Street – Municipal

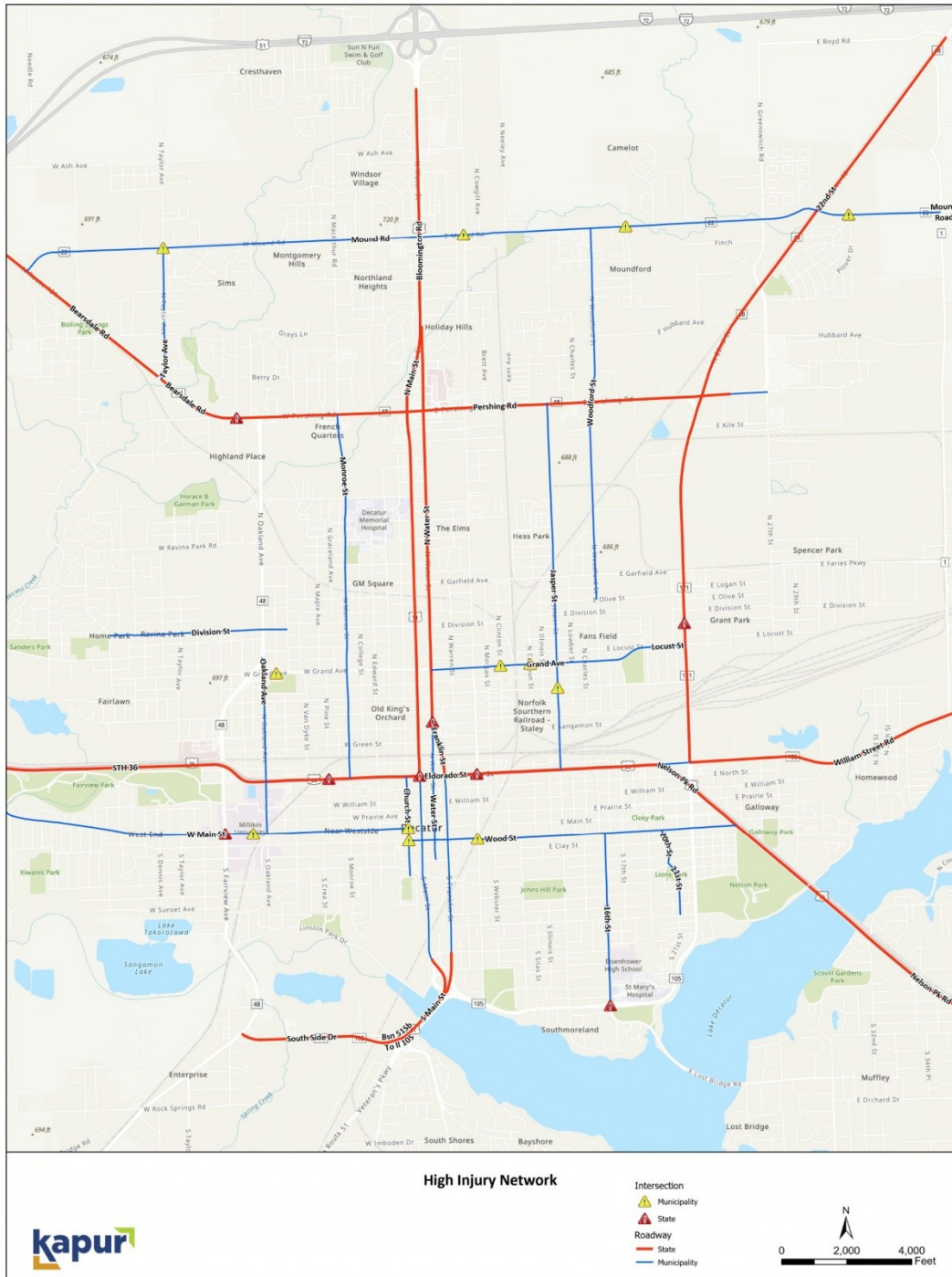


Figure 12 - High Injury Network



Social Vulnerability

Within the City, the project team identified areas with a disproportionately high number of socially vulnerable residents. Social vulnerability refers to demographic and socioeconomic factors, such as poverty, limited access to transportation, and crowded housing, which heighten a community's risk when facing hazards and other stressors. The socially vulnerable community in this study is defined using the US Census Bureau's 2022 Community Resilience Estimate, which identifies Census tracts where a significant portion of the population exhibits more than three components of social vulnerability. Figure 8 highlights 6 such tracts, along with the crash locations within them.

These social vulnerable areas showed an elevated number of severe crashes, particularly at intersections. Targeted infrastructure improvements can help reduce crash severity, especially for pedestrians. Treatments such as rapid rectangular flashing beacons (RRFBs) or signalized pedestrian crossings can reduce the risk of severe pedestrian crashes. Enhancing traffic controls at intersections, especially those currently uncontrolled, will also improve safety. The project team notes that existing signalized or stop-controlled intersections, visibility and compliance can be increased by adding retroreflective backplates to signal heads and incorporating flashing lights around the perimeter of stop signs.

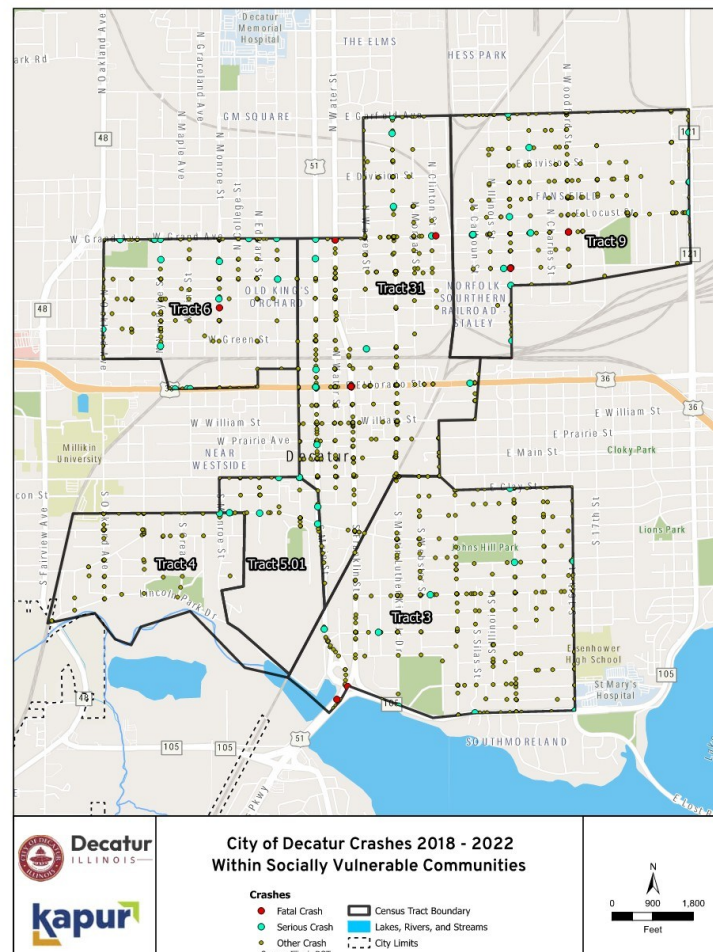


Figure 13 – Socially Vulnerable Community Tracts



Driver Age

The age of the driver was recorded for all fatal crashes in the FARS dataset. Analysis revealed that fatal crashes disproportionately involved drivers under the age of 25 (young adults) and over the age of 75 (seniors). Although young adults represent only approximately 14% of licensed drivers, they were involved in approximately 30% of the fatal crashes studied. Due to this disparity, education and awareness campaigns targeting this group should be developed to address the specific risks associated with this age group. Similarly, seniors account for just 7% of licensed drivers but were involved in 17% of fatal crashes. None of the crashes involving seniors that were studied were caused by a health related incident. Many seniors may succumb to injuries that a younger driver would survive. Due to this fact, post crash care is the most critical factor in reducing fatal crashes involving seniors.

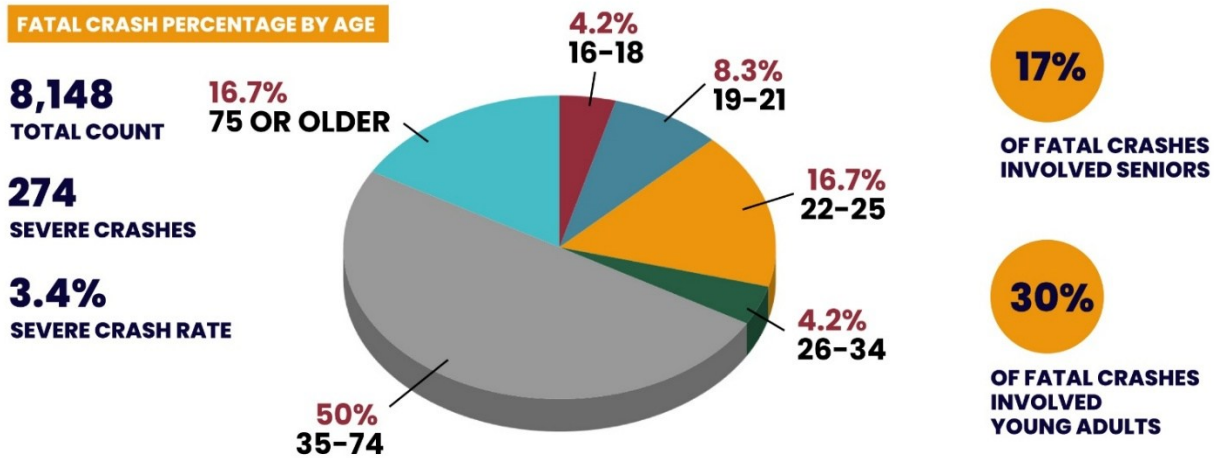


Figure 14 - Fatal Crash Percentages by Age

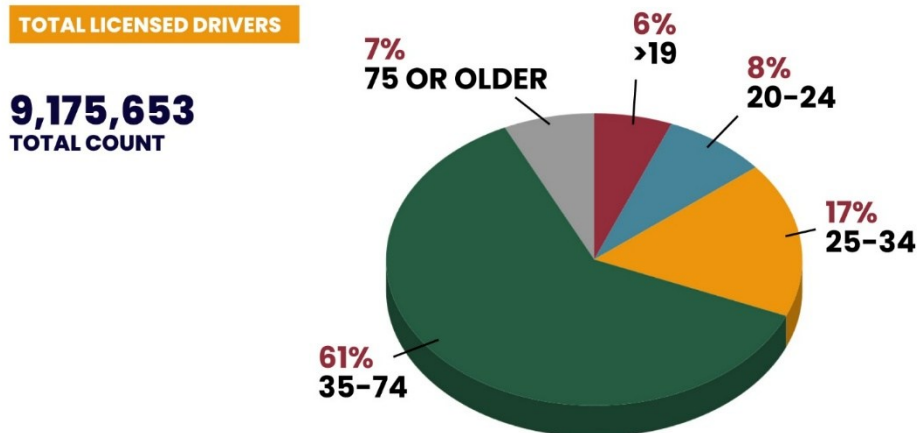
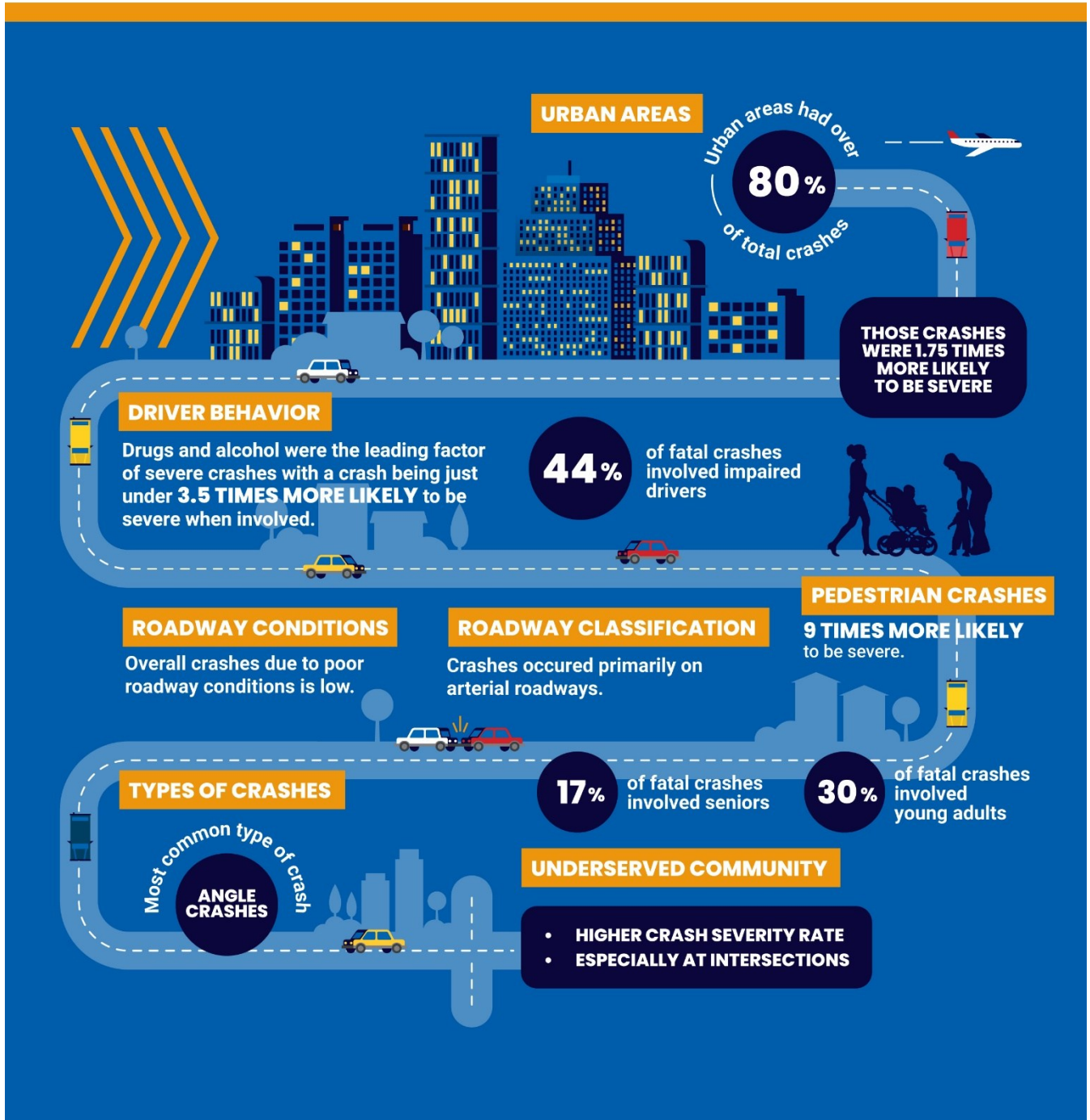


Figure 15 - Total Licensed Drivers by Age



City of Decatur

KEY CRASH TRENDS





Emphasis, Policy, and Guideline Recommendations

The purpose of this section is to identify high-risk locations and guide resource allocation where it can have the greatest impact. Using the Safe System approach, the focus is on reducing severe and fatal crashes and advancing Decatur's commitment to zero traffic deaths and serious injuries. To support this, safety programs are focused on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response.

Emphasis Criteria

The project team and the City collaborated to establish a set of criteria for identifying high-priority roadways and intersections in need of immediate improvement. Each criterion was assigned a priority factor ranging from 1 to 5 to help determine the most critical areas of emphasis. During the second TAC meeting on June 6, 2025, the City and other stakeholders worked together to rank each category. The criteria for roadway identification and their assigned priority factors are:

- Is the roadway in the identified high injury network (HIN)? - 4
- Was the roadway identified by the public in the social pinpoint mapping? - 3
- Is the roadway inside of the identified socially vulnerable community area? – 2.5
- Is there public transit access on the roadway? - 3
- Are portions of the roadway in proximity to a school? – 4.5

All roadways that were a part of the High Injury Network and/or identified by the public were identified as an area emphasis. Each roadway was given a priority score based upon all of the factors above to identify a priority rank. [Appendix J](#) contains the emphasized roadways ranked and [Appendix K](#) shows these roadways in a map form.

Intersections of emphasis were selected if they were identified by the public or had multiple severe crashes. (See Crash Severity section) The criteria that were studied and their associated priority factors are:

- Is the intersection in the identified HIN? - 4
- Were there multiple severe crashes at the intersection? - 5
- Was the intersection identified by the public in the social pinpoint mapping? - 3
- Is the intersection inside of the identified socially vulnerable community area? – 2.5
- Does the intersection contain public transportation access? - 3
- Is the intersection in proximity to a school? – 4.5

Each intersection was given a priority score based upon all the factors above to identify a priority rank. [Appendix L](#) contains all of the emphasized intersections ranked.

Policies and Guidelines

The following section is divided into safety issues and recommends policies and guideline countermeasures to facilitate the beginnings of improvement projects. The goal of the recommended countermeasures is to first reduce the number of serious and fatal crashes rate, then to reduce the overall number of crashes for the area. These two often go hand in hand but certain countermeasures have a greater impact on the crash severity rate but a lesser impact on the overall crash rate. As part of the safe system approach countermeasures that reduce the crash severity rate will be the primary focus. The purpose of this section is to look at countermeasures based on areas of emphasis that can be applied on a network or city-wide basis for both existing and future roadways. Feasibility and cost effectiveness are also considered in the recommendations. While some countermeasures may offer significant safety benefits, those with extremely high costs or limited feasibility across most areas may be acknowledged but will not be prioritized.

Pedestrian Safety and Accommodations

To increase pedestrian safety at intersections, the primary recommended countermeasure is raised pedestrian crossings. A study done in Honolulu ¹ showed promising results in pedestrian safety post installation. The overall rate of crossing yield compliance increased from 56% to 89%. These raised crossings will address several areas where issues were identified by the public and the crash data. Through the public engagement process concerns were raised about student safety near the southern end of South 16th Street near Eisenhower High School. These concerns also aligned with historical crash data. Sixteenth Street is a collector roadway connecting to local residential roadways. There are currently no marked crosswalks near the high school along S 16th street and there are multiple intersections where traffic can flow freely and gain speed easily. The combination of speed, no marked crosswalks, and high volume of pedestrians leads to a very high-risk area. The addition of raised pedestrian crossings would help to reduce speeds, increase crossing yield compliance, and heavily increase student safety near the school. This recommendation primarily focuses on the local and collector roadway sections that have multiple intersections in proximity to each other. While they can be effective on arterial roadways, due to the nature of the roadway where one of the primary objectives is throughput of vehicles, raised crosswalks and other raised speed control devices are not well received by the public or by emergency responders². Raised crossings and speed cushions on arterial roadways should be confined to school zones such as Lake Shore Drive near Eisenhower High School. Pedestrian refuge islands—small islands in the center of a crossing—can be used either as a standalone countermeasure or as a supplement to raised crossings. These refuges are particularly effective at long crossings where pedestrians may be unable to cross the entire roadway in one signal cycle. Additional pedestrian safety enhancements include high-visibility crosswalk markings, advance yield or stop markings and signage, improved nighttime lighting, and in-street pedestrian crossing



Raised Pedestrian Crossing in New York City

¹ Daniel Alexander. "Raised Crosswalk Study" ITE Presentation, December 2024.

² City of Cincinnati. "Traffic Calming on Cincy Arterials" ITE Presentation, December 2024.



signs. All of these are recommended countermeasures by the US Department of Transportation's Safe Transportation for Every Pedestrian (STEP) program and have been shown to reduce pedestrian-related crashes.



Pedestrian Crossing with Refuge, Rapid Rectangular Reflective Flashing Beacons, and Mid-Block Curb Extension

On roadways with significant pedestrian activity where full reconstruction is not feasible, Rapid Rectangular Flashing Beacons (RRFBs) can be installed at unsignalized crossings to enhance pedestrian safety or serve as a supplement to other recommended countermeasures. At signalized intersections adding pedestrian signal heads with countdown timers at signalized intersections can help pedestrians more safely cross the intersection. A study³ showed that pedestrian countdown timers reduced all crashes by approximately 8% and pedestrian crashes by approximately 9%. Curb extensions are traffic calming measures which widen the sidewalk for a short distance, often extending into the parking lane at an intersection or midblock. The curb extension visually and physically narrows the roadway, creating safer and shorter crossings for pedestrians.

They are particularly helpful in high pedestrian areas. Curb extensions encompass several different treatments and applications including midblock curb extensions, neckdowns, bus bulbs, chicanes, and conventional curb extensions. Some of these curb extension types will be described in more detail in other portions of this memo. Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians. Neckdowns are curb extensions that allow pedestrians to cross more effectively from large major streets to smaller minor streets. Bus bulbs are curb extensions that align the bus stop with the parking lane, allowing buses to stop and board passengers without ever leaving the travel lane. Bus bulbs help buses move faster and more reliably by decreasing the amount of time lost when merging in and out of traffic. Conventional curb extensions are usually applied at the mouth of an intersection and allow for a shorter crossing distance while reducing the overall speed of vehicles. A 37% reduction in pedestrians crashes was observed at non-signalized intersections after the installation of curb extensions.

To increase pedestrian safety away from intersections, the primary recommendation is sidewalk additions and maintenance. Areas of the City like the area around EJ Muffley Elementary School lack adequate sidewalks forcing pedestrians to either walk in the roadway or on a small, paved space behind the curb that is easily blocked and not accessible to all users. This is in line with many public comments about a lack of sidewalk. Sidewalks keep walking pedestrians away from the roadway and decrease crashes. Sidewalks are especially relevant around school areas, allowing younger students to be able to walk to their school or bus stop much more safely. Examples of areas that could be improved are N Summit Avenue leading to Franklin Grove Elementary School, the area around EJ Muffley Elementary School, and E Division Street near Robertson Charter School. Bicycle lanes can also increase the safety of vulnerable road users, especially when they are raised or separated from vehicular traffic. This can help to keep bicycles out of the main portion of the roadway and away from vehicles. The public identified areas where cyclists are prevalent, such as E William Street Road, but lack bicycle accommodations. The project team was able to access popular running and cycling app, Strava, that measures statistics for users like distance, total workouts, and speeds. This data is available for municipalities, planners, and active transportation studies to use in the aid of planning of facilities. It is meant as a supplement for public engagement and engineering judgement not as a replacement for that since it only represents users who chose to use the app and allow their data to be published. For this safety action

³ Srinivasan, R., B. Lan, D. Carter, S. Smith, B. Persaud, K. Signor, and T. Saleem. "Safety Evaluation of Pedestrian Countdown Signals - Definitive Results from Two Cities in the United States". Presented at the 98th Annual Meeting of the Transportation Research Board, Paper No. 19-05379, Extended abstract only, Washington, D.C. 2019.



plan the project team is using it to see the frequency to which routes that were requested to have a bike facility added are already being used or are near alternate routes that cyclists might use because the current route feels unsafe. Looking at the areas mentioned previously in this section, such as the area around EJ Muffley Elementary School and E. William Street Road, we see that bicyclists are already using these areas unsafely. The installation of bicycle lanes has been shown to reduce crashes by between 30% and 50%⁴.

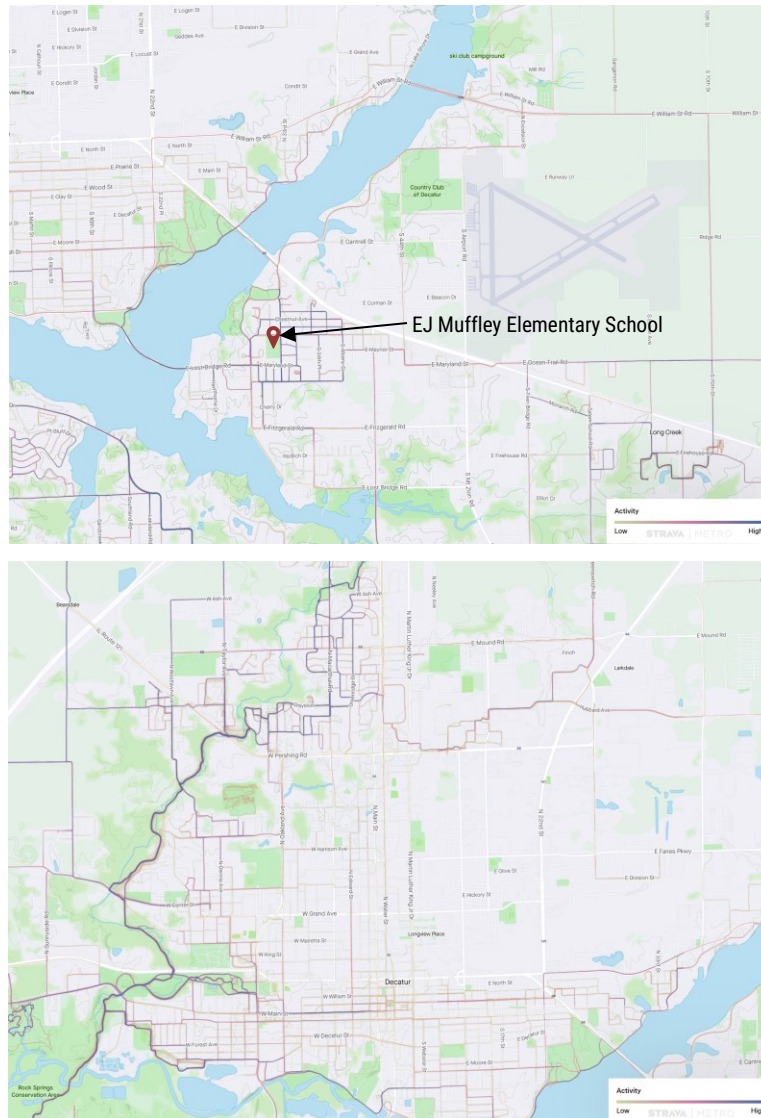


Figure 16 – Strava Biking Data Map

⁴ Avelar, R., K. Dixon, S. Ashraf, A. Jhamb, and B. Dadashova. "Development of Crash Modification Factors for Bicycle Lane Additions While Reducing Lane and Shoulder Widths." Report No. FHWA-HRT-21-013. Federal Highway Administration, Office of Safety Research and Development. McLean, Virginia. June 2021. <https://www.fhwa.dot.gov/publications/research/safety/21012/21012.pdf>



Public Education and Programs

Alcohol and Drugs

Education revolving around alcohol and drug use while operating vehicles should be a priority for the City. Impaired driving crash rates and severity were disproportionately high when compared to cities with a similar population makeup. Due to the high amount and severity of these crashes this should be a top priority for the City. The crashes involved both driver and/or pedestrian intoxication. Creating campaigns that promote safer forms of travel for intoxicated patrons such as ridesharing would improve safety. The Tavern League of Wisconsin implemented a program paying for an intoxicated patron's ride home. After this program was implemented, Wisconsin saw a 44% decrease in Operating While Intoxicated (OWI) convictions and nearly a 50% decline in alcohol-related fatalities. The nearly \$1 million cost of the program is shared by Tavern League members and funds generated by surcharges on OWI convictions. In 1999, Wisconsin Act 109 established a surcharge on every Wisconsin OWI conviction to be used for alternative transportation from Class B licensed establishments to a customer's home. The Tavern League office administers this program with the Department of Transportation oversight.

Established by Illinois Public Act 101-0196, the Driving Under the Influence (DUI) Prevention and Education Commission is composed of five members, each representing one of the following agencies: the Illinois Department of Human Services, the Illinois Department of Transportation, the Illinois State Police, the Office of the Illinois State's Attorneys Appellate Prosecutor, and the Office of the Illinois Secretary of State. The Commission convenes periodically as needed to assess and implement effective impaired driving countermeasure programs. These programs are funded by a portion of DUI fines from the DUI Prevention and Education Fund, with the goal of reducing the incidence of impaired driving on Illinois roads and minimizing related crashes, injuries, and fatalities by funding grant opportunities to local groups.

Another education campaign that could help reduce impaired driving in the younger population is performing a mock drunk driving car crash for high school and college students. Many schools in the United States perform these mock crashes to show students the consequences of impaired driving. These are often performed before nights that would have increased student drinking such as prom, homecoming, or graduation night. A study reviewed and confirmed by the Institutional Review Board of the University of Illinois College of Medicine⁵ showed that students were 1.39 times less likely to report drinking and driving in the future or that they would get into a car with someone who would drive drunk. Students were 1.7 times more likely to report thinking about the risks associated with drinking and driving after participating in the program.

Lastly, sobriety checkpoints are a highly effective but costly countermeasure to decrease impaired driving. The CDC's systematic review of 15 high-quality studies found that checkpoints reduce alcohol-related fatal crashes by 9%.⁶ Another analysis found that checkpoints reduce alcohol-related crashes by 17%.⁷ A California study⁸ suggests that high-visibility sobriety checkpoints deter drinking and driving in a community for approximately one week, but these effects do not persist past that interval. It is also important that the implementation of checkpoints must be highly visible and intensively publicized so that the population who may not directly encounter the checkpoints are still aware

⁵ Hafner, John W et al. "The effect of a community crash reenactment program on teen alcohol awareness and behavior." Adolescent health, medicine and therapeutics vol. 10 83-90. 10 Jul. 2019, doi:10.2147/AHMT.S191079

⁶ Bergen, G., Pitan, A., Qu, S., Shults, R. A., Chattopadhyay, S. K., Elder, R. W., Sleet, D. A., Coleman, H. L., Compton, R. P., Nichols, J. L., Clymer, J. M., Calvert, W. B., & the Community Preventive Services Task Force. (2014). Publicized sobriety checkpoint programs: A community guide systematic review. American Journal of Preventive Medicine, 46(5), 529-539.

⁷ Erke, A., Goldenbeld, C., & Vaa, T. (2009). The effects of drink-driving checkpoints on crashes – A meta-analysis. Accident Analysis & Prevention, 41(5), 914-923.

⁸ Morrison, C. N., Ferris, J., Wiebe, D. J., Peek-Asa, C., & Branas, C. C. (2019). Sobriety checkpoints and alcohol-involved motor vehicle crashes at different temporal scales. American Journal of Preventive Medicine, 56(6), 795-802.



of their existence and enforcement. The main issue with these checkpoints is the cost, as a minimum of 3 to 5 officer teams⁹ are needed to operate the checkpoints weekly. Publicity and visibility are the other aspect that bring the price up. Initiatives involving high visibility electronic message Boards and social media are needed but can increase the price heavily.

Other Education Initiatives and Programs

Educational campaigns could be developed in partnership with local organizations such as Richland Community College, the Decatur Family YMCA, the Boys and Girls Club of Decatur, the Decatur Bicycle Club, and the Macon County Health Department. Richland Community College serves students ranging from those seeking dual high school and college credit to adults over 35 participating in workforce development. The college offers a commercial driver's license course and as well as offering a driver safety program for drivers who have been mandated by a court to attend. The college is open to incorporating additional defensive driving content to further enhance participants' skills.

The YMCA serves a wide range of ages, from infants in daycare to seniors participating in specialized programs. Educational campaigns could focus on the groups most involved in crashes, including seniors and drivers in their early 20s, emphasizing safe driving practices such as nighttime driving and avoiding distractions. NHTSA provides a variety of materials that could support these efforts.

The Boys and Girls Club of Decatur engages children ages 6-17 in after-school and summer programs, with older students often serving as counselors or assistants. The club is interested in collaborating with the City and possibly the community college to develop a certificate program in which young leaders demonstrate proficiency in safe biking and walking and then teach these skills to their peers. Resources from organizations such as Ride Illinois, the Bike Federation of Wisconsin, and the Center for Pedestrian and Bicyclist Safety could support these initiatives.

Local advocacy and public health groups, including the Decatur Bicycle Club and the Macon County Health Department, could help organize demonstration events, such as bike safety rodeos or "safety town" programs, where young children learn to safely navigate streets and identify Hazards.

As an example of what these organizations can use in the future, the project team developed a graphic giving nighttime safety tip for pedestrians. The team shared these tips during outreach events and encouraged continued use of the graphic as a social media tool. The graphic can be seen in Figure 17 and can be used by the organizations above as an example of what continued educational campaigns can look like.

⁹ Stuster, J. W., & Blowers, P. (1995). Experimental evaluation of sobriety checkpoint programs (Report No. DOT HS 808 287). National Highway Traffic Safety Administration.





CITY OF DECATUR

NIGHTTIME SAFETY TIPS

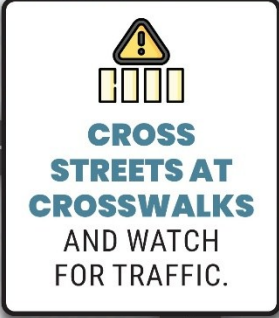


WEAR BRIGHT OR REFLECTIVE CLOTHING SO DRIVERS CAN SEE YOU.



- If a crosswalk or intersection is not available, **locate a well-lit area where you have the best view of traffic.**
- **Wait for a gap in traffic that allows enough time to cross safely;** continue watching for traffic as you cross.

ALWAYS MAKE EYE CONTACT WITH DRIVERS BEFORE CROSSING TO BE SURE THEY SEE YOU.



CROSS STREETS AT CROSSWALKS AND WATCH FOR TRAFFIC.

WALK AGAINST TRAFFIC IF THERE ARE NO SIDEWALKS.



BE ALERT!

- **Keep music or phone volume low** so you can hear what's around you.
- **Stay off your phone while crossing** so you can watch traffic.



WATCH FOR CYCLISTS AS WELL AS CARS WHEN CROSSING OR WALKING ALONG ROADS.

BE CAUTIOUS NEAR DRIVEWAYS AND PARKING LOTS WHERE CARS MAY BACK OUT SUDDENLY.

AVOID CROSSING BETWEEN PARKED CARS, WHERE DRIVERS MAY NOT NOTICE YOU.

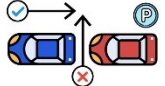




Figure 17 – Nighttime Safety Tips Educational Graphic

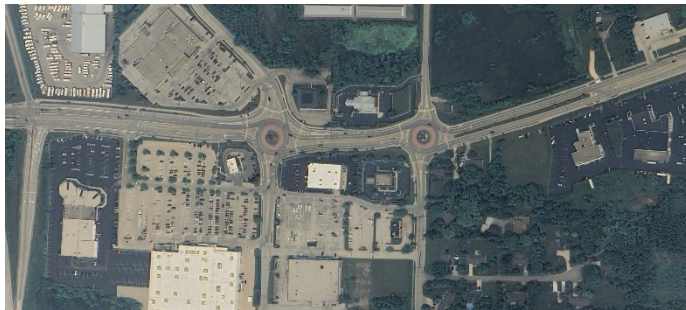
Speeding

To reduce speeding along collector and local roadways, the primary recommendation is the installation of raised pedestrian crossings at intersections. These treatments function similarly to speed humps or cushions but serve the dual purpose of slowing traffic and providing a designated, visible pedestrian crossing. The study conducted in Honolulu found that after installing raised crossings, the percentage of vehicles traveling more than 10 MPH over the speed limit at intersections dropped from 27% to 9%. Raised crossings and speed cushions are not ideal in all settings as shown by the study performed in Cincinnati raised crossing, and other raised speed control devices need to be carefully evaluated on location if they are placed on an arterial roadway. In these arterial roadway areas



Marked Chicane in New York City

and areas with longer roadway segments that lack closely spaced intersections, such as some portions of the High Injury Network (HIN) and areas flagged in public comments, raised crossings would be ineffective. In these cases, alternative traffic calming measures such as chicanes or road narrowing are recommended to reduce vehicle speeds and enhance safety. Chicanes are a series of alternating curves or lane shifts designed to slow down traffic by forcing drivers to navigate a winding path. Lane narrowing has been shown to decrease speeds and has other benefits such as allowing for shorter crossing distances and allowing more room for pedestrian accommodations. A study of comparable streets (see [Appendix M](#)) shows that installing a combination of chicanes and lane narrowing reduced



Roundabouts in Succession in Saukville, Wisconsin

the speed of the roadway by between 3 and 5 MPH and reduced the average crashes per year from 11 down to 6. Installing roundabouts is another option that will reduce speeds. Smaller diameter, “mini-roundabouts” can be installed at intersections on collector and local roads often replacing two-way stop or all-way stop control. Larger roundabouts at higher volume, high crash intersections such as E Mound Road and N Martin Luther King Jr Drive can help reduce speeds and severe crashes especially when placed in a series. This has been shown to achieve a 10 MPH speed reduction when multiple roundabouts were placed in a series (see

[Appendix M](#)). Additionally, roundabouts have been shown to lower the severity of crashes by reducing the number of conflict points at an intersection by 75% at a typical four-leg intersection.

Education campaigns should focus on younger drivers as they are a demographic that is the most likely to speed while still being impressionable. Heavier enforcement of speed limits has been shown to decrease speeding overtime. While continuous heavy police enforcement may be difficult to maintain, rotating enforcement to different locations for short periods can create the perception of consistent oversight, which can influence driver behavior. Automated speed enforcement, such as speed cameras, has also been shown to improve speed compliance in many cities. If this becomes legal in Macon County they should be considered. Even if not actively used to issue citations, the presence, or perceived presence, of a widespread camera network can contribute to reduced vehicle speeds.



Traffic Control

A significant share of crashes in the City occurs at intersections without traffic controls, such as signals, stop signs, or yield signs. Community input also highlighted several uncontrolled intersections that residents consider dangerous. Installing stop or yield signs at these locations can reduce driver confusion about right-of-way and encourage slower vehicle speeds. Stop signs, per the MUTCD, are generally recommended where average annual daily traffic (AADT) exceeds 6,000 vehicles per day, where sight distance is restricted, or where crash history warrants their use—specifically three or more correctable crashes within a 12-month period or five or more within a two-year period. In cases where a full stop is not necessary and adequate visibility is available; yield signs may be a more appropriate solution.

More than one-third of crashes studied occurred at signalized intersections, with angle crashes being the most common type. Public feedback identified several locations where adjusting signals could improve safety by allowing more protected movements. For example, at W. Eldorado Street and N. Martin Luther King Jr. Drive—an intersection with high traffic volumes—implementing flashing yellow arrows or protected green arrows could be effective, depending on the number of opposing lanes and turning traffic. Research shows that converting at least one standard three-head signal to a flashing yellow arrow can reduce left-turn crashes by about 36%, while installing a protected green arrow can reduce such crashes by nearly 14%¹⁰.

The STEP provides guidance on applying pedestrian crossing accommodations seen in Table 4. Most of the uncontrolled intersections will fall into the category of 2 lanes, ≤30 MPH, and Vehicle AADT <9,000. The guidelines state that high-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs should always be considered where there are high levels of pedestrian traffic are present.

Table 4 – Application of Pedestrian Crash Countermeasures by Roadway Feature

Roadway Configuration	Vehicle AADT <9,000									Vehicle AADT 9,000–15,000									Vehicle AADT >15,000								
	≤30 mph			35 mph			≥40 mph			≤30 mph			35 mph			≥40 mph			≤30 mph			35 mph			≥40 mph		
2 lanes (1 lane in each direction)	1 2	4 5 6	7 9	1 2	4 5 6	7 9	1 2	4 5 6	7 9	1 2	4 5 6	7 9	1 2	4 5 6	7 9	1 2	4 5 6	7 9	1 2	4 5 6	7 9	1 2	4 5 6	7 9	1 2	4 5 6	7 9
3 lanes with raised median (1 lane in each direction)	1 2 3	4 5	7 9	1 2 3	4 5	7 9	1 2 3	4 5	7 9	1 2 3	4 5	7 9	1 2 3	4 5	7 9	1 2 3	4 5	7 9	1 2 3	4 5	7 9	1 2 3	4 5	7 9	1 2 3	4 5	7 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	1 2 3	4 5 6	7 9	1 2 3	4 5 6	7 9	1 2 3	4 5 6	7 9	1 2 3	4 5 6	7 9	1 2 3	4 5 6	7 9	1 2 3	4 5 6	7 9	1 2 3	4 5 6	7 9	1 2 3	4 5 6	7 9	1 2 3	4 5 6	7 9
4+ lanes with raised median (2 or more lanes in each direction)	1 2 3	4 5	7 8 9	1 2 3	4 5	7 8 9	1 2 3	4 5	7 8 9	1 2 3	4 5	7 8 9	1 2 3	4 5	7 8 9	1 2 3	4 5	7 8 9	1 2 3	4 5	7 8 9	1 2 3	4 5	7 8 9	1 2 3	4 5	7 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	1 2 3	4 5 6	7 8 9	1 2 3	4 5 6	7 8 9	1 2 3	4 5 6	7 8 9	1 2 3	4 5 6	7 8 9	1 2 3	4 5 6	7 8 9	1 2 3	4 5 6	7 8 9	1 2 3	4 5 6	7 8 9	1 2 3	4 5 6	7 8 9	1 2 3	4 5 6	7 8 9

Given the set of conditions in a cell,

- Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- Raised crosswalk
- Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- In-Street Pedestrian Crossing sign
- Curb extension
- Pedestrian refuge island
- Rectangular Rapid-Flashing Beacon (RRFB)**
- Road Diet
- Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, Using Table 1 and Table 2 to Select Countermeasures, for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegher, C.V., J.R. Stewart, H.H. Huang, P.A. Logerwey, J. Fegans, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations. Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100. Washington, D.C.: FHWA. Manual on Uniform Traffic Control Devices, 2009 Edition (revised 2012). Chapter 4F. Pedestrian Hybrid Beacons. FHWA, Washington, D.C.: FHWA. Crash Modification Factors (CMF) Clearinghouse. <http://www.cmfclearinghouse.org/>. FHWA. Pedestrian Safety Guide and Countermeasure Selection System (PESSS). <http://www.pedestriansafety.org/PESSS/>. Zegher, C., R. Srinivasan, B. Lyon, D. Carter, S. Smith, C. Sundstrom, W.J. Threlk, J. Zegher, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Threlk, and Zegher. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

¹⁰Srinivasan, R.; Lyon, C.; Persaud, B.; Baek, J.; Gross, F.; Smith, S.; Sundstrom, C. A. "Crash Modification Factors for Changing Left Turn Phasing." Presented at the Transportation Research Board 91st Annual Meeting, Paper No. 12-2521, January 22-26, 2012, Washington, DC. & Crash Modification Clearing House Study Details - https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stud=290



Roadway Conditions

Overall, crashes due to roadway defects were a small portion of the crashes studied. Some areas identified still had a consistent pattern of crashes due to the roadway conditions. The public identified worn surfaces and potholes at multiple locations and the project team confirmed this with crash statistics. Worn surfaces can be especially dangerous on curves and wet roadways. A study performed by the Florida Department of Transportation¹¹ showed that high friction surfaces reduced the crash rate on tight curves by 32% and the wet-weather crash rate by 75% on average. These areas can be improved via regular maintenance and a program dedicated to filling the potholes in, especially in late winter and early spring when the freeze thaw cycles increase the number of potholes.



High Friction Surface Treatment in Florida

Creating a website like the Social Pinpoint map would enable the public to continuously report roadway defects, facilitating timely planning and maintenance. Small roadway issues can be difficult for the City to identify on its own, but public input can help quickly pinpoint these problems. Prompt maintenance based on community reports can prevent future crashes caused by roadway defects.

Safety Guidelines

The United States Department of Transportation provides traffic calming and safety guidelines and case studies that the project team used to develop the following guidelines. Several cities' guidelines were studied and compared to develop the criteria below. Some of these cities include Wauwatosa, Wisconsin¹², Sunnyvale, California¹³, New York City, New York¹⁴, Seattle, Washington¹⁵, and Portland, Maine¹⁶. The thresholds were adjusted to account for differences in population and overall crashes.

¹¹ *High Friction Surface Treatment Guidelines Project Selection, Materials, and Construction*. Florida Department of Transportation. (n.d.). <https://www.fdot.gov/docs/default-source/materials/pavement/performance/ndt/documents/hfstguidelines.pdf>

¹² *City of Wauwatosa, Neighborhood Traffic Calming Program*. Wauwatosa Department of Public Works. (2025). <https://www.wauwatosa.net/home/showpublisheddocument/6208/638870648133370000>

¹³ City of Sunnyvale, Department of Public Works, Division of Transportation and Traffic, & Fehr and Peers Transportation Consultants. (2012). Neighborhood traffic calming. In *City of Sunnyvale* [Report]. <https://popcenter.asu.edu/sites/g/files/litvpz3631/files/learning/speeding/NeighborhoodTrafficCalming.pdf>

¹⁴ *NYC DOT - Motorists & Parking - Neighborhood slow zones*. (2015). <https://www.nyc.gov/html/dot/html/motorist/slowzones.shtml>

¹⁵ Brian Dougherty. (2015). *SEATTLE SAFE ROUTES TO SCHOOL ENGINEERING TOOLKIT*. <https://www.seattle.gov/documents/Departments/SDOT/NTD/seattlesaferoutestoschoolengineeringtoolkit.pdf>

¹⁶ Portland Bureau of Fire, Rescue and Emergency Service and Bureau of Traffic Management Portland Department of Transportation. (January 1996). "The Influence of Traffic Calming Devices on Fire Vehicle Travel Times." Portland, Oregon. <https://nacto.org/wp-content/uploads/City-of-Portland-1996.pdf>



In the future there will be continued public identification of traffic safety issues. Guidelines must be put in place to adequately identify where responses are needed.

The continued use of the social pinpoint map, the implementation of a safety request form will allow the public to request improvements. Once an area is selected for improvements, the city may request a petition from a representative number of residents in the area to verify that there is a widespread concern. After the petition is received and accepted, data collection will begin. Data related to the concern should be collected, such as speed data for speed concerns or angle crash data for traffic signal concerns. Thresholds will be assigned to concerns as seen in [Table 5](#) and if the data collected exceeds the thresholds, then possible solutions will be suggested. Solutions that do not involve the use of physical controls or impediments on the roadway will be considered first. These include traffic enforcement by the police department, the addition or renovation/addition of the traffic signing and pavement markings in the area, and/or temporary demonstrations of future modifications. For example, using bollards or hay bales to create curb extensions could provide data showing that permanent modifications will be successful. If one or more of these solutions are implemented the City will evaluate the intersection after three to six months to see if the safety measure was successful. If the results of the data are under the threshold, then the traffic calming or safety process will end at this point. If the location continues to exceed the thresholds, then additional traffic calming and/or safety methods that involve physical controls and impediments will be analyzed.

Examples of these include:

- Speed Humps
- Raised Crossings
- Roundabouts
- Curb Extensions, lane narrowing, or chicanes
- Median Islands
- Mid-Block Raised Medians
- One Way Streets



These traffic calming measures should adhere to the following criteria to be considered for installation.

1. Installation must not result in traffic diversion to other neighboring streets
2. A public involvement activity should be held to survey support with at least 10 impacted residents participating and a majority being in favor of the traffic calming measure
3. Devices shall be installed only where a minimum safe stopping distance can be provided
4. Emergency response departments must approve the plan to ensure that emergency response time or access is not negatively affected.

Table 5 – Traffic Calming & Safety Improvement Thresholds

Concern	Threshold
Speeding	15% of vehicles are travelling 15 MPH over the speed limit or 30% of vehicles are travelling 10 MPH over the speed limit
Pedestrian Safety	Is the location within 0.5 miles of a school, are there more than 5 pedestrians performing unsafe actions (Crossing where there is no crossing, entering the roadway, etc.) within the span of an hour, has there been a severe pedestrian crash, or has there been more than 1 pedestrian crash in a one-year period
Intersection Safety/Traffic Signals	Has there been more than 1 severe crash related to intersection geometry or intersection controls, intersection crash rate can be considered but no hard threshold can be recommended due to a high amount of variability between locations. *
Ignoring Traffic Controls	More than 1 vehicle ignoring stop/yield signs in a 1-hour period or more than 5 vehicles ignoring stop/yield signs in a 24-hour period
Roadway Conditions	Record of damage to more than 1 vehicle due to the condition of the roadway within a 1-month period, more than 1 severe crash due to the roadway conditions in a 1-year period, or 15% of vehicles travelling performed an unsafe maneuver due to roadway conditions

*Illinois does not currently document what the statewide average intersection crash rate is. Currently the City is using a threshold of 1.5 crashes per million entering vehicles. The project team was able to find some states such as Wisconsin, Massachusetts, and New York that do track this but the data is outdated and highly variable by intersection control, roadway type, state, and even location within the state. Therefore, it is not a recommended primary way to identify problem areas.



All applications meeting minimum data thresholds will be ranked based on several factors. The following is an outline of the factors and points considered in the priority ranking process.

- *85th Percentile Speed* – 3 points for every 1 mph over the posted speed limit + 5 MPH
- *Excessive Speeding* – 3 points for every 1% equal to or over 10% excessive speeding
- *Crashes*
 - 25 points for each fatal crash (“K - type”), serious injury crash (“A - type”), and pedestrian/bicycle/scooter crash (regardless of severity)
 - 5 points for each minor injury (“B - type”) and possible injury (“C - type”) motor vehicle crash.
 - 2 points for each property damage - only (“O - type”) motor vehicle crash.
- *Estimated Daily Traffic Volume* – 1 point for every 100 vehicles per day (rounded to nearest 100)
- *Decatur Area Bicycle Map* – 3 points if highlighted on the bicycle map as a more comfortable bike route, 4 points if a medium comfort level route, and 5 points if a less comfortable route
- *Continuous Pedestrian Accommodation* – 5 points if no continuous pedestrian accommodation (e.g., a sidewalk or multi-use path).
- *Within 500 feet of School and/or Active Park* – 5 points, as measured along the street from project terminus to nearest school or park property line
- *Time on Priority Ranking List* – 5 points for any application on the priority ranking list for more than two previous calendar years.
- *Engineering Discretion*- Engineering may award up to 10 points to an application at its discretion. An example of why such discretion may be used includes realizing cost savings if the given application is combined with another nearby traffic calming project, sidewalk repair project, pavement repair project, etc.



Cost of Treatments

Table 6 shows a cost range for the proposed measures as they appear in the report. Costs are based on past projects completed by the project team, the design treatment estimating guidelines from New Jersey Safe Routes¹⁷, and the Pedestrian Safety Guide and Countermeasure Selection System published by the Federal Highway Administration. The estimating guidelines were last updated in May 2022. Therefore, there may be some differences in cost. In addition, many factors go into the cost of construction projects, and it is not practical to give an exact price without fully designing the reconstruction. Factors, such as drainage issues, utility relocations, and right-of-way acquisition, can drastically change the pricing of projects. The following prices are for reference only and are best used to compare the countermeasures to each other and for high level budgeting purposes.

Table 6 – Cost Ranges for Countermeasures

Type of Countermeasure	Typical Size/Pricing Unit	Installed Cost Low Range	Installed Cost High Range
Raised Pedestrian Crossings	Each	\$10,000	\$30,000
Speed Cushion	Each	\$8,000	\$10,000
Pedestrian Refuge Island	6' Wide and 10' Long	\$4,000	\$7,000
High Visibility Crosswalk	Linear Feet	\$4	\$8
Regulatory Warning Signs	Each	\$200	\$600
Flashing Beacon/Enhanced Warning Sign	Each	\$13,000	\$18,000
Pedestrian Scale Lighting (12' Tall, Installed Every 50')	Each	\$5,000	\$8,000
Pedestrian Crossing In-Roadway Illumination System	Each	\$50,000	\$80,000
Rectangular Rapid Flashing Beacon	Each	\$10,000	\$15,000
Addition of Pedestrian Signal Heads and Push Buttons to an Existing Traffic Signal System	1 Intersection, 8 Signal Heads and 8 Push Buttons	\$30,000	\$50,000
Neckdowns (No Drainage Modifications)	Each	\$8,000	\$12,000
Curb Extension (Simple – No Drainage Modifications)	6' Wide, 20' Long	\$6,000	\$10,000
Curb Extension (Complex – Drainage Modifications Required)	6' Wide, 20' Long	\$20,000	\$30,000
Concrete Sidewalk	Linear Feet	\$75	\$200
Asphaltic Shared Use Path	Linear Feet	\$150	\$400
Chicane	Each	\$30,000	\$45,000
Marked Shoulder Road Narrowing	Linear Feet	\$0.20	\$1
Complete Pavement Marking Redesign for Road Narrowing (Lane Number Change, Addition of Parking, etc.)	Linear Feet	\$1	\$8
Complex Road Narrowing (Medians, Sidewalk Widening, Landscaping, etc.)	Linear Feet	\$10	\$20
Mini Roundabout	Each	\$40,000	\$60,000
Installation of Traffic Control Sign (Stop or Yield Sign)	Each	\$500	\$700
New Traffic Signal System with Countdown Pedestrian Signal Heads	Each	\$300,000	\$500,000
Replacing Signal Head	Each	\$1,000	\$2,500
High Friction Surface Treatment	Square Yards	\$30	\$120

¹⁷ NJDOT Transportation Alternatives Program 2022 Cost Estimate Guidelines and Recommendations for Pedestrian, Bicycle and Traffic Calming Projects. Safe Routes New Jersey. May 2022. <https://www.saferoutesnj.org/wp-content/uploads/2022/05/Design-Treatment-Estimating-Guidelines.pdf>



RAISED PEDESTRIAN CROSSINGS

Overall rate of vehicles traveling **10+ MPH OVER THE SPEED LIMIT** through intersections dropped from

27% → 9%

Local and collector roadways, only for school zones on arterials

The overall rate of crossing yield compliance **INCREASED** from

56% → 89%

PEDESTRIAN SAFETY IMPROVEMENTS



SIDEWALK ADDITIONS



RECTANGULAR RAPID FLASHING BEACONS



BICYCLE LANES



PEDESTRIAN COUNTDOWN TIMERS

SPEEDING

Chicanes and lane narrowing reduced the speed of the roadway between 3 and 5 MPH and **REDUCED THE AVERAGE CRASHES PER YEAR FROM 11 DOWN TO 6.**

Multiple roundabouts in a series have been shown to achieve a **10 MPH SPEED REDUCTION.**



TRAFFIC CONTROL

Changing the signal heads from the standard 3 head to have a protected green arrow was shown to **REDUCE LEFT TURN CRASHES BY ALMOST 14%.** Changing at least one standard 3 head signal to have a flashing yellow arrow was shown to **REDUCE LEFT TURN CRASHES BY AROUND 36%.**

WAYS TO GET INVOLVED



SPEED ENFORCEMENT



RIDESHARE PROGRAM FOR INTOXICATED INDIVIDUALS



EDUCATION CAMPAIGNS

HIGH FRICTION SURFACES & GENERAL MAINTENANCE



HIGH FRICTION SURFACES REDUCED THE CRASH RATE ON TIGHT CURVES BY 32%



HIGH FRICTION SURFACES REDUCED THE WET-WEATHER CRASH RATE BY 75% ON AVERAGE.

Specific Recommendations



The following specific recommendations will focus primarily on high-ranking roadways that are a part of the high injury network.

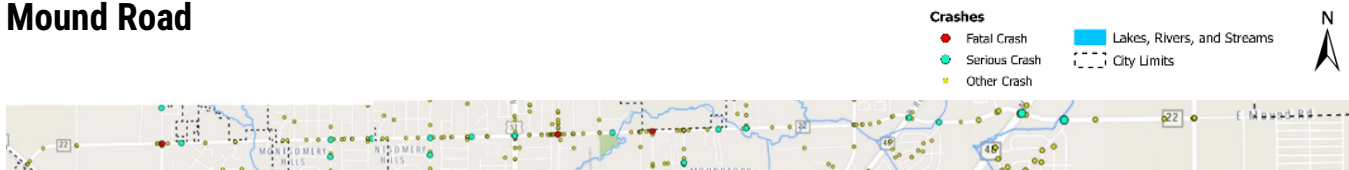
There are several sites that ranked lower on the priority list that still will require attention, and one example will be provided in this section.

It is not the intent of this plan to dictate the future design of any roadway, but to identify opportunities to initiate safety project planning and implantation at several key sites around the City of Decatur. The focus of this section is on physical improvement opportunities, each of these identified sites will benefit from education campaigns and other initiatives listed in the sections above. This section will provide several recommendations for the identified sites; all, some, or none of the recommendations may need to be implemented. The guidelines stated in previous sections should be adhered to before jumping to the following recommendations. Solutions that do not involve physical roadway changes or impediments should always be considered and implemented before jumping to a large-scale physical reconfiguration.

The identification of these strategies is intended to be a starting point for traffic and roadway safety. Further coordination with the community, stakeholder engagement, and engineering analysis would be incorporated into the development of any project before it is implemented. Furthermore, the safety opportunities identified in this plan are not meant to supersede or conflict with existing plans, where they exist.



Mound Road



ROADWAY OVERVIEW

Length: 5 Miles

Functional Class: Minor Arterial

Jurisdiction: Municipal

Median Presence: Partial

Number of Lanes: 4

Posted Speed: 30 MPH to 40 MPH

Traffic Volume (AADT): 4,000-14,000



ROADWAY CONTEXT

Sidewalk Presence: Mixed use

Bicycle Facilities: No

Public Comments: Yes

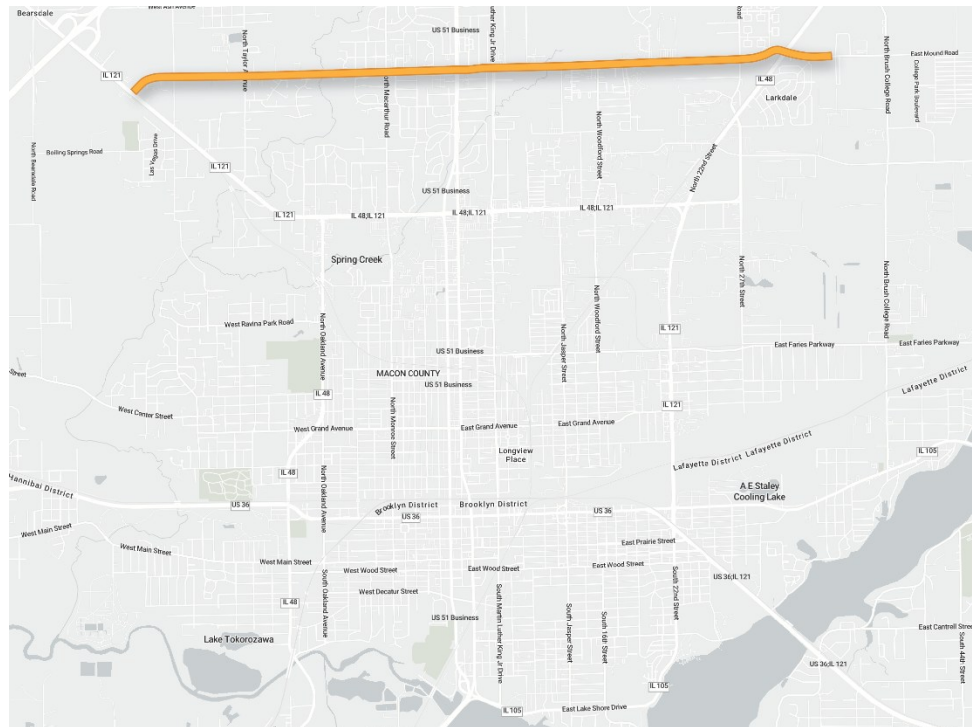
Public Transport Route: Yes

Underserved Community: No

Total Crashes: 258

Severe Crashes: 13

Rank: 4



Improvement Intersections

1. N MacArthur Road & West Mound Road

The public identified speeding, traffic control, and pedestrian safety as the main concerns for this roadway. The following six intersections were identified as possible areas of improvement:

- W Mound Road & N Taylor Avenue
- W Mound Road & N MacArthur Road
- W Mound Road & Greenridge Drive
- Mound Road & N Water Street
- E Mound Road & N Martin Luther King Jr Drive
- E Mound Road & North 22nd Street



Speeding



Mound Road is a very straight minor arterial roadway that has long stretches without controlled intersections that allow for cars to reach high speeds. The posted speed limit is 40 MPH east of North Martin Luther King Jr Drive and west of North MacArthur Road, and 30 MPH between these two streets.

There are reduced school speed zones from North MacArthur Road to Greenridge Drive and another at certain times around North Martin Luther King Jr Drive. To help reduce speeds on this roadway, pedestrian crossings could be installed at Greenridge Drive due to its proximity to a school. Portions of the roadway near the heavily travelled intersections have multiple lanes that could be restriped along with the addition of flexible delineators to narrow the lanes and/or implement chicanes without having to redesign the roadway. Short term solutions that can be explored before more extensive modifications are made include heavier police enforcement, reducing the posted speed limit, and/or the lane narrowing and chicanes that were recommended above. In the future, North MacArthur Road and N Martin Luther King Jr Drive are Intersections that could be reconstructed into roundabouts to help reduce the speeds in this area of the roadway. The intersection of North Water Street and Mound Road can also be evaluated for the implementation of a roundabout. This intersection may have too much traffic for a roundabout, however if it is evaluated and will work the implementation of a roundabout at this intersection would create three roundabouts in a series when combined with North MacArthur Road and North Martin Luther King Jr Drive to heavily reduce the speeds on Mound Road. East of North Martin Luther King Jr Drive which is a long free flowing section of roadway that allows drivers to attain a high speed. Speed cameras or police enforcement in this section would help to reduce speeding in this section of the roadway.

Traffic Control



The intersection of N MacArthur Road and West Mound Road currently only has protected phases for the northbound movements. The public has identified this intersection as unsafe and there has been a severe angle crash in this intersection. It is recommended that the signals be redesigned to allow for flashing yellow or protected phasing for each leg of the intersection while it is being evaluated for conversion to a roundabout to help to reduce the number of crashes. The intersection of East Mound Road and North 22nd Street has been identified by the public and had a severe crash within the intersection. Currently the intersection only has permissive movements even though there are left turn lanes on each leg. It is recommended that either flashing yellow arrows or protected phasing be added to this intersection. The intersection of North Taylor Avenue and West Mound Road was identified by the public as unsafe and had three severe crashes with one of them being fatal. This intersection should be evaluated for the addition of traffic signals to reduce the crash rate at this intersection. If the intersection does not meet the requirements for traffic signals or as a short-term solution before signals are installed, converting the intersection into an all-way stop intersection would help to reduce the crashes at this intersection.



Pedestrian Safety



The area around the intersection of North Taylor Avenue and West Mound Road has no sidewalk and the rest of Mound Road has breaks in the sidewalk that forces pedestrians walking around this residential area onto the roadway. This intersection also does not contain any marked crosswalks. It is recommended to fill the gaps of the sidewalk around this area and add marked pedestrian crossings, signage, and rapid reflective flashing beacons (RRFB) to allow for safer pedestrian crossings at key intersections. The intersection of East Mound Road and North Martin Luther King Jr Drive has pedestrian crossing signals but does not have marked crosswalks. It is recommended to add marked crosswalks at this intersection. On the south side of West Mound Road also has no sidewalks west of North MacArthur Road, creating an area of concern. The addition of sidewalks for this area is recommended to increase pedestrian safety. The north side of Mound Road has no sidewalk. There are a considerable number of business and residences north of Mound Road that could utilize a sidewalk on the north side of Mound Road. Strava data shows that there is a moderate amount of bicycle activity west of N MacArthur Road and little activity to the east, but there are heavily used paths and roadways around Mound Road. There are currently no bicycle accommodations along Mound Road. It is recommended that a sidewalk or mixed-use trail be constructed to the west of N MacArthur Road to increase pedestrian and bicyclist safety, while a sidewalk addition may be sufficient east of N MacArthur Road.



Eldorado Street

Crashes

- Fatal Crash
- Serious Crash
- Other Crash
- Lakes, Rivers, and Streams
- City Limits



ROADWAY OVERVIEW

Length: 3.75 Miles

Functional Class: Principle Arterial

Jurisdiction: State

Median Presence: No

Number of Lanes: 4

Posted Speed: 35 MPH

Traffic Volume (AADT): 9,000 – 16,000



ROADWAY CONTEXT

Sidewalk Presence: Yes

Bicycle Facilities: No

Public Comments: Yes

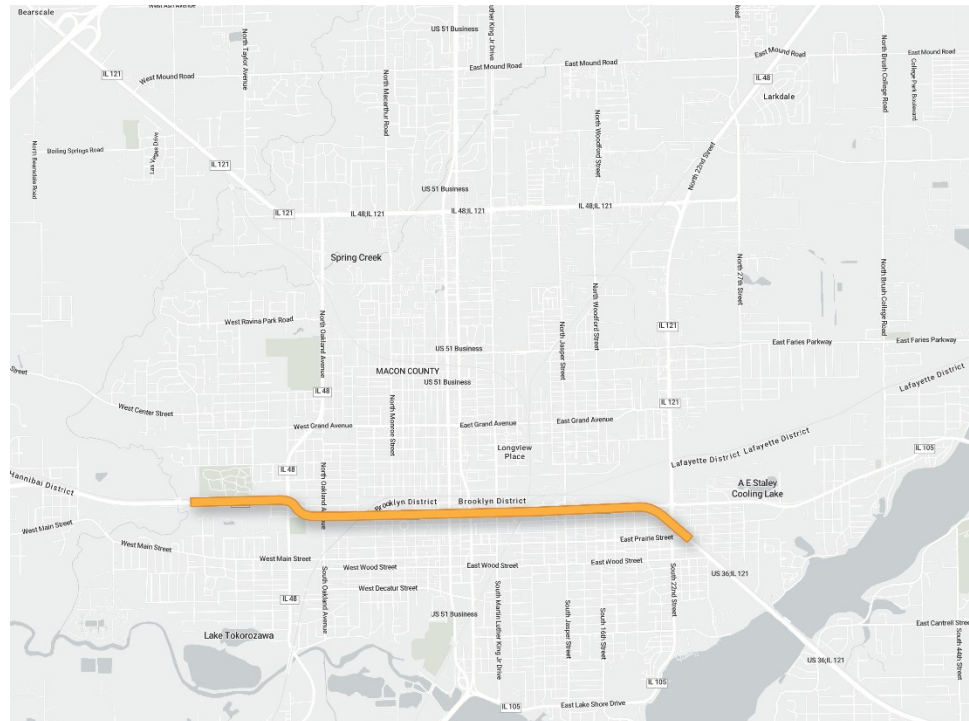
Public Transport Route: Yes

Underserved Community: Yes

Total Crashes: 320

Severe Crashes: 29

Rank: 1



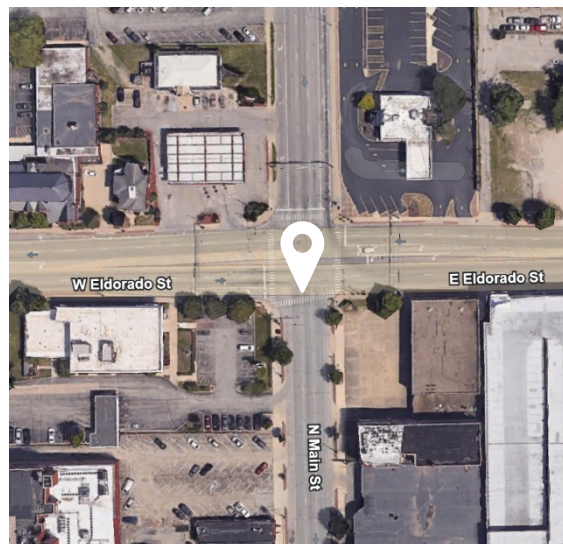
HIGH PRIORITY INTERSECTIONS

1. W Eldorado Street & N Main Street
2. E Eldorado Street & N Martin Luther King Jr Drive
3. W Eldorado Street & N Pine Street
4. W Eldorado Street & N Oakland Avenue
5. E Eldorado Street & N 20th Street
6. E Eldorado Street & N Illinois Street
7. E Eldorado Street & N Jasper Street
8. E Eldorado Street & N Franklin Street

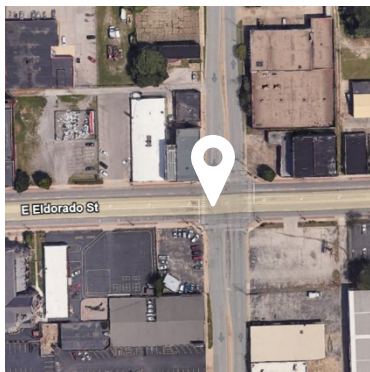


W Eldorado Street & N Main Street

The intersection of Eldorado Street and N Main Street was ranked fourth out of all intersections and had 3 severe crashes in the studied period and was identified by the public as an area for improvement. All the severe crashes were angle crashes where the at fault driver disregarded the traffic signals. The public noted that the left-turn lanes consistently had a large queue of cars that would spill into the through lanes. The intersection currently has protected turn phasing which may be the reason for the large queue. Redesigning the signal timing for this intersection by adding additional time to the left turn phase and increasing the all red clearance interval will help to decrease the crash rate at this intersection. Additionally, increasing the turn bay length would prevent the left turn queue from blocking the through lane.



E Eldorado Street & N Martin Luther King Jr Drive



The intersection of E Eldorado Street and N Martin Luther King Jr Drive was the fifth highest ranked intersection, but did not have any severe crashes in the studied period. The public identified visibility issues when waiting to perform a left turn from N Martin Luther King Jr Drive to E Eldorado Street. If there are vehicles attempting to make a left turn in the opposing left turn lane it is very difficult to see oncoming through traffic. This visibility issue makes it difficult to perform a safe turning maneuver onto W Eldorado Street. Comparing the intersection to previous intersections designed by the project team, the AADT on N Martin Luther King Jr Drive was less than other roadways that only contained one through lane. The intersection could be redesigned from two

through lanes to only one through lane in each direction. With the added space within the roadway the left turn lane can shift to give better sight distance to improve visibility and create a positive left turn lane offset to improve visibility. A short term solution would be to close one lane at the intersection and monitor the intersection for a reduction in near-miss crashes to see if having less opposing lanes improves the safety of the left turn movement. Due to the roadways state of deterioration it is recommended that the roadway be redesigned, but if the roadway is not to be redesigned a short term solution could be to implement a protected left turn phase if turn lane geometry isn't modified.



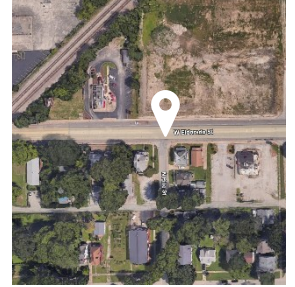


W Eldorado Street & N Pine Street

The intersection of W Eldorado Street and N Pine Street was the 11th highest ranked intersection, and contained 2 severe crashes. Both of these crashes involved intoxicated drivers.



This intersection is inside of the recent W Eldorado Street repavement completed in May of 2025. At this intersection W Eldorado Street is a 4-lane roadway with a two-way left turn lane. When looking west from N Pine Street there are trees that obstruct the view of vehicles travelling eastbound. It is recommended to remove the trees or perform regular landscaping to maintain visibility at this intersection.

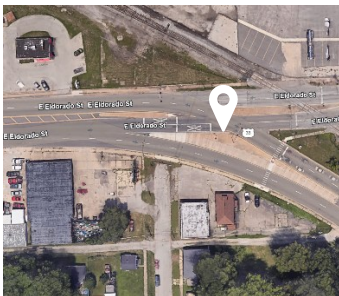
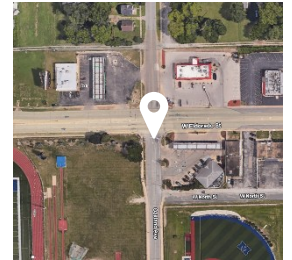


W Eldorado Street & N Oakland Avenue

The intersection of W Eldorado Street and N Oakland Avenue is the 22nd highest ranked intersection, and had 2 severe crashes in the studied period. Both of the severe crashes were angle crashes that happened while making a turning movement. Currently there is only one



approach that has a protected turn phases. Adding flashing yellow arrows or a protected movement to each phase will reduce the amount of angle crashes that occur while vehicles are making a left turn.



E Eldorado Street & 20th Street

The intersection of E Eldorado Street and N 20th Street was the 22nd highest ranked intersection, and had 3 severe crashes in the studied time period. This is a complex intersection that has many fixed objects and a railroad and a sweeping right turn lane that allows for motorists to travel at higher speeds. Two of the three



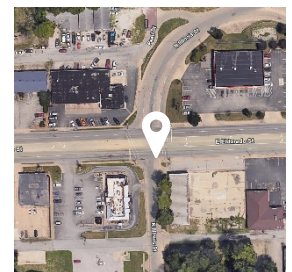
severe crashes were due to fixed objects. This intersection has several median islands and adding additional advanced warning signs, along with changing the sweeping right turn to slow the movement could help to improve safety at this intersection.

E Eldorado Street & N Illinois Street



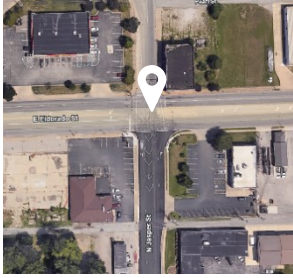
The intersection of E Eldorado Street and N Illinois Street is the 22nd ranked intersection, and had 2 severe crashes in the studied period. Both of the severe crashes were angle crashes that happened in non-daylight conditions. There is only one luminaire in this intersection currently. Increasing the nighttime visibility by adding more luminaires or making the current luminaire brighter would help to decrease the

nighttime crashes at this intersection.





E Eldorado Street & N Jasper Street



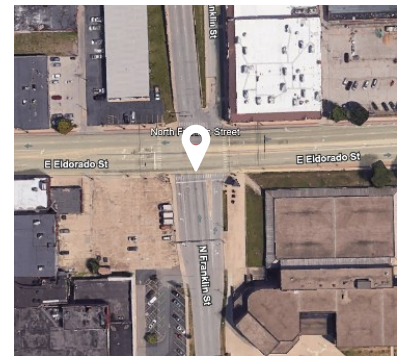
The intersection of E Eldorado Street and N Jasper Street is the 22nd ranked intersection, and had 2 severe crashes in the studied time period. One of the severe crash was due to alcohol and the other was an angle crash due to ignoring the traffic signals. This intersection is well lit and has protected signal phasing for the only left turn with a cross phase. Retroreflective backplates to increase signal visibility will be able to help some, and an educational campaign revolving around intoxicated driving would help to increase the safety at this intersection.



E Eldorado Street & N Franklin Street



The intersection of E Eldorado Street and N Franklin Street was the 37th ranked intersection and had 5 severe crashes with one being fatal. The fatal crash was an angle crash in wet conditions where the at-fault driver disregarded the traffic signal. The other severe crashes also involved disregarding signals and failing to yield the right of way. The implementation of high visibility pavement markings and increasing the all red signal clearance interval will help to reduce the crash rate at this intersection.





S 16th Street

Crashes

- Fatal Crash
- Serious Crash
- Other Crash

- Lakes, Rivers, and Streams
- City Limits



ROADWAY OVERVIEW

Length: 1 Mile

Functional Class: Major Collector

Jurisdiction: Municipal

Median Presence: No

Number of Lanes: 2

Posted Speed: 30 MPH

Traffic Volume (AADT): 2,000 – 3,500



ROADWAY CONTEXT

Sidewalk Presence: Partial

Bicycle Facilities: No

Public Comments: Yes

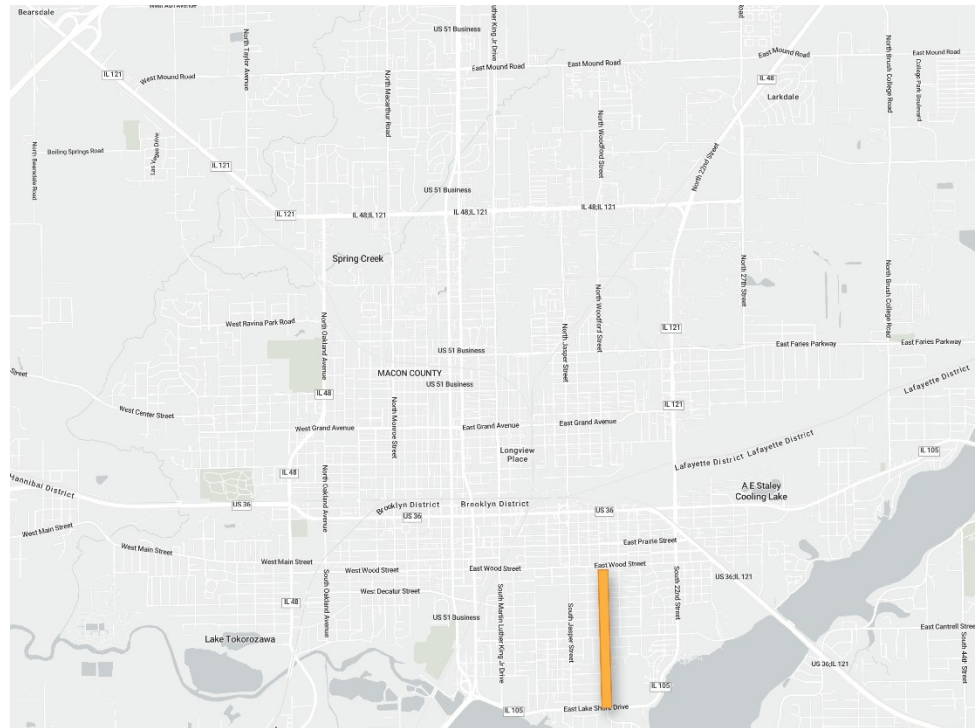
Public Transport Route: Yes

Underserved Community: Yes

Total Crashes: 20

Severe Crashes: 3

Rank: 1



HIGH PRIORITY INTERSECTIONS

1. S 16th Street & E Wood Street
2. S 16th Street & E Lake Shore Drive



Eisenhower High School has its main access points on S 16th Street. The public identified several pedestrian safety issues throughout the roadway and intersections that are in need of improvement. Two intersections were identified by the public as in need of improvement and one of the intersections had multiple severe crashes. The intersections that were identified for improvements are:

- S 16th Street & E Wood Street
- S 16th Street & E Lake Shore Drive
- S 16th Street & E Buena Vista Avenue
- S 16th Street & E Riverside Avenue
- S 16th Street & E WillaRoad Avenue
- S 16th Street & E Vandehoof Street
- S 16th Street & E Dickson Avenue
- S 16th Street & E Cleveland Avenue
- S 16th Street & E Lincoln Avenue

Pedestrian Safety



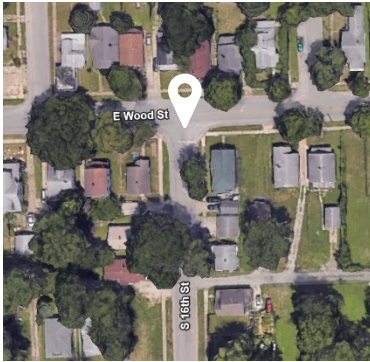
The west side of S 16th Street does not currently have any marked crosswalks and the public identified that it is difficult for high school students to cross S 16th Street from the residential area west of the High School. The lack of sidewalk forces students onto the roadway creating unsafe conditions. There are very few pedestrian crossings close to the school which can lead to students crossing at unmarked areas where vehicles are not expecting pedestrians to be present. Nearly every intersection on the roadway has either public transportation pickup or school bus pickup areas. The public noted that there are elementary school bus stops in unsafe areas on the roadway. Improving pedestrian safety is the highest priority for this roadway. Strava data shows that this area is also heavily travelled by bicyclists. Since there is such a heavy pedestrian and cyclist presence, the addition of a mixed-use trail is likely warranted.

The recommended countermeasures for this roadway are the addition of a sidewalk on the west side of S 16th Street and the construction of raised pedestrian crossings at the following intersections:

- S 16th Street & E Buena Vista Avenue
- S 16th Street & E Riverside Avenue
- S 16th Street & E WillaRoad Avenue
- S 16th Street & E Vandehoof Street
- S 16th Street & E Dickson Avenue
- S 16th Street & E Cleveland Avenue
- S 16th Street & E Lincoln Avenue

These intersections are highly travelled by students and contain almost no safe crossings. S 16th Street has no speed control at any of the identified intersections. The addition of raised pedestrian crossings along with curb extensions at these intersections would help control the speeds of vehicles and shorten the crossing distance allowing for safer pedestrian crossings. In the short term, marked crosswalks, additional crossing guards, temporary curb extensions, and/or crossing signage can be implemented to increase safety. The addition of a sidewalk on the west side of the roadway would allow for safer travel to the High School and bus stop areas. Due to a high amount of bicyclist activity it is recommended that a bicycle lane be installed by removing parking and restriping the roadway or that a mixed-use trail be added around the school.

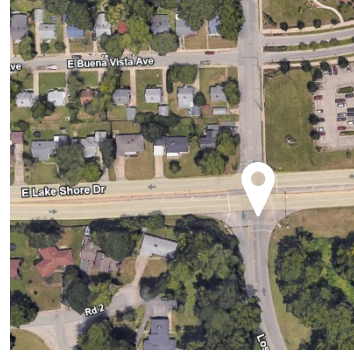
S 16th Street & E Wood Street



The intersection of S 16th Street and E Wood Street was identified by the public as an intersection that has visibility issues and a severe crash was identified in the studied time period. There are

several trees and other foliage that make it difficult for vehicles attempting to turn onto E Wood Street from S 16th Street to safely perform a turn. Regular maintenance of the landscaping would increase the intersections visibility, and the intersection could be evaluated to see if the addition of stop signs on E Wood Street would be warranted.

S 16th Street & E Lake Shore Drive



The intersection of S 16th Street and E Lake Shore Drive was identified by the public as unsafe for pedestrians. There are currently no marked crosswalks on the north and west leg of the

intersection. The pedestrian crossings that are present cross 5 lanes of traffic resulting in a very long crossing distance. The crossings currently have small medians in the middle of the roadway and are not large enough for pedestrians to use them as refuge for a two stage crossing. The narrowing of the roadway and widening of the pedestrian refuge as well as the addition of crossings at the north and west leg would increase the pedestrian safety of this intersection. A short term solution could be the implementation of temporary curb extensions that would allow for pedestrians to have a shorter crossing. Raised pedestrian crossings may be considered but E lake Shore Drive is a high volume arterial roadway that may make these crossings ineffective.



Grand Avenue

Crashes
 ● Fatal Crash
 ● Serious Crash
 ● Other Crash
 ■ Lakes, Rivers, and Streams
 --- City Limits



ROADWAY OVERVIEW

Length: 3.5 Miles

Functional Class: Minor Arterial

Jurisdiction: Municipal

Median Presence: Yes

Number of Lanes: 4

Posted Speed: 30 MPH

Traffic Volume (AADT): 5,000 – 8,000



ROADWAY CONTEXT

Sidewalk Presence: Yes

Bicycle Facilities: No

Public Comments: Yes

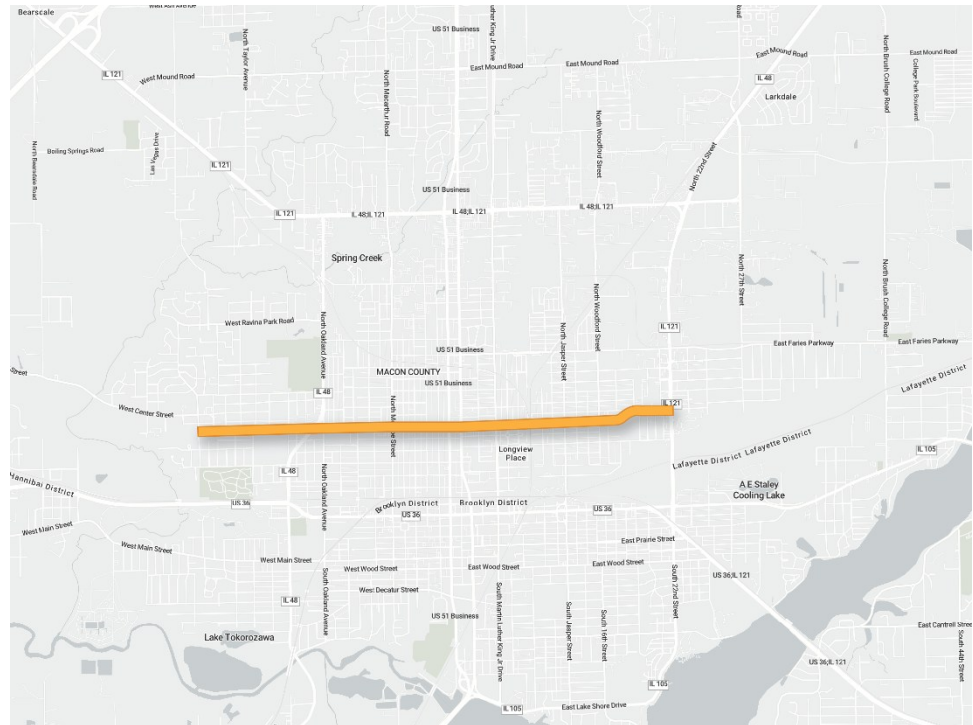
Public Transport Route: Yes

Underserved Community: Yes

Total Crashes: 156

Severe Crashes: 18

Rank: E Grand Avenue-1 W Grand Avenue-19



HIGH PRIORITY INTERSECTIONS

1. E Grand Avenue & S Calhoun Street
2. W Grand Avenue & N Gulick Avenue
3. E Grand Avenue & N Clinton Street
4. W Grand Avenue & N Fairview Avenue
5. E Grand Avenue & N WoodfoRoad Street



There were 18 severe crashes on Grand Avenue and 4 of those being fatal. Two of the fatal crashes were at the intersection of E Grand Avenue and N Woodford Street with both involving high speeds and ignoring the present stop signs. This intersection is recommended to transition from stop sign control to signalized control to mitigate these crashes. The public's main concerns were with pedestrian safety and speeding. The following intersections were identified for improvements:

- E Grand Avenue & S Calhoun Street
- W Grand Avenue & N Gulick Avenue
- E Grand Avenue & N Clinton Street
- W Grand Avenue & N Fairview Avenue
- W Grand Avenue & Home Park Avenue
- W Grand Avenue & N McClellan Avenue
- W Grand Avenue & N Taylor Avenue
- W Grand Avenue & N WoodfoRoad Street

Pedestrian Safety



At the west end of W Grand Avenue it was identified that the south side of the roadway has no sidewalk, and the intersection of W Grand Avenue and Home Park Avenue has no marked crosswalks. Marked crosswalks are the minimum recommended countermeasure, but signage and RRFBs are likely to be warranted at this intersection. The overall sidewalk for the stretch of Grand Avenue is currently in a state of disrepair, making walking difficult. It is crucial to have proper pedestrian accommodations because W Grand Avenue is a main entrance and crossing for students attending MacArthur High School. Regular maintenance of these highly travelled sidewalks is recommended, and if right of way allows it, a multi-use path for cyclists would increase pedestrian safety even more. Strava data shows there is not a heavy amount of bicyclist activity along W Grand Avenue, so the bicycle accommodations are not required but could create an environment that will increase the safety and frequency of people biking to the school. There are marked crosswalks or curb ramps at any intersection near the High School. The three crossing streets primarily used for pedestrian crossing to the High School are N Taylor Avenue, N McClellan Avenue, and N Fairview Avenue. The primary recommendation is to increase student safety by adding raised pedestrian crossings at these intersections. Although W Grand Avenue is an arterial roadway, it contains one of the main access points for students who live within walking distance to the High School, and raised crossings are warranted for these intersections. Signage and RRFBs should also be installed to supplement the raised crossings. The minimum countermeasure and a short term recommendation would be the addition of marked crosswalks for all intersections, with additional signage and RRFBs recommended where warranted.

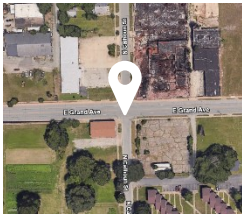
Speeding



Speeding was a more prevalent issue east of N Oakland Avenue, while speeding was not as prevalent west of N Oakland Avenue. Grand Avenue is a prime candidate for lane narrowing and chicane installation. It is a divided roadway, which would allow for the lanes to be narrowed and the medians widened or reconstructed to add chicanes. Both of these countermeasures would help to reduce the overall speed on Grand Avenue. A short term solution would be to decrease the posted speed limit, small temporary curb extensions, and/or temporarily marking chicanes.



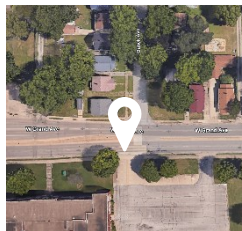
E Grand Avenue & S Calhoun Street



The intersection of E Grand Avenue and S Calhoun Street was one of the 11th-ranked intersection, with two severe crashes in the studied period, one being a pedestrian crash.

The intersection currently has no marked crosswalks, and it is recommended that marked crosswalks, signage, and RRFBs should be installed due to the severe crash and two bus transport stops near this intersection.

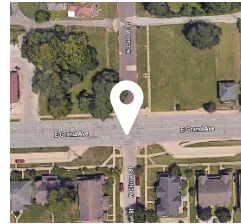
W Grand Avenue & N Gulick Avenue



W Grand Avenue and N Gulick Avenue was one of the 11th-ranked intersection, with two severe crashes during the studied period. Both of the severe crashes involved speeding. Narrowing the

roadway combined with the use of chicanes is recommended for the whole roadway, and these will help mitigate the speeding at this intersection.

E Grand Avenue & N Clinton Street



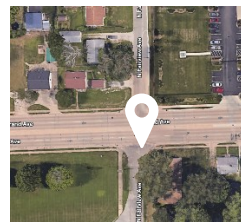
The intersection of E Grand Avenue and N Clinton Street was tied for the 11th-ranked intersection, with two severe crashes, one fatal. The fatal crash was a head-on collision in which one vehicle crossed

over to the opposing side of the road. This occurred on the east approach of the intersection at night.

There is a hill here and little lighting in the area, which could have contributed the crash. It is recommended that additional lighting be installed in this area.



W Grand Avenue & N Fairview Avenue



The intersection of W Grand Avenue and N Fairview Avenue was the 22nd ranked intersection, with two severe crashes in the studied time period. Both of these crashes were angle crashes involving

turning movements. This intersection currently only has protective movements for east-and west-bound traffic. It is recommended to add a flashing left turn arrow for the other approaches and evaluate whether protected turning movements are warranted.



S Franklin Street Road



ROADWAY OVERVIEW

Length: 1.5 Miles

Functional Class: Minor Arterial

Jurisdiction: Municipal

Median Presence: Yes

Number of Lanes: 4

Posted Speed: 30 MPH

Traffic Volume (AADT): 5,800 – 8,100



ROADWAY CONTEXT

Sidewalk Presence: Yes

Bicycle Facilities: No

Public Comments: Yes

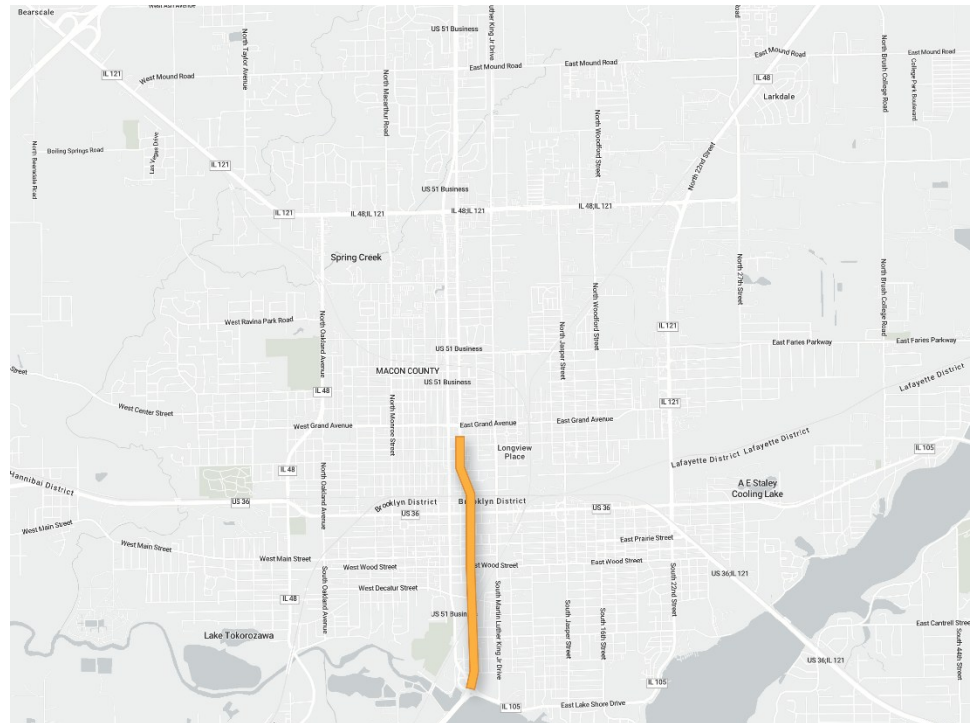
Public Transport Route: Yes

Underserved Community: No

Total Crashes: 29

Severe Crashes: 2

Rank: 4



HIGH PRIORITY INTERSECTIONS

1. S Franklin Street Road & 1st S Shores Avenue

The public identified that this roadway's conditions needed improvement. The northern part of this roadway near S Main Street was recently repaved but the public identified that the rest of the roadway also needs repair especially near South Shores Elementary School. The intersection of S Franklin Street Road and 1st S Shores Avenue was identified as having poor visibility when attempting to turn onto S Franklin Street Road from the west. Trees and other foliage make it difficult to see cars approaching from the South. Regular landscaping of this area will improve visibility at this intersection.



N Water Street



ROADWAY OVERVIEW

Length: 2.25 Miles

Functional Class: Principle Arterial

Jurisdiction: State

Median Presence: No

Number of Lanes: 4

Posted Speed: 35 MPH

Traffic Volume (AADT): 9,000 – 19,000



ROADWAY CONTEXT

Sidewalk Presence: Yes

Bicycle Facilities: No

Public Comments: No

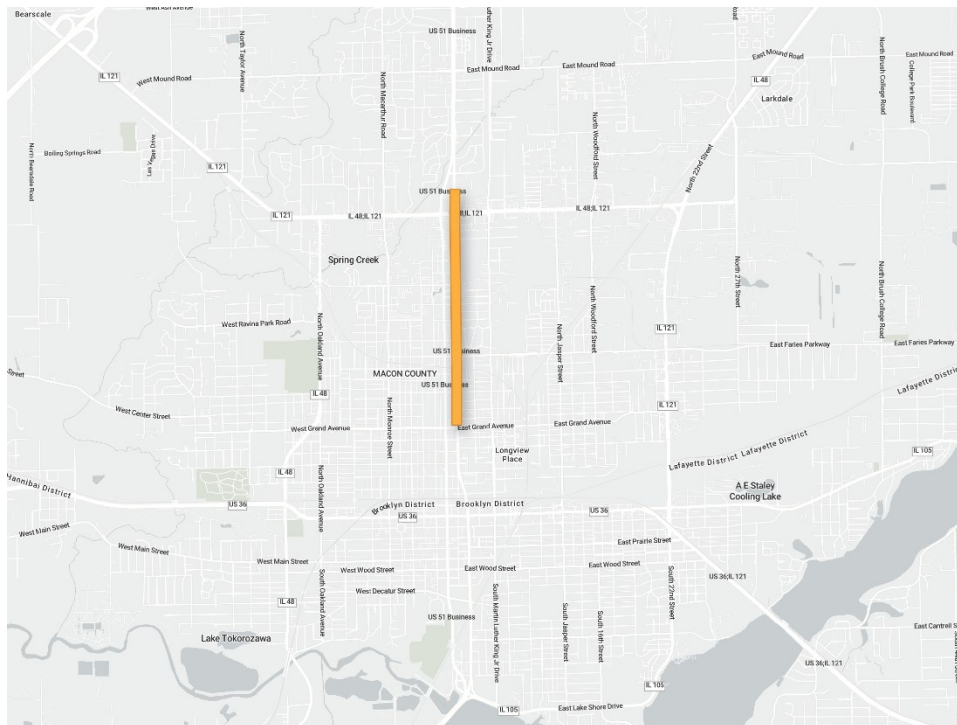
Public Transport Route: Yes

Underserved Community: Yes

Total Crashes: 209

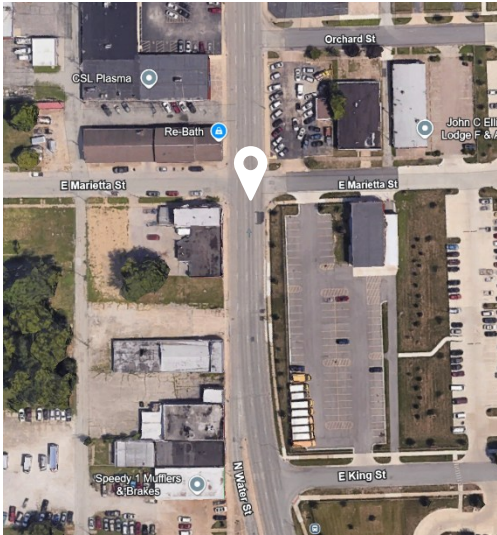
Severe Crashes: 9

Rank: 7



HIGH PRIORITY INTERSECTIONS

1. N Water Street & E Marrietta Street



There were 9 severe crashes with one of those being fatal on N Water Street. The fatal crash occurred at the intersection of E Grand Avenue and N Water Street, and it involved an intoxicated driver. The intersection of N Water Street and E Marietta Street was identified for improvement.

N Water Street & E Marietta Street

The intersection of N Water Street and E Marietta Street was tied for the 18th highest ranked intersection and was identified to have visibility issues on the east and west approaches. The east approach can be improved by removing the trees in the view of drivers looking south. The west approach has a building that blocks the view of drivers looking south. Reducing the width of the lanes near this intersection can allow for the lane configuration to be shifted away from the west approach allowing for vehicles to approach past the buildings. A temporary lane size reduction could be implemented to increase safety

in the short term while also gathering data for a long-term solution.

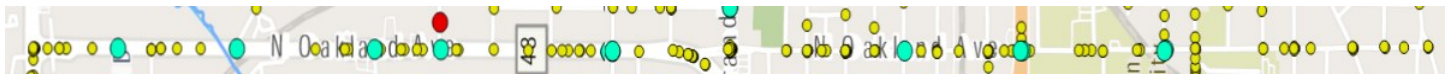


N Oakland Avenue

Crashes

- Fatal Crash
- Serious Crash
- Other Crash

- Lakes, Rivers, and Streams
- City Limits



ROADWAY OVERVIEW

Length: 2.5 Miles

Functional Class: Principle Arterial

Jurisdiction: Municipal

Median Presence: Two-Way Left Turn Lane

Number of Lanes: 4

Posted Speed: 40 MPH

Traffic Volume (AADT): 4,000 – 6,000



ROADWAY CONTEXT

Sidewalk Presence: Partial

Bicycle Facilities: No

Public Comments: Yes

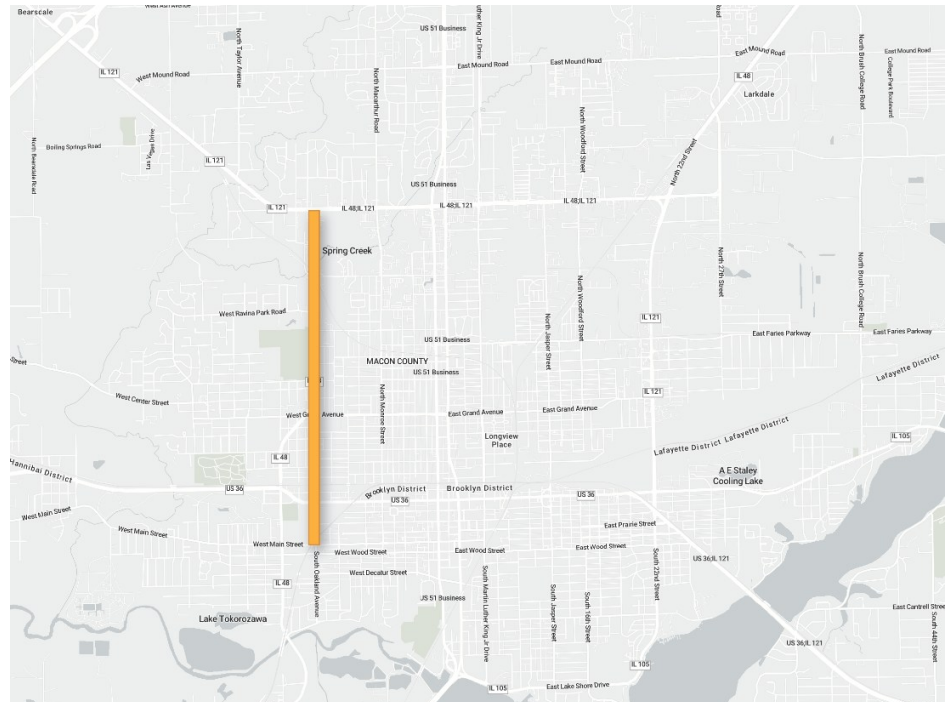
Public Transport Route: Yes

Underserved Community: Yes

Total Crashes: 182

Severe Crashes: 5

Rank: 8



HIGH PRIORITY INTERSECTIONS

1. N Oakland Avenue & W Division Street
2. N Oakland Avenue & W McKinley Avenue

Pedestrian Safety



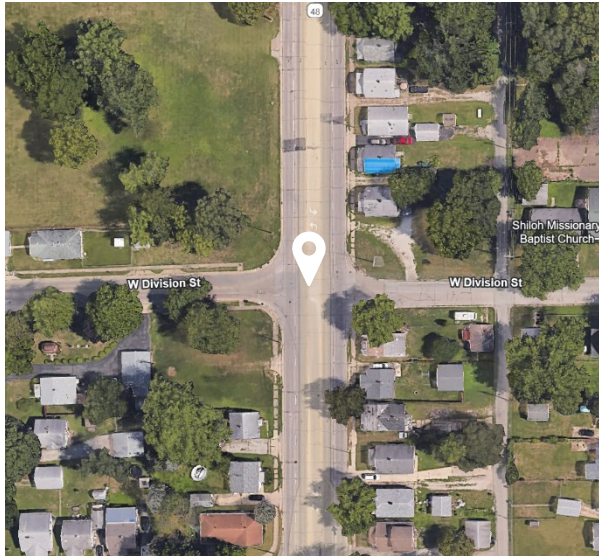
Currently N Oakland Avenue has many gaps in the existing sidewalk, particularly on the west side of the roadway. Filling these gaps or constructing a multi-use path to help with bicycle safety is recommended. Strava data shows a moderate amount of bicyclist activity along the roadway. There are currently no marked crosswalks on N Oakland Avenue. Marked crosswalks in conjunction with signage and/or RRBs are recommended at roadways that have higher pedestrian traffic and/or bus transit stops such as W Grant Avenue and W Harrison Avenue.



Speeding



Both the public and the crash data have identified speeding as a prevalent issue on N Oakland Avenue. To help reduce speeding lane narrowing could be utilized while also widening the median or creating larger shoulders which would have the dual purpose of also increasing pedestrian safety. Chicanes could also be utilized with pavement markings to help introduce some curves to the roadway. Heavier police enforcement can also reduce the speeds of vehicles on this roadway. Short term solutions include reducing the posted speed limit, increasing police enforcement, and/or creating the marked chicanes mentioned above.



N Oakland Avenue & W Division Street

The intersection of N Oakland Avenue and W Division Street had 2 severe crashes. In the short term, the two-way left turn lanes could be converted to dedicated to left turn lanes at the intersection and a long term solution could be to reduce the radii on the corners and realign Division Street so that the slight offset between the east and west legs is removed.



N Oakland Avenue & W McKinley Avenue

The intersection of N Oakland Avenue and W McKinley Avenue was tied for the 54th ranked intersection and was identified to have poor visibility when looking south from W McKinley Avenue. This is due to there being a hill that obscures fast-moving vehicles from the south. Reducing the speed on the roadway and adding signage warning vehicles on N Oakland Avenue near this intersection would help to reduce the overall crash rate here, but would not help with the visibility. There is some foliage near the bridge that could be removed to help visibility to the north.



N Taylor Avenue



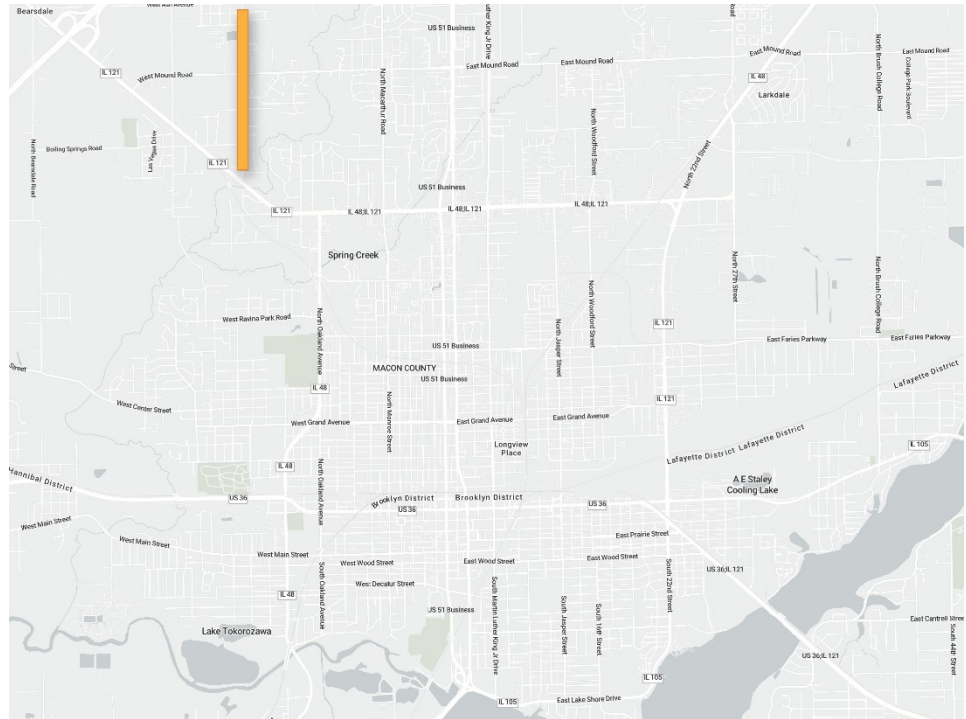
ROADWAY OVERVIEW

Length: 1.25 Miles
 Functional Class: Minor Collector
 Jurisdiction: Municipal
 Median Presence: No
 Number of Lanes: 2
 Posted Speed: 35 MPH
 Traffic Volume (AADT): 2,000



ROADWAY CONTEXT

Sidewalk Presence: No
 Bicycle Facilities: No
 Public Comments: Yes
 Public Transport Route: Yes
 Underserved Community: No
 Total Crashes: 43
 Severe Crashes: 3
 Rank: 10



HIGH PRIORITY INTERSECTIONS

1. N Taylor Avenue & Riedel Avenue
2. N Taylor Avenue & Rattan Avenue



There are currently no pedestrian accommodations on the roadway. The intersections identified for specific improvements are:

- N Taylor Avenue & Riedel Avenue
- N Taylor Avenue & Rattan Avenue
- N Taylor Avenue & W Mound Road
- N Taylor Avenue & W Ash Avenue

Pedestrian Safety



The lack of sidewalks and bicycle lanes creates a very unsafe environment for walking and cycling pedestrians. The main recommendation would be the construction of sidewalks or multi-use trails throughout the roadway. Strava data shows that this roadway is heavily travelled by bicyclists. If multi-use trails are not feasible bicycle lanes are recommended. There are currently no marked crosswalks throughout the roadway. Adding marked pedestrian crossings at each intersection is the minimum and short-term recommendation, but raised crossings are recommended at Riedel Avenue, Rattan Avenue, and W Ash Avenue. These are intersections that have a higher number of pedestrians. As stated above the addition of marked crossings, RRFBS, and Signage is recommended at the intersection of N Taylor Avenue and W Mound Road.

Speeding



N Taylor Avenue currently has a posted speed limit of 35 MPH. Reducing the posted speed limit to 30 MPH is a short term solution that will help to reduce the speeds on this roadway, and the addition of raised crossings at the locations stated above as well as chicanes would be the primary long term recommendation to reduce speeds on this roadway.





S 21st Street



ROADWAY OVERVIEW

Length: 0.75 Miles

Functional Class: local

Jurisdiction: Municipal

Median Presence: Undivided

Number of Lanes: 2

Posted Speed: No posted speed limit

Traffic Volume (AADT): 200 – 1,200



ROADWAY CONTEXT

Sidewalk Presence: Partial

Bicycle Facilities: No

Public Comments: Yes

Public Transport Route: No

Underserved Community: No

Total Crashes: 3

Severe Crashes: 3

Rank: 10



HIGH PRIORITY INTERSECTIONS

1. Lyons Park Intersection

Crashes

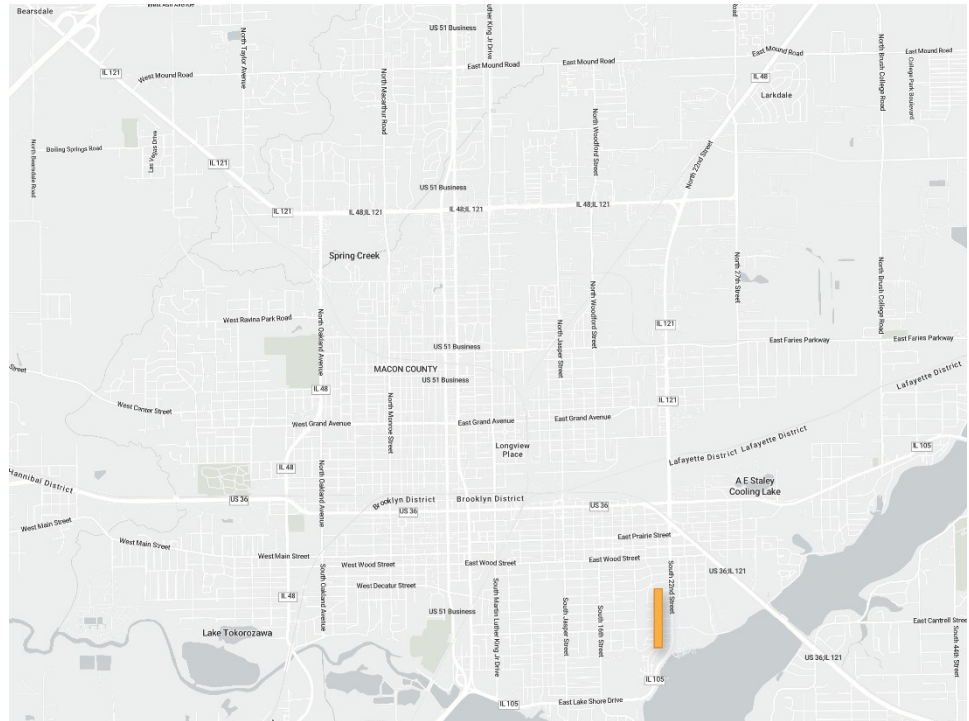
Fatal Crash

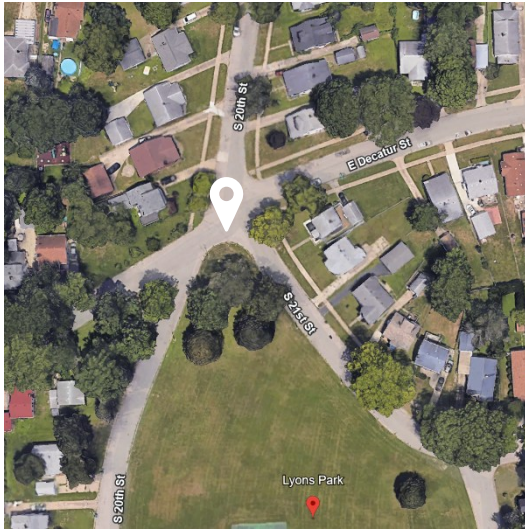
Serious Crash

Other Crash

Lakes, Rivers, and Streams

City Limits



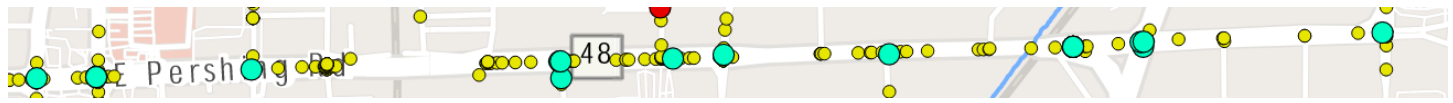


The roadway was identified to have multiple gaps in the sidewalk and a high level of pedestrian traffic to Lyons Park. Filling the gaps in the sidewalk network is the primary recommendation to improve the roadway along with marked crosswalks at the intersections around Lyons Park.





E Pershing Road



ROADWAY OVERVIEW

Length: 2 Miles

Functional Class: Principle Arterial

Jurisdiction: State

Median Presence: Yes

Number of Lanes: 4

Posted Speed: 35 MPH

Traffic Volume: 2,000 – 13,000



ROADWAY CONTEXT

Sidewalk Presence:

Bicycle Facilities:

Public Comments:

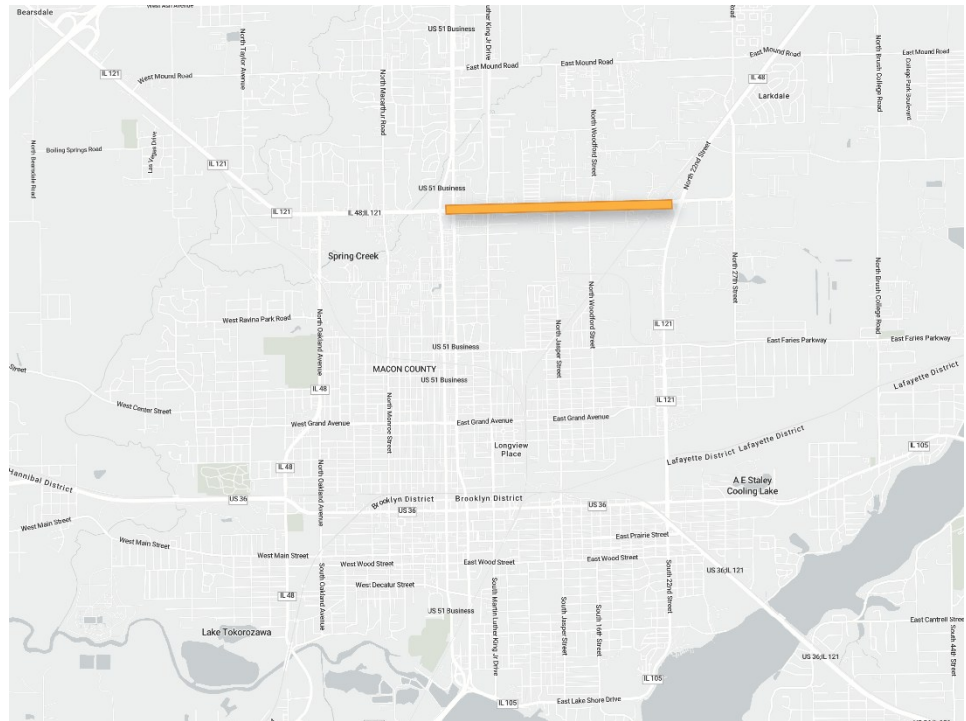
Public Transport Route:

Underserved Community:

Total Crashes: 170

Severe Crashes: 16

Rank: 15



HIGH PRIORITY INTERSECTIONS

1. E Pershing Road & N 27th Street
2. E Pershing Road and N Martin Luther King Jr Drive

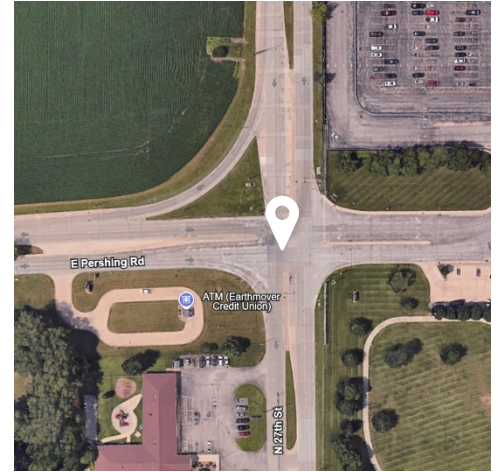


E Pershing Road was identified to have a high number of unsafe intersections, poor roadway conditions, and lack of sidewalk and other pedestrian accommodations. The following intersections were identified for improvement:

- E Pershing Road and N Martin Luther King Jr Drive
- E Pershing Road and N 27th Street

E Pershing Road and N 27th Street

The intersection of E Pershing Road and N 27th Street was identified as having two bus transit stops but no pedestrian waiting areas or marked crosswalks forcing pedestrians into unsafe areas. The addition of marked crosswalks with pedestrian phasing and sidewalks around this area will help to increase pedestrian safety in this area.





Wood Street

Crashes

- Fatal Crash
- Serious Crash
- Other Crash

Lakes, Rivers, and Streams

City Limits



ROADWAY OVERVIEW

Length: 3 Miles

Functional Class: Major Collector

Jurisdiction: Municipal

Median Presence: No

Number of Lanes: 2

Posted Speed: No posted speed limit

Traffic Volume (AADT): 2,000 – 5,500



ROADWAY CONTEXT

Sidewalk Presence: Partial

Bicycle Facilities: No

Public Comments: Yes

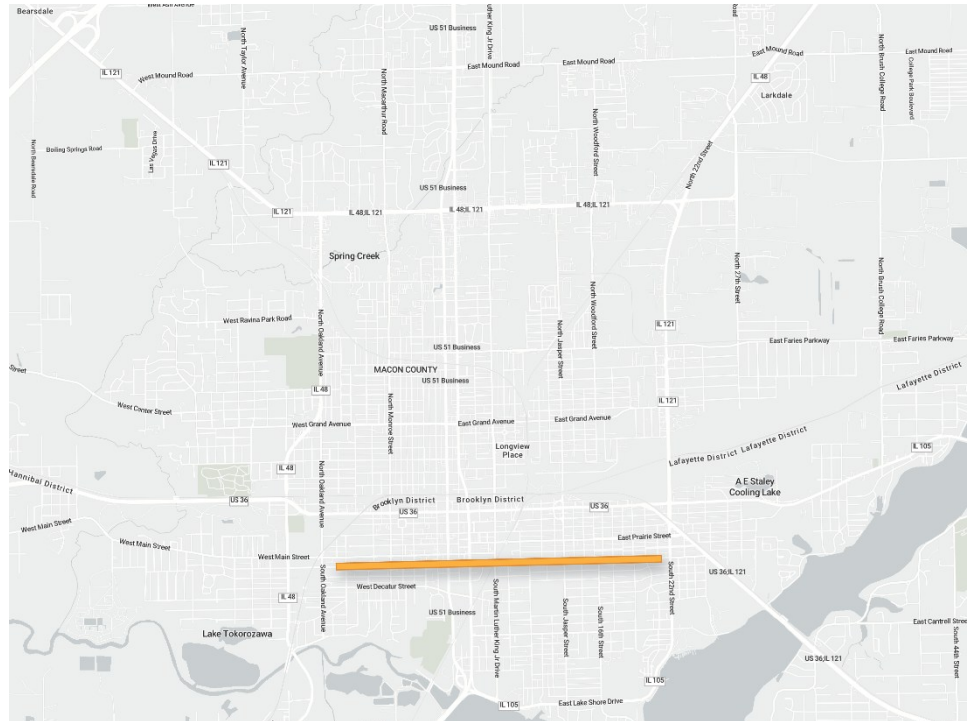
Public Transport Route: Yes

Underserved Community: Yes

Total Crashes: 134

Severe Crashes: 8

Rank: 15



HIGH PRIORITY INTERSECTIONS

1. W Wood Street & S Church Street
2. W Wood Street & Oakland Avenue
3. W Wood Street & S Fairview Avenue



The public identified speeding as the primary concern on W Wood Street and the primary concern on E Wood Street is roadway and sidewalk conditions.

W Wood Street

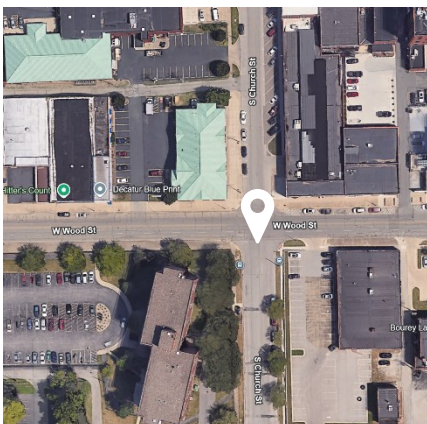
W Wood Street has been identified by the public for a lot of speeding vehicles, and this has been confirmed by crash statistics. One of the primary issues is the lack of a posted speed limit. Adding a 25 MPH speed limit sign would help to inform drivers of the correct speed of travel. The other recommendation is to add raised pedestrian crossings at the following intersections:

- W Wood Street & S Oakcrest Avenue
- W Wood Street & S Dennis Avenue
- W Wood Street & S Taylor Avenue
- W Wood Street & S McClellan Avenue
- W Wood Street & S Hawthorn Avenue
- W Wood Street & S Church Street

These intersections were identified for their proximity to residential areas and Dennis Lab School Mosaic Campus. Raised crossings are recommended for only the east and west leg for the intersections of W Wood Street and Oakland Avenue and W Wood Street and S Fairview Avenue. This is because the other streets crossing Wood Street are larger arterial roadways where raised crossings would be ineffective. Marked crosswalks are a short-term solution to increase pedestrian safety. The current volume on W Wood Street based on the IDOT traffic counts map is around 3,500 vehicles per day. This is a relatively low volume and the number of lanes on W Wood Street in the section between S Church Street and S. Martin Luther King Jr Drive could be reduced to 1 in each direction which could create space for curb extensions and/or bike lanes. A pilot project of curb extensions constructed from traffic control barrels, hay bales, or other temporary materials could be constructed to show the efficacy of the project before more permanent curb extensions were added.

W Wood Street & S Church Street

The intersection of W Wood Street and S Church Street was found to have 3 severe crashes. Due to the high number of severe crashes at this intersection it should be evaluated to see if the number of lanes on both E Wood Street and S Water Street can be reduced to remove some of extra points of conflict.



E Wood Street

East Wood Street has been identified as having many of the sidewalks on the north and south side of the roadway to be in poor condition. Tree roots have caused the concrete sidewalk to crack and become uneven, creating an unsafe environment for handicapped pedestrians and small children. The landscaping has also created visibility issues for intersections such as S 16th Street. Regular landscaping to make sure that visibility is maintained will increase overall safety and a sidewalk maintenance program that identifies problematic areas and reconstructs those sidewalks area will create a much safer environment for pedestrians.



E William Street Road



ROADWAY OVERVIEW

Length: 1.5 Miles
Functional Class: Minor arterial
Jurisdiction: State
Median Presence: Yes
Number of Lanes: 4
Posted Speed: 40 MPH
Traffic Volume: 8,400

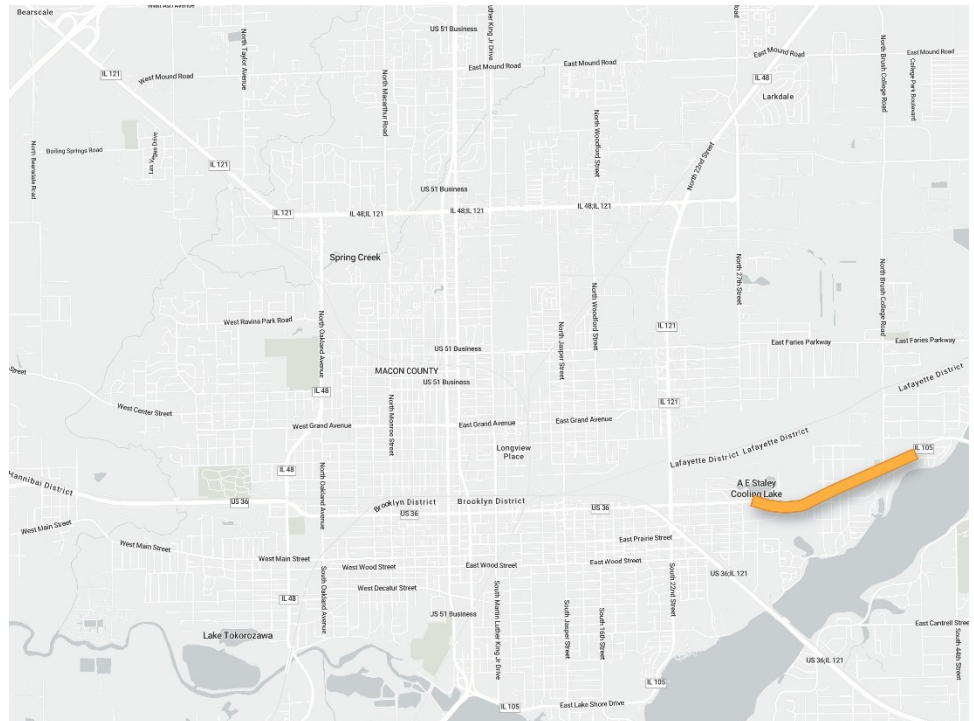
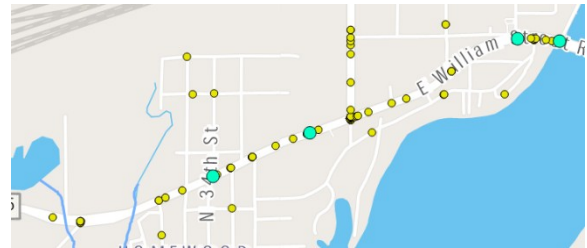


ROADWAY CONTEXT

Sidewalk Presence: No
Bicycle Facilities: No
Public Comments: Yes
Public Transport Route: Yes
Underserved Community: No
Total Crashes: 88
Severe Crashes: 4
Rank: 15

Crashes

- Fatal Crash
- Serious Crash
- Other Crash
- Lakes, Rivers, and Streams
- City Limits



E William Street Road was identified by the public to have limited marked crosswalks and sidewalks that forced pedestrians onto a high-speed roadway. The primary recommendation for this roadway would be to create a multi-use path that can be used by both cycling and walking pedestrians while keeping them away from the roadway. Strava data shows that even with the dangerous conditions there is a moderate amount of bicycle traffic, and there is a high amount of bicycle traffic around the roadway near the lake.



N Jasper Street

Crashes

- Fatal Crash
- Serious Crash
- Other Crash
- Lakes, Rivers, and Streams
- City Limits



ROADWAY OVERVIEW

Length: 2 Miles

Functional Class: Minor Arterial

Jurisdiction: Municipal

Median Presence: No

Number of Lanes: 4

Posted Speed: 30 MPH

Traffic Volume (AADT): 4,000 – 8,000



ROADWAY CONTEXT

Sidewalk Presence: Yes

Bicycle Facilities: No

Public Comments: No

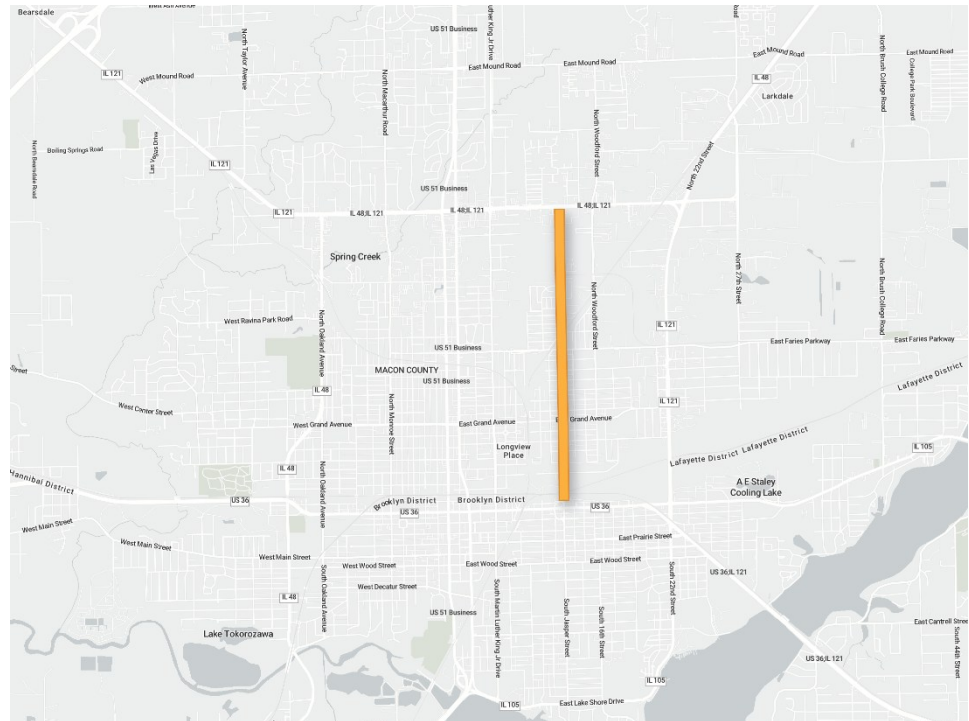
Public Transport Route: Yes

Underserved Community: Yes

Total Crashes: 75

Severe Crashes: 3

Rank: 19

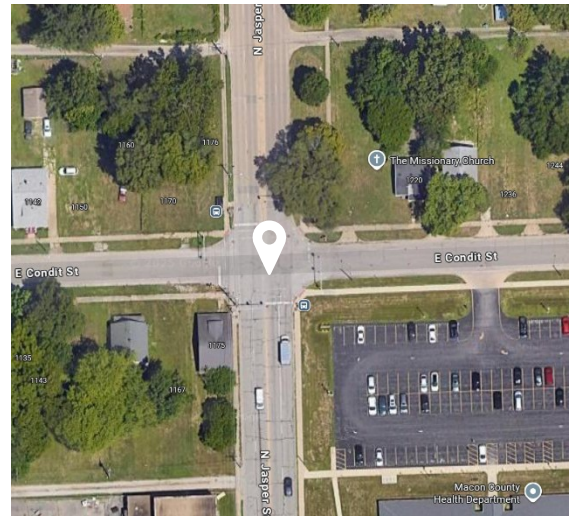




HIGH PRIORITY INTERSECTIONS

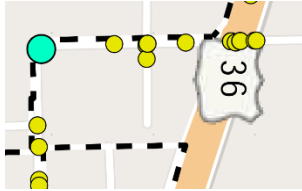
N Jasper Street & E Condit Street

The intersection of N Jasper Street and E Condit Street was the area identified for improvement on this roadway. There were 3 severe crashes at this intersection with 1 of them being fatal. It is recommended to add flashing yellow turning arrows to all legs of this intersection and to evaluate whether protected turn phasing is justified.





E Maryland Street & S 44th Street



Crashes

- Fatal Crash
- Serious Crash
- Other Crash
- Lakes, Rivers, and Streams
- City Limits



INTERSECTION CONTEXT

Jurisdiction: Municipal
Sidewalk Presence: No
Bicycle Facilities: No
Public Comments: No
Public Transport Route: No
Underserved Community: No
Total Crashes: 3
Severe Crashes: 1
Rank: 70



The intersection of E Maryland Street and S 44th Street was identified by the public as having a worn roadway surface that causes cars to lose traction in wet roadway conditions. This was verified by the crash data, and it is recommended that the current worn roadway be resurfaced, and a high friction surface treatment be added.



Progress and Continued Success

The project team is committed to giving the City the tools it needs to continue implementing the DCSAP and achieve the goal of zero fatal and serious injury crashes by 2040. Creating a system allowing the City to continue to study crash trends into the future is needed. This system should come in the form of a dashboard of vehicle collisions that would allow the City and public to analyze future crash trends. The dashboard should incorporate the crash trends showed in the baseline assessment as well as year-to-year comparisons and the crash locations. The dashboard should allow for filtering to see the data graphically for criteria such as, crash type, date, time, severity, etc. The project team has provided an example of what a possible dashboard may look like in Figure 18 and Figure 19.

Police reports already contain most of this information, thus an online form that is connected to the dashboard could be utilized that would serve the dual purpose of assisting the officer in the report while providing the dashboard with data. A team or person could also be tasked with the upkeep of the dashboard. The implementation of something similar to the example below would allow for easy progress tracking through the years and ensuring that there is a net positive change in crashes. This site can also be shared to the public to allow them to see the continued improvements being made by the City.

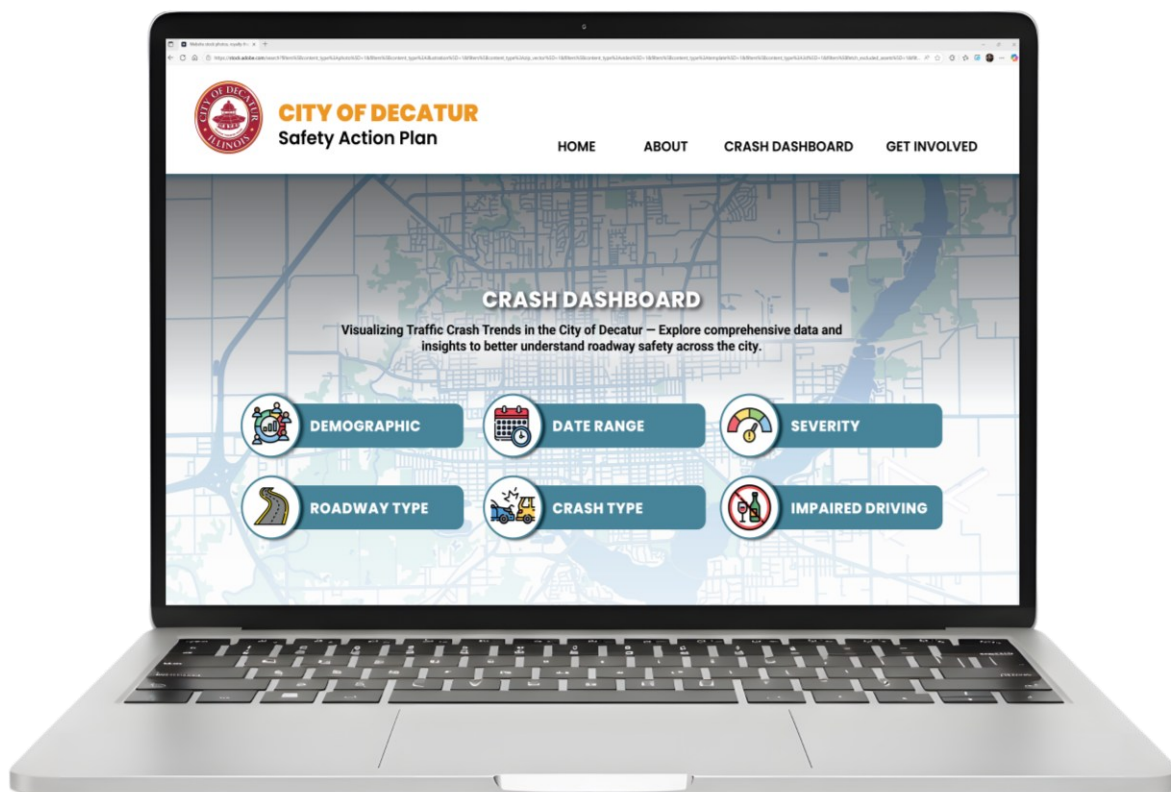


Figure 18 – Crash Dashboard Option 1



Figure 19 – Crash Dashboard Option 2



To track progress in the future several performance metrics are recommended. There are three types of metrics: overview, indication, and outcome. Overview metrics are indicators of non-crash data driven metrics such as funding, projects initiated, etc. These are important metrics that although they are not data driven will help to show that the city is acting to improve traffic safety. Indication metrics will be utilized to analyze the immediate effect that completed projects have on the community by studying early indicators of safety and success such as speeding and pedestrian usage. These metrics will not include any crash data as crash data lags and can be highly variable during short time periods. Finally, outcome metrics involve the long-term effects on safety by studying overall crash data over a longer period to remove some of the variability. [Table 7](#) shows the recommended metrics and the time period that they should be evaluated at.

Table 7 – Metrics and Timeline Guidelines

Metric Type	Metric	Time Period
Overview	Legislative Changes Devoted to Traffic Safety	Bi-Annual
Overview	Number of Projects Initiated	Annual
Overview	Number of Projects Completed	Annual
Overview	Public Satisfaction with Traffic Safety	6 Months
Overview	Number of Public Outreach Events	Annual
Indication	Percent of Vehicles Speeding	Before/After
Indication	Pedestrian Usage (If Pedestrian Safety Improvements are Made)	Before/After
Outcome	Fatal and Serious Injury Crashes	5-year Average Before/After Implementation
Outcome	Fatal and Serious Injury Crashes for Vulnerable Road Users	Annual
Outcome	Fatal and Serious Injury Crashes in Underserved Communities	Annual
Outcome	All Crashes	Annual
Outcome	Intoxicated Drivers	Annual
Outcome	Fatal and Serious Injury Crashes for high risk ages	Annual
Outcome	Emergency Vehicle Response Time and Post Crash Care	Annual

By adhering to and implementing the recommendations in this plan and continuing to monitor the metrics provided, the city will foster a safer transportation environment for all road users. The clear safety goals and targeted safety improvements will allow for the city to achieve the goal of zero fatal and serious injury crashes by 2040.

**Council Memo
Legal Department
No. 2025- 11**

DATE: November 17, 2025

TO: Honorable Mayor and City Council Members

SUBJECT: Amendment to City Council Policy B.2.

SUMMARY RECOMMENDATION: Amendment to City Council Policy Section B.2. Fund Reserves, changing the General Fund cash reserve from 90 days to 75 days.

RECOMMENDATION: (1) Council approve or deny Resolution amending City Council Policy B.2.

POTENTIAL OBJECTIONS: There are no known or expected objections.

RESOLUTION NO. R2025_____

**RESOLUTION AMENDING
-CITY COUNCIL POLICIES, FUND RESERVES-**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DECATUR,
ILLINOIS:

Section 1. That Section B.2. of “City Council Policies” be, and the same is hereby,
approved and amended as follows:

B. FINANCIAL POLICIES

2. Fund Reserves (February 3, 2020)

It is the policy of the city of Decatur, Illinois to maintain fund reserves sufficient to maintain normal governmental cash flow requirements during the course of the year, provide resiliency against catastrophic loss, buffer for the occurrence of one or more community emergencies, demonstrate that the city has the capacity to properly manage its finances often contributing directly to lower debt financing costs, and/or endure a sustained economic downturn. The desire to maintain fund reserves in the General Fund should be tempered by the City Council’s obligation to maintain taxes at a rate that is not burdensome. The City will maintain a General Fund cash reserve equal to seventy-five (75) days, not including capital expenditures valued at more than \$100,000, with the understanding that month-to-month reserves will vary based on expenditure demands and fluctuating revenue patterns.

Fund reserves for funds other than the General Fund may be separately approved from time-to-time by the City Council.

PRESENTED and ADOPTED 17th day of November 2025.

JULIE MOORE WOLFE, MAYOR

ATTEST:

CITY CLERK

ADDITIONS AND DELETIONS

B. FINANCIAL POLICIES

2. Fund Reserves (February 3, 2020)

It is the policy of the city of Decatur, Illinois to maintain fund reserves sufficient to maintain normal governmental cash flow requirements during the course of the year, provide resiliency against catastrophic loss, buffer for the occurrence of one or more community emergencies, demonstrate that the city has the capacity to properly manage its finances often contributing directly to lower debt financing costs, and/or endure a sustained economic downturn. The desire to maintain fund reserves in the General Fund should be tempered by the City Council's obligation to maintain taxes at a rate that is not burdensome. ~~Consistently maintained cash reserves also serve to demonstrate that the city has the capacity to properly manage its finances, and this often contributes directly to lower debt financing costs.~~ The City will maintain a General Fund cash reserve equal to seventy-five (75) days, not including capital expenditures valued at more than \$100,000, with the understanding that month-to-month reserves will vary based on expenditure demands and fluctuating revenue patterns.

~~Since the primary function of a restricted cash reserve is to insure uninterrupted operations and municipal service delivery: the city will, over several years, incrementally increase its General Fund cash reserves to equal 60 days (one sixth of the annual General Fund expenditure budget), NOT INCLUDING CAPITAL EXPENDITURES VALUED AT MORE THAN \$100,000. Month-to-month reserves will vary based on expenditure demands fluctuating revenue patterns, but 90 days of reserve will be the goal.~~

Fund reserves for funds other than the General Fund may be separately approved from time-to-time by the City Council.

LETTER to the DECATUR CITY COUNCIL
Finance Department

DATE: November 17, 2025

TO: Honorable Mayor Moore Wolfe and City Council Members

FROM: Melissa Hon, Interim City Manager
Gregg Zientara, Interim City Treasurer & Chief Financial Officer

SUBJECT: Public Hearing in the Matter of the 2026 Budget

SUMMARY RECOMMENDATION:

A public hearing is required for adoption and appropriation of the City of Decatur's Budget.

BACKGROUND:

City Council opens a public hearing for public comment on the proposed 2026 budget, conducts the public hearing, and upon completion, closes the public hearing.

The City Manager presented the proposed 2026 City Manager's Recommended Budget to City Council members at a scheduled meeting on October 6th 2025. The budget document has been available for public inspection since October 3rd, 2025, on the City website and in hard copy form in the City Clerk's and City Treasurer's Office.

On November 8th, 2025, the City published a notification in the Decatur Herald & Review newspaper of a public hearing in the matter of the annual budget ordinance to be held at the council meeting on November 17th, 2025.

LETTER to the DECATUR CITY COUNCIL
Finance Department

DATE: November 14, 2025

TO: Honorable Mayor Moore Wolfe and City Council Members

FROM: Melissa Hon, Interim City Manager
Gregg Zientara, City Treasurer & Interim Finance Officer

SUBJECT: Ordinance Adopting the Fiscal Year 2026 Budget and Appropriating Monies for the Purpose of Defraying the Expenses of Departments and Funds of the City of Decatur, Illinois for the Fiscal Year Beginning January 1, 2026, and Ending December 31, 2026, Including All Outstanding Claims and Obligations, and Fixing a Time When the Same Shall Take Effect

SUMMARY RECOMMENDATION:

The Interim City Manager recommends City Council approval of the attached Ordinance approving the budget for the fiscal period beginning January 1, 2026 and ending December 31, 2026.

The budget recommended for City Council approval includes changes as presented to council members in council session, October 20th and in further discussion for council consideration, subject to public hearing discussion and ordinance adoption by the City Council.

In accordance with City Code Chapter 18.1, adopted by Ordinance No. 2019-119, September 3, 2019, and in compliance with Illinois Municipal Code, the City of Decatur operates under the budget method for appropriations.

Under the budget method of appropriation, Council adoption of the budget ordinance will provide the City with the legal authority to expend monies for outstanding claims and obligations as defined in the budget.

BACKGROUND:

The City Manager presented the 2026 proposed Budget to City Council members for consideration at the October 6, 2025 City Council Meeting. The City Manager presented an amended Budget to City Council members for consideration at the October 20, 2025 City Council Meeting. The Interim City Manager has presented further amended changes to the 2026 proposed and amended Budget to City Council members, predicated upon the Council informed position for a flat dollar property tax levy, which has necessitated additional amendments to the city proposed 2026 Budget.

The 2026 Budget as now presented to City Council for adoption approval, includes a property tax levy with dollars to be raised as flat or equivalent to the property tax dollars raised in the 2024 property tax levy, in accordance with City Council desire.

Such property tax levy requires adjustment of the city proposed 2026 budget, whereas revenue received from property taxes will be reduced from the previously proposed budget, thereby creating a budget deficit occurrence in the city general fund, which shall be mitigated by spending reduction in the general fund.

Attached to this Letter to the Decatur City Council, find two (2) schedules documenting the changes from the city budget originally presented to the Council on October 6, 2025.

Schedule 1 presents the General Fund changes proposed for Council approval to the General Fund budget originally presented to Council on October 6, 2025.

Schedule 2 presents the City-Wide Fund changes proposed for Council approval to the City-Wide Fund budget originally presented to Council on October 6, 2025.

The budgetary changes presented herewith have been vetted with the City Council, and are subject to Council approval with Council adoption of this Ordinance.

The budget document, as originally proposed, has been available for public inspection since October 3rd, 2025, on the City Web Site and in hard copy form in the City Clerk's and City Treasurer's Office.

On November 8, 2025, the city published notification in the Decatur Herald & Review newspaper of a public hearing in the matter of the annual budget ordinance to be held at the council meeting of November 17, 2025.

The public hearing will occur at the council meeting on November 17, 2025.

Reconciliation from opening budget position of October 6 to final budget for council adoption November 17
Comment

	Revenue increase(decrease)	Revenue	
Revenue		98,967,000	Oct 6th Council Mtg
State sales tax	96,000		presented Oct 20th Council mtg
Telephone utility tax	54,000		presented Oct 20th Council mtg
Local sales tax	32,000		presented Oct 20th Council mtg
Utility tax	348,000		presented Oct 20th Council mtg
Video gaming	2,000		presented Oct 20th Council mtg
Local PPRT	8,000		presented Oct 20th Council mtg
Police OT reimbursement	(1,000)		presented Oct 20th Council mtg
Cannabis tax	(2,000)		presented Oct 20th Council mtg
State income tax	169,000		presented Oct 20th Council mtg
Contractor licenses	1,000		presented Oct 20th Council mtg
Liquor licenses	1,000		presented Oct 20th Council mtg
Other licenses	3,000		presented Oct 20th Council mtg
Property Tax Levy police pension funding	(749,692)		flat property tax levy
Property Tax Levy fire pension funding	(572,540)		flat property tax levy
Misc Income	(768)		for purposes of rounding
xxxx			
xxxx	-		
Total revenue	(612,000)	98,355,000	
	Expenditures increase(decrease)	Expenditures	
Expenditures		100,110,096	Oct 6th Council Mtg
Community Org funding	70,000		presented Oct 20th Council mtg
Comp study salary impact	248,418		presented Oct 20th Council mtg
Com Revital funding moved to 2025 exp	(650,000)		presented Oct 20th Council mtg
Expense reductions miscellaneous items	(100,514)		presented Oct 20th Council mtg
Police drone funding	(40,000)		offsets to flat property tax levy
Fire heart monitors	(101,747)		offsets to flat property tax levy
Public Works material for streets	(100,000)		offsets to flat property tax levy
Police GrayKey mobile phone software	(103,000)		offsets to flat property tax levy
Purchasing bid management software	(32,342)		offsets to flat property tax levy
Vehicle acquisition from purchase to loan	(435,000)		offsets to flat property tax levy
Facility preventative maintenance	(100,000)		offsets to flat property tax levy
Misc tax reimbursement expense	89		for purposes of rounding
xxxx	-		
xxxx	-		
Total expenditures	(1,344,096)	98,766,000	
Original Budget for Council Adoption			
Surplus (Deficit)		(1,143,096)	Oct 6th Council Mtg
Council Discussed and Proposed budget revisions			
Revenue	(612,000)		
Expenditures	(1,344,096)		
Improvement (decline)		732,096	Result of Council Discussion
Amended Budget for Council Adoption			
Surplus (Deficit)		(411,000)	

Prepared by:

Office of the City Treasurer

Date: November 14, 2025

Reconciliation from opening budget position of October 6 to final budget for council adoption November 17

Comment

	Revenue increase(decrease)	Revenue	
Revenue		330,947,937	Oct 6th Council Mtg
Fund #			
10 General Fund property tax & other taxes/fees	(612,000)		net of GF revenue changes
34 Building Fund transfer-in	(90,385)		reduced GF transfer
35 Library property tax	(22,500)		flat property tax levy
36 Band property tax	(15,000)		flat property tax levy
50 Debt property tax	790,414		flat property tax levy
61 Equipment Replacement transfer-in	275,000		increased transfer from fleet fund 60
84 Community Revitalization transfer-in	(650,000)		reduced GF transfer
92 ITEG Fiduciary Fund	200,000		increased grant revenue
xxxx	-		
xxxx	-		
Total revenue	(124,471)	330,823,466	

	Expenditures increase(decrease)	Expenditures	
Expenditures		333,136,930	Oct 6th Council Mtg
Fund #			
10 General Fund expenses	(1,344,096)		net of GF expense offsets
25 Police State Drug Fund - software	40,000		expense shifted from GF
30 Police Federal Drug Fund - software	63,000		expense shifted from GF
35 Library - rent to City	9,615		inflation adjustment
45 Capital projects - Council Econ Dev & Wee Folks	995,000		approved in FY25, exp in FY26
60 Fleet - transfer-out and salaries	706,594		increased transfer & salary study
70 Transportation Fund - salaries	40,394		compensation study
80 Water Operating - salaries	23,967		compensation study
92 ITEG Fiduciary Fund	200,000		increased grant expense
xxxx	-		
xxxx	-		
Total expenditures	734,474	333,871,404	

Original Budget for Council Adoption			
Surplus (Deficit)		(2,188,993)	Oct 6th Council Mtg
Council Discussed and Proposed budget revisions			
Revenue	(124,471)		
Expenditures	734,474		
Improvement (decline)		(858,945)	Result of Council Discussion
Amended Budget for Council Adoption			
Surplus (Deficit)		(3,047,938)	

Prepared by:

Office of the City Treasurer

Date: November 14, 2025

ORDINANCE NO. 2025 -

**AN ORDINANCE ADOPTING THE FISCAL YEAR 2026 BUDGET AND
APPROPRIATING MONIES FOR THE PURPOSE OF DEFRAIVING THE EXPENSES
OF DEPARTMENTS AND FUNDS OF THE CITY OF DECATUR, ILLINOIS FOR THE
FISCAL YEAR BEGINNING JANUARY 1, 2026 AND ENDING DECEMBER 31, 2026,
INCLUDING ALL OUTSTANDING CLAIMS AND OBLIGATIONS, AND FIXING A
TIME WHEN THE SAME SHALL TAKE EFFECT**

WHEREAS, the City of Decatur ("City") is a home rule unit of local government pursuant to Article VII, Section 6 of the Illinois Constitution, 1970, and may exercise any power and perform any function pertaining to its government and affairs, and the passage of this Ordinance constitutes an exercise of the City's home rule powers and functions as granted in the Illinois Constitution, 1970; and,

WHEREAS, the Budget Director of the City has compiled and presented a proposed annual budget for the fiscal year beginning January 1, 2026, and ending December 31, 2026, in accordance with 65 ILCS 5/8-2-9.1 through 8-2-9.10 except 8-2-9.5 and except as set forth otherwise in Chapter 18.1 of the City Code; and,

WHEREAS, the proposed annual budget has been conveniently available for public inspection in the City Clerk's and City Treasurer's office and on the City's website at least ten (10) days prior to the passage of this Ordinance; and,

WHEREAS, the City Council held a public hearing on the proposed annual budget at a Council meeting held at least seven (7) days following publication of a notice providing for the date, time and place of the public hearing being given in a newspaper having a general circulation in the City; and,

WHEREAS, the City Council finds that the best interests of the City are served by approving the proposed annual budget ordinance as heretofore changed, modified, and amended; and,

WHEREAS, it is necessary to pass this Ordinance in order to appropriate monies to defray the expenses of departments and funds of the City of Decatur, Illinois for the fiscal year beginning January 1, 2026 and ending December 31, 2026.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DECATUR, ILLINOIS:

Section 1. That the City of Decatur Fiscal Year 2026 Annual Budget, a copy of which is attached hereto and made a part hereof, be and the same is hereby passed, approved and adopted as the Annual Budget Ordinance of and for the City of Decatur, Macon County, Illinois, for the fiscal year beginning January 1, 2026 and ending December 31, 2026.

Section 2. That the City Clerk be and is hereby authorized and directed to cause the provisions hereof to be appropriately published as required by law and this Ordinance shall be in full force and effect from and after its passage and publication.

PRESENTED, PASSED, APPROVED AND RECORDED THIS 17th day of November, 2025.

Julie Moore Wolfe, Mayor

ATTEST:

Kimberly Althoff, City Clerk

**Council Memo
Police Department
No. 25-49**

DATE: 11/17/2025

TO: Honorable Mayor Julie Moore Wolfe and City Council Members

FROM: Melissa Hon, Interim City Manager
Brad Allen, Chief of Police

SUBJECT:

Resolution Authorizing Payment of the 2026 Central Illinois Regional Dispatch Center Invoice - User Fees for the Decatur Police Department and Decatur Fire Department

SUMMARY RECOMMENDATION: Approve by resolution the payment of the 2026 user fees for the Decatur Police Department and the Decatur Fire Department to the Central Illinois Regional Dispatch Center.

BACKGROUND:

On June 5, 2017, under Resolution 2017-76, the City Council approved the City of Decatur entering into an Intergovernmental Agreement with the Central Illinois Regional Dispatch Center (CIRDC) to begin providing dispatching services to the City of Decatur Police and Fire Departments on January 1, 2018.

The CIRDC fees for 2026 for both DPD and DFD total \$2,122,718.95. This is an increase from 2025 by \$67,321.84. The fees are calculated by a fixed percentage of the CIRDC overall budget being applied to each user agency. The fixed percentage is based on historical calls for service data. This type of billing structure provides each agency with more stable billing projections. The Decatur Police Department and the Decatur Fire Department are the largest police and fire agencies served by the CIRDC. The breakdown of the 2026 invoice for user fees for the City of Decatur is as follows:

Decatur Police Department \$1,787,206.61

Decatur Fire Department \$335,512.34

The user fees are billed annually but paid quarterly to CIRDC. The user fees due in 2026 have been budgeted as separate lines in the DPD and DFD 2026 budgets.

LEGAL REVIEW: n/a

PRIOR COUNCIL ACTION:

Approved for 2025 under Council Resolution 2024-361.

POTENTIAL OBJECTIONS: None anticipated.

INPUT FROM OTHER SOURCES:

n/a

STAFF REFERENCE: Brad Allen — Chief of Police

BUDGET/TIME IMPLICATIONS: Included in the 2026 police and fire budgets.

ATTACHMENTS:

1. CIRDC Council Resolution
2. City of Decatur Invoice 2026
3. 2026 Budget and User Fees

RESOLUTION NO. R2025-_____

**RESOLUTION AUTHORIZING PAYMENT OF THE 2026 CENTRAL ILLINOIS
REGIONAL DISPATCH CENTER INVOICE -- USER FEES FOR THE DECATUR
POLICE DEPARTMENT AND DECATUR FIRE DEPARTMENT**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DECATUR,
ILLINOIS:

Section 1. That the invoice presented to the City Council herewith from the Central Illinois Regional Dispatch Center (CIRDC) regarding the 2026 dispatch user fees for the Decatur Police Department and the Decatur Fire Department be, and the same is hereby, received, placed on file, and approved.

Section 2. That the City Manager or their designee be, and they are hereby, authorized and directed to execute said Purchase Order on behalf of the City of Decatur to the Central Illinois Regional Dispatch Center in an amount not to exceed \$2,122,718.95 for the period of January 1, 2026, and expiring December 31, 2026; to be paid in quarterly installments.

PRESENTED, PASSED, APPROVED and RECORDED this 17th day of November
2025.

JULIE MOORE WOLFE, MAYOR

ATTEST:

KIM ALTHOFF, CITY CLERK



Central Illinois Regional Dispatch Center

1078 W. Rotary Way
Decatur, IL 62521
Phone 217-424-1002

TO

City of Decatur
1 Gary K Anderson Plaza
Decatur, IL 62523

October 14, 2025

INVOICE

[illegible]

Make all checks payable to **Central Illinois Regional Dispatch Center.**

If you have any questions concerning this invoice, contact Lisa Hilbrick | lhilbrick@cirdc.org

THANK YOU!

**2026 Proposed Budget
CIRDC User Fee Breakdown**

Total Budget		\$3,597,402.88
2025 Budget Rollover		\$0.00
ETSB Financial Contribution	(In-kind contribution \$275,000)	\$125,000.00
Contracted Fees Due		\$211,125.00
Abbott Ambulance	\$200,000	
Richland Comm College PD	\$1,125 (12.5% increase from original \$1,000)	
Hickory Point Ambulance	\$9,000 (4.5% of Abbott's call volume & fees)	
Long Creek Ambulance	\$0 (dissolved as of 9/9/25)	
Macon County State's Attorney	\$1,000 (Initial base fee for first year)	
	TOTAL	\$3,261,277.88

*Call is defined as a phone call to dispatch,
or activity which generates an event number*

			<u>2026 Costs</u>	<u>2025 Costs</u>	<u>Diff</u>
	misc	%			
Argenta FD		0.46%	\$14,518.88	\$14,065.98	\$452.90
Blue Mound FD		0.16%	\$5,050.04	\$4,892.51	\$157.53
Cerro Gordo FD		0.08%	\$2,525.02	\$2,446.26	\$78.76
Cisco FD		0.02%	\$631.26	\$611.56	\$19.69
Decatur FD		10.63%	\$335,512.34	\$325,046.45	\$10,465.89
Harristown FD		0.23%	\$7,259.44	\$7,032.99	\$226.45
Hickory Point FD		0.56%	\$17,675.16	\$17,123.80	\$551.35
Long Creek FD		0.74%	\$23,356.46	\$22,627.88	\$728.58
Macon County Probation		0.57%	\$17,990.78	\$17,429.58	\$561.20
Maroa FD		0.24%	\$7,575.07	\$7,338.77	\$236.29
Mt. Zion FD		0.54%	\$17,043.90	\$16,512.24	\$531.66
Niantic FD		0.15%	\$4,734.42	\$4,586.73	\$147.68
So. Macon FD		0.23%	\$7,259.44	\$7,032.99	\$226.45
So. Wheatland FD		0.22%	\$6,943.81	\$6,727.21	\$216.60
Warrensburg FD		0.22%	\$6,943.81	\$6,727.21	\$216.60
Blue Mound PD		0.53%	\$17,383.36	\$16,830.35	\$553.01
Decatur PD		54.49%	\$1,787,206.61	\$1,730,350.66	\$56,855.95
Macon County Sheriff		26.23%	\$860,312.52	\$832,943.62	\$27,368.90
Maroa PD		0.68%	\$22,303.18	\$21,593.66	\$709.53
Millikin University Police		0.14%	\$4,591.83	\$4,445.75	\$146.08
Mt. Zion PD		1.30%	\$42,638.44	\$41,281.99	\$1,356.45
Oreana PD		0.10%	\$3,279.88	\$3,175.54	\$104.34
Park Dist. PD		1.07%	\$35,094.72	\$33,978.26	\$1,116.46
Warrensburg PD		0.41%	\$13,447.51	\$13,019.71	\$427.80
			\$3,261,277.88	\$3,157,821.70	103.28%

CIRDC 2026 Proposed Budget

PERSONNEL SERVICES

COMM CNTR SALARIES	\$1,651,561.38
OVERTIME	\$185,000.00
PAYROLL TAXES	\$162,111.76
PAYROLL BENEFITS	\$295,128.57
GetResQ911	\$264,000.00
ADMINISTRATION FEES	\$7,500.00
GENERAL LIABILITY	\$100,000.00
WORK COMP	\$6,000.00
<u>TOTALS</u>	\$2,671,301.72

OPERATING EXPENSES

BUILDING MAINTENANCE	\$20,000.00
FACILITIES CLEANER	\$25,000.00
FACILITIES CLEANING SUPPL	\$8,000.00
GARBAGE SERV	\$1,500.00
GENERATOR FUEL & MAINT	\$10,000.00
GROUNDS MAINT	\$20,000.00
INTERNET	\$13,290.00
PEST CONTROL	\$1,000.00
POWER BILL	\$36,000.00
UPS	\$5,000.00
WATER	\$1,000.00
RADIO	
RADIO EQUIP. MAINT. & MAINT. AGREEMENTS	\$78,115.92
TOWER MAINT.	\$71,000.00
TELEPHONE	
CELLULAR FEES	\$5,000.00
USEAGE FEES	\$7,500.00
Equipment	\$500.00
OFFICE	
Auditing	\$25,000.00
Copiers/Printers	\$5,000.00
Equipment	\$2,000.00
Legal	\$15,000.00
Office Supplies	\$3,000.00
COMM CENTER	
CAD Annual Maint.	\$210,000.00
IT & Maintenance	\$73,300.00
FURNITURE	
Maint.	\$1,000.00

TRAINING EXPENSES

PROF. MEMBERSHIP FEES	\$1,000.00
ADMIN TRAINING	\$5,000.00
TRAINING	\$10,000.00
<u>TOTALS</u>	\$653,205.92

PERSONNEL SERVICES	\$2,671,301.72
OPERATING EXPENSES	\$653,205.92
EQUIP REPLACEMENT	\$285,095.24
TOTAL Projected Budget	\$3,609,602.88

Chairperson: _____

Date: _____

9/4/2025

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

No. 2025-32

November 17, 2025

TO: Honorable Mayor and City Council Members

FROM: Melissa Hon, Interim City Manager
Lacie Elzy, Director of Economic and Community Development
Michael Snearly, Neighborhood Inspections Manager

SUBJECT: Amendment to Chapter 70 – Property Maintenance Code

SUMMARY RECOMMENDATION: Staff requests that Council pass the proposed ordinance amendment regarding Chapter 70, Section 7 (b) by adding the code official or designee the right of entry of structures or premises where there is reasonable cause to believe there is a condition that is in violation of the property maintenance code.

BACKGROUND: Situations have arisen where the code official may not be available to enforce the provisions of the right of entry according to the property maintenance code. In these instances, designated staff will need the ability to enforce the right of entry to a structure or premises in accordance with the property maintenance code.

RECOMMENDATION: Staff recommends the suggested amendment to Chapter 70, Section 7(b).

POTENTIAL OBJECTIONS: There are no known or expected objections.

STAFF REFERENCE: Any questions should be directed to; Michael Snearly, Neighborhood Inspections Manager at 217-424-2783 or msnearly@decaturil.gov.

BUDGET/TIME IMPLICATIONS: None

ORDINANCE NO. _____

**ORDINANCE AMENDING CITY CODE
- CHAPTER 70 –
- PROPERTY MAINTENANCE CODE –**

BE IT ORDAINED, BY THE CITY COUNCIL OF THE CITY OF
DECATUR, ILLINOIS:

Section 1. That Section 7 Chapter 70 of the City Code of the City of Decatur, Illinois, be, and is hereby modified and amended by adding new section (b) thereto, so that Section 7 as so modified and amended, shall provide as follows:

7. AMENDMENTS. The following numbered sections in said Code are hereby modified and amended as herein indicated:

(a) 101.1 by inserting the words “City of Decatur, Illinois” for the name of the jurisdiction.

(b) 105.3 by replacing first sentence as follows “Where it is necessary to make an inspection to enforce the provisions of this code, or whenever the code official or designee has reasonable cause to believe that there exists in a structure or upon a premises a condition in violation of this code, the code official or designee is authorized to enter the structure or premises at reasonable times to inspect or perform the duties imposed by this code.”

(c) 111.4.1 by removing subparagraph 6.

(d) 111.4.2 by adding the words “or the address listed in the Macon County Tax Assessor’s Office for receipt of the property tax bill for the property” before the semi-colon in section 111.4.2 (2)

(e) 111.2 by removing the last portion of the last sentence and replacing as follows “It shall be unlawful for the owner of a structure having been given notice as herein provided to fail to close the structure”.

(f) 111.7 by replacing as follows “Placarding: After determination by the code official or his representative that a

condemnation notice will be required under the provisions of this code the code official shall post on the premises or structure or parts thereof, or on defective equipment, a placard indicating that the structure or equipment has been condemned as unfit for human occupancy or use, and a statement of the penalties provided for any occupancy or use or for removing the placard”.

(g) B101.2 by removing “obtained from the code official” and replacing “20 days” with “10 days” and adding “in the office of the City Clerk” following “10 days”.

(h) 201.3 by removing “International Zoning Code” and replacing “International Plumbing Code” with “Illinois Plumbing Code”

(i) 202 by adding between “(BG) Sleeping Unit” and “strict liability offense” the following: Smoke Detector – “Approved smoke detector or ‘detector’ means a smoke detector of the ionization or photoelectric type, which complies with all the requirements of the rules and regulations of the State Fire Marshal”.

(j) 301.2 by adding “or person in control” following the word “owner” in the first sentence.

(k) 302.1 by adding the word “owner or” following the word “the” in the second sentence and deleting the words “that part of” and “that such occupant occupies or controls”.

(l) 302.2 by removing the period at the end of the sentence and adding “and to prevent water damage to the foundation of the structure located thereon”.

(m) 302.5 by adding “The owner of any residential or nonresidential structure shall be responsible for the extermination of any insects or rats, or other pests throughout the structure and on the exterior of the property. Exception: The occupant of a single family dwelling shall be responsible for the extermination of any insects, rats or other pests in the interior of the dwelling. If the single family dwelling is vacant, extermination shall be the responsibility of the owner.”

(n) 304.5 by adding “so as to carry the safe design and operating dead and live loads” following the word “maintained” in the first sentence.

(o) 304.6 by adding “fascias and soffits” following the word “walls” in the first sentence.

(p) 304.7 by adding the word “may” following the word “that” in the first sentence.

(q) 304.7 by adding “properly anchored and connected” after the word repair, and “or removed” after the word obstructions in the next to last sentence.

(r) 304.14 by deleting the words “During the period from (Date) to (Date)” in the first sentence and deleting the “Exception” section.

(s) 304.18.1 by deleting the words “that is rented, leased or let” following the word “unit” in the first sentence.

(t) 304.18.2 by deleting the words “that is rented, leased or let” following the words “housekeeping unit”.

(u) 304.18.3 by deleting the words “rented, leased or let” following the word “housekeeping unit” and adding the words “and maintained to prevent the entrance of rats, rain and surface drainage water” at the end of the sentence.

(v) 305.2 by adding the words “free of deterioration” following the words “structurally sound”.

(w) 305.3 by adding “Bathrooms and toilet rooms shall be provided with floors of moisture resistant materials, and every toilet, bathroom and kitchen floor surface shall be constructed and maintained so as to permit such floor to be kept in a clean and sanitary condition” at the end of the paragraph.

(x) 305.4 by adding: And constructed so as to be safe to use and capable of supporting the anticipated loads and shall be free of deterioration. The maximum riser height for the steps shall be 9” and the minimum tread depth shall be 8” with variation not exceeding $\frac{3}{4}$ ” in the depth of adjacent treads or in the height of adjacent risers.

(y) 305.7 by adding: Lead-based paint. Interior and exterior painted surfaces of dwellings and child and day care facilities, including fences and outbuildings, which contain in excess of 0.06 percent lead by weight shall be removed or covered in an approved manner. Any surface to be covered shall first be marked with warnings as to the lead content of such surface.

(a) 308.2.2 by deleting the words “without first removing the doors” following the word “premises”.

(aa) 309.4 by deleting the last sentence of the paragraph “If infestation is caused by failure of an occupant to prevent such infestation in the area occupied, the occupant shall be responsible for extermination”.

(bb) 404.8 by adding the following: “Below Grade Rooms. Rooms partially or completely below grade shall not be used as habitable space unless (1) floors and walls are water-tight so as to prevent entry of moisture; (2) all habitable rooms shall be provided with aggregate glazing of not less than 8% of the floor area of such rooms; (3) where windows are provided as a means of egress or rescue, the windows shall have the bottom of the clear opening not more than 44” above the floor; (4) the minimum net clear opening for the below grade room windows to be used for egress or rescue shall be 5 square feet; and, (5) means of egress and emergency escape are provided in accordance with this code.

(cc) 502.5 by replacing International Plumbing Code with Illinois Plumbing Code in the first sentence.

(dd) 505.1 by replacing the International Plumbing Code with the Illinois Plumbing Code in the last sentence.

(ee) 602.2 by deleting the words “Appendix D of the International Plumbing Code” and replacing with the words “the Illinois Plumbing Code” following the words “indicated in”.

(ff) 602.3 by deleting the words “during he period from (Date) to (Date)” following the words “shall supply heat” and, in the last sentence of number 1 under Exceptions, by deleting the words “Appendix D of the International Plumbing Code” and replacing with the words “the Illinois Plumbing Code”.

(gg) 602.4 by deleting the words “during the period from (Date) to (Date)” following the word “heat”.

(hh) 604.2 by replacing “NFPA 70” with “National Electrical Code (NEC) as adopted by the City of Decatur.

(ii) 605.1 by adding “as per the National Electrical Code, as adopted by the City of Decatur” at the end of the sentence.

(jj) 605.3 by adding “controlled by a wall switch” after the word luminaire in the first sentence.

(kk) 702.5 – Number of Exits: In nonresidential buildings, every occupied story more than six stories above grade shall be provided with not less than two independent exits. In residential buildings, every story exceeding two stories above grade shall be provided with not less than two independent exits. In stories where more than one exit is required, all occupants shall have access to a t least two exits. Every occupied story which is both totally below grade and greater than 2,000 square feet shall be provided with not less than two independent exits. Exception: A single exit is acceptable under any one of the following conditions: (1) where the building is equipped throughout with an automatic sprinkler system and an automatic fire detection system with smoke detectors located in all corridors, lobbies and common areas; (2) where the building is equipped throughout with an automatic fire detection system and the exit is an approved smoke proof enclosure or pressurized stairway; (3) where an existing fire escape conforming to the building code listed in Chapter 8 is provided in addition to the single exit; and (4) where permitted by the building code listed in Chapter 8.

(ll) 704.2 – Smoke Detectors. (1) Every dwelling unit shall be equipped with at least one approved smoke detector in an operating condition within 15 feet of every room used for sleeping purposes. The detector shall be installed on the ceiling and at least 6 inches from any wall, or on a wall located between 4 and 12 inches from the ceiling measured to the top of the detector. All smoke detectors shall be approved and listed and shall be installed in accordance with the manufacturers instructions. (2) Every single family residence shall have at least one approved smoke detector installed on every story of the dwelling unit, including basements but not including unoccupied attics. In dwelling units with split levels, a smoke detector installed on the upper level shall suffice for the adjacent lower level if the lower level is less than one full story below the upper level; however, if there is an intervening door between the adjacent levels, a smoke detector shall be installed on each level. (3) Every structure which (i) contains more than one dwelling unit, or (ii) contains at least one dwelling unit and is a mixed-use structure, shall contain at least one approved smoke

detector at the uppermost ceiling of each interior stairwell. The detector shall be installed on the ceiling, at least 6 inches from the wall, or on a wall located 6 to 12 inches from the ceiling, measure to the top of the detector.

(mm) 704.2.2 Interconnection is now 704.6.2

(nn) 704.2.3 Power Source is now 704.6.3

(oo) 705 Carbon Monoxide Alarm Detectors. Definitions:

(i) “Approved carbon monoxide alarm” or “alarm” means a carbon monoxide alarm that complies with all the requirements of the rules and regulations of the Illinois State Fire Marshal, bears the label of a nationally recognized testing laboratory, and complies with the most recent standards of the Underwriters Laboratories or the Canadian Standard Association. (ii) Dwelling Unit. A room or suite of rooms used for human habitation, and includes a single family residence as well as each living unit of a multiple family residence and each living unit in a mixed use building. (iii) Section 1. Carbon Monoxide Detector. (a) Every dwelling unit shall be equipped with at least one approved carbon monoxide alarm in an operating condition within 15 feet of every room used for sleeping purposes. The carbon monoxide alarm may be combined with smoke detecting devices provided that the combined unit complies with the respective provisions of the administrative code, reference standards, and departmental rules relating to both smoke detecting devices and carbon monoxide alarms and provided that the combined unit emits an alarm in a manner that clearly differentiates the hazard. (b) Every structure that contains more than one dwelling unit shall contain at least one approved carbon monoxide alarm in operating condition within 15 feet of every room used for sleeping purposes. (c) It is the responsibility of the owner of a structure to supply and install all required alarms. It is the responsibility of a tenant to test and to provide general maintenance for the alarms within the tenant’s dwelling unit or rooming unit, and to notify the owner or the authorized agent of the owner in writing of any deficiencies that the tenant cannot correct. The owner is responsible for providing one tenant per dwelling unit the written information regarding alarm testing and maintenance. The tenant is responsible for replacement of any required batteries in the carbon monoxide alarms in the tenant’s dwelling unit, except that the owner shall ensure that the batteries are in operating condition at the time the tenant takes possession of the dwelling unit. The tenant shall provide the owner or the authorized agent of the owner with access to the dwelling unit to correct any deficiencies in the carbon monoxide alarm that have been reported in writing to the owner or the authorized agent of the owner. (d) The carbon monoxide alarms required may be either battery powered, plug-in with battery back-up, or wired into the structure’s AC power line with secondary battery back-up. Exemptions: The following residential units shall not require carbon monoxide detectors: (1) a residential unit in a building that: (i) does not rely on combustion of fossil fuel for heat,

ventilation, or hot water; (ii) is not connected in any way to a garage; and (iii) is not sufficiently close to any ventilated source of carbon monoxide, as determined by the local building official, to receive carbon monoxide from that source. (2) a residential unit that is not sufficiently close to any source of carbon monoxide so as to be at risk of receiving carbon monoxide from that source, as determined by the local building official.

(pp): Penalty. That no person, firm or corporation shall erect, construct, alter, extend, repair, remove, demolish, maintain, operate, use or occupy any structure or equipment regulated by the provisions of this chapter or of the Code adopted hereby, or by the rules or directives promulgated or notices issued thereunder, or cause the same to be done, contrary to or in conflict with or in violation of any of said provisions, rules, directive or notices, and any person, firm or corporation violating or found to be in violation thereof shall upon conviction be fined not less than One Hundred Fifty Dollars (\$150.00) nor more than Two Thousand Dollars (\$2,000.00) for each offense, and each day on which a violation occurs or continues shall be considered a separate offense.

(Amended, Ordinance No. 2007-21, April 2, 2007) (Amended, Ordinance No. 2018-68, November 5, 2018, Effective January 1, 2019) (Amended, Ordinance No. 2023-96, Effective January 1, 2024)

Section 2. That the City Clerk be, and she is hereby, authorized and directed to cause the provisions hereof to be appropriately set out in the City Code and to cause the same to be published in pamphlet form according to law.

PRESENTED, PASSED, APPROVED AND RECORDED this 17th day of November, 2025.

JULIE MOORE-WOLFE, MAYOR

ATTEST:

KIM ALTHOFF, CITY CLERK

PUBLISHED this _____ day of _____, 2025.

KIM ALTHOFF, CITY CLERK

CHAPTER 70

PROPERTY MAINTENANCE CODE

1. APPLICABILITY. This Chapter shall have, along with the Code adopted hereby, the scope and applicability set out in said code, except as modified by the provisions of this Chapter.

2. PROPERTY MAINTENANCE CODE. The same having been duly placed and remained on file as required by law, and subject to the additions, modifications, changes or deletions set out in this Chapter, the International Property Maintenance Code/2021, the same being found and declared by the Council to be regulations as defined by applicable statute, is hereby adopted by reference, the same to be known, and which may be cited as "The Property Maintenance Code" of the City, and which shall have the scope and applicability as therein set out, except as modified by the provisions of this Chapter. (Amended, Ordinance No. 2023-96, Effective January 1, 2024) (Amended, Ordinance No. 2007-21, April 2, 2007) (Amended, Ordinance No. 2018-68, November 5, 2018, Effective January 1, 2019)

3. SUBSTITUTIONS. Whenever in said Code the words, "name of jurisdiction" appear in brackets, said code is modified by removal of said brackets and substitution of the words, "the City of Decatur, Illinois," in lieu of the words contained therein, and whenever the words "name of state" so appear said Code is so modified and the word "Illinois" so substituted, and said Code shall be taken and construed as if such was expressly so set out therein.

Amended December 2023

4. NEIGHBORHOOD INSPECTIONS. Whenever in said Code or in the Chapter reference is made to the building official or to the code official such shall be taken to mean and

Chapter 70

shall be construed to refer to the Neighborhood Inspections Administrator or his designee as fully as if said designation was set out therein in lieu of such words and whenever reference is therein made to the department of building inspection or similar reference such shall be taken to mean and shall be construed to refer to the Inspections Division of the Economic and Community Development Department as fully as if said designation was set out therein in lieu of such words.

(Amended, Ordinance No. 2018-68, November 5, 2018, Effective January 1, 2019)

(Amended, Ordinance No. 2017-07, February 6, 2017)

(Amended, Ordinance No. 2010-03, February 1, 2010)

(Amended, Ordinance No. 2000-11, March 13, 2000)

5. BOARD OF APPEALS. Whenever in said Code reference is made to the board of appeals such shall be taken to mean and shall be construed to refer to the Construction and Housing Board of Appeals of the City.

6. DELETION. The following numbered Articles or sections of said Code are deleted therefrom and the provisions thereof are not adopted hereby:

<u>PM Section No. (Inclusive)</u>	<u>PM Section No. (Inclusive)</u>
103.1	103.2
103.3	104.1
104.2	
105.2	105.6
	110.1 through 110.4 inclusive
113.2	113.3
302.4	
704.6 through 704.6.1.4 inclusive	
704.6.4	
Appendix B	

(Amended, Ordinance No. 2023-96, Effective January 1, 2024)

(Amended, Ordinance No. 2018-68, November 5, 2018, Effective January 1, 2019)

(Amended, Ordinance No. 2008-05, February 4, 2008)

(Amended, Ordinance No. 2007-21, April 2, 2007)

(Amended, Ordinance No. 98-54, August 17, 1998)

7. AMENDMENTS. The following numbered sections in said Code are hereby modified and amended as herein indicated:

(a) 101.1 by inserting the words “City of Decatur, Illinois” for the name of the jurisdiction.

(b) 105.3 by replacing first sentence as follows “Where it is necessary to make an inspection to enforce the provisions of this code, or whenever the code official or designee has reasonable cause to believe that there exists in a structure or upon a premises a condition in violation of this code, the code official or designee is authorized to enter the structure or premises at reasonable times to inspect or perform the duties imposed by this code.”

(c) 111.4.1 by removing subparagraph 6.

(d) 111.4.2 by adding the words “or the address listed in the Macon County Tax Assessor’s Office for receipt of the property tax bill for the property” before the semi-colon in section 111.4.2 (2)

(e) 111.2 by removing the last portion of the last sentence and replacing as follows “It shall be unlawful for the owner of a structure having been given notice as herein provided to fail to close the structure”.

(f) 111.7 by replacing as follows “Placarding: After determination by the code official or his representative that a condemnation notice will be required under the provisions of this code the code official shall post on the premises or structure or parts thereof, or on defective equipment, a placard indicating that the structure or equipment has been condemned as unfit for human occupancy or use, and a statement of the penalties provided for any occupancy or use or for removing the placard”.

(g) B101.2 by removing “obtained from the code official” and replacing “20 days” with “10 days” and adding “in the office of the City Clerk” following “10 days”.

(h) 201.3 by removing “International Zoning Code” and replacing “International Plumbing Code” with “Illinois Plumbing Code”

(i) 202 by adding between “(BG) Sleeping Unit” and “strict liability offense” the following: Smoke Detector – “Approved smoke detector or ‘detector’ means a smoke detector of the ionization or photoelectric type, which complies with all the requirements of the rules and regulations of the State Fire Marshal”.

(j) 301.2 by adding “or person in control” following the word “owner” in the first sentence.

(k) 302.1 by adding the word “owner or” following the word “the” in the second sentence and deleting the words “that part of” and “that such occupant occupies or controls”.

(l) 302.2 by removing the period at the end of the sentence and adding “and to prevent water damage to the foundation of the structure located thereon”.

(m) 302.5 by adding “The owner of any residential or nonresidential structure shall be responsible for the extermination of any insects or rats, or other pests throughout the structure and on the exterior of the property. Exception: The occupant of a single family dwelling shall be responsible for the extermination of

any insects, rats or other pests in the interior of the dwelling. If the single family dwelling is vacant, extermination shall be the responsibility of the owner.”

(n) 304.5 by adding “so as to carry the safe design and operating dead and live loads” following the word “maintained” in the first sentence.

(o) 304.6 by adding “fascias and soffits” following the word “walls” in the first sentence.

(p) 304.7 by adding the word “may” following the word “that” in the first sentence.

(q) 304.7 by adding “properly anchored and connected” after the word repair, and “or removed” after the word obstructions in the next to last sentence.

(r) 304.14 by deleting the words “During the period from (Date) to (Date)” in the first sentence and deleting the “Exception” section.

(s) 304.18.1 by deleting the words “that is rented, leased or let” following the word “unit” in the first sentence.

(t) 304.18.2 by deleting the words “that is rented, leased or let” following the words “housekeeping unit”.

(u) 304.18.3 by deleting the words “rented, leased or let” following the word “housekeeping unit” and adding the words “and maintained to prevent the entrance of rats, rain and surface drainage water” at the end of the sentence.

(v) 305.2 by adding the words “free of deterioration” following the words “structurally sound”.

(w) 305.3 by adding “Bathrooms and toilet rooms shall be provided with floors of moisture resistant materials, and every toilet, bathroom and kitchen floor surface shall be constructed and maintained so as to permit such floor to be kept in a clean and sanitary condition” at the end of the paragraph.

(x) 305.4 by adding: And constructed so as to be safe to use and capable of supporting the anticipated loads and shall be free of deterioration. The maximum riser height for the steps shall be 9” and the minimum tread depth shall be 8” with variation not exceeding $\frac{3}{4}$ ” in the depth of adjacent treads or in the height of adjacent risers.

(y) 305.7 by adding: Lead-based paint. Interior and exterior painted surfaces of dwellings and child and day care facilities, including fences and outbuildings, which contain in excess of 0.06 percent lead by weight shall be removed or covered in an approved manner. Any surface to be covered shall first be marked with warnings as to the lead content of such surface.

(a) 308.2.2 by deleting the words “without first removing the doors” following the word “premises”.

(aa) 309.4 by deleting the last sentence of the paragraph “If infestation is caused by failure of an occupant to prevent such infestation in the area occupied, the occupant shall be responsible for extermination”.

(bb) 404.8 by adding the following: “Below Grade Rooms. Rooms partially or completely below grade shall not be used as habitable space unless (1) floors and walls are water-tight so as to prevent entry of moisture; (2) all habitable rooms shall be provided with aggregate glazing of not less than 8% of the floor area of such rooms; (3) where windows are provided as a means of egress or rescue, the windows shall have the bottom of the clear opening not more than 44” above the floor; (4) the

minimum net clear opening for the below grade room windows to be used for egress or rescue shall be 5 square feet; and, (5) means of egress and emergency escape are provided in accordance with this code.

(cc) 502.5 by replacing International Plumbing Code with Illinois Plumbing Code in the first sentence.

(dd) 505.1 by replacing the International Plumbing Code with the Illinois Plumbing Code in the last sentence.

(ee) 602.2 by deleting the words "Appendix D of the International Plumbing Code" and replacing with the words "the Illinois Plumbing Code" following the words "indicated in".

(ff) 602.3 by deleting the words "during the period from (Date) to (Date)" following the words "shall supply heat" and, in the last sentence of number 1 under Exceptions, by deleting the words "Appendix D of the International Plumbing Code" and replacing with the words "the Illinois Plumbing Code".

(gg) 602.4 by deleting the words "during the period from (Date) to (Date)" following the word "heat".

(hh) 604.2 by replacing "NFPA 70" with "National Electrical Code (NEC)" as adopted by the City of Decatur.

(ii) 605.1 by adding "as per the National Electrical Code, as adopted by the City of Decatur" at the end of the sentence.

(jj) 605.3 by adding "controlled by a wall switch" after the word luminaire in the first sentence.

(kk) 702.5 – Number of Exits: In nonresidential buildings, every occupied story more than six stories above grade shall be provided with not less than two independent exits. In residential buildings, every story exceeding two stories above grade shall be provided with not less than two independent exits. In stories where more than one exit is required, all occupants shall have access to at least two exits. Every occupied story which is both totally below grade and greater than 2,000 square feet shall be provided with not less than two independent exits. Exception: A single exit is acceptable under any one of the following conditions: (1) where the building is equipped throughout with an automatic sprinkler system and an automatic fire detection system with smoke detectors located in all corridors, lobbies and common areas; (2) where the building is equipped throughout with an automatic fire detection system and the exit is an approved smoke proof enclosure or pressurized stairway; (3) where an existing fire escape conforming to the building code listed in Chapter 8 is provided in addition to the single exit; and (4) where permitted by the building code listed in Chapter 8.

(ll) 704.2 – Smoke Detectors. (1) Every dwelling unit shall be equipped with at least one approved smoke detector in an operating condition within 15 feet of every room used for sleeping purposes. The detector shall be installed on the ceiling and at least 6 inches from any wall, or on a wall located between 4 and 12 inches from the ceiling measured to the top of the detector. All smoke detectors shall be approved and listed and shall be installed in accordance with the manufacturers instructions. (2) Every single family residence shall have at least one approved smoke detector installed on every story of the dwelling unit, including basements but not including unoccupied attics. In dwelling units with split levels, a smoke detector installed on

the upper level shall suffice for the adjacent lower level if the lower level is less than one full story below the upper level; however, if there is an intervening door between the adjacent levels, a smoke detector shall be installed on each level. (3) Every structure which (i) contains more than one dwelling unit, or (ii) contains at least one dwelling unit and is a mixed-use structure, shall contain at least one approved smoke detector at the uppermost ceiling of each interior stairwell. The detector shall be installed on the ceiling, at least 6 inches from the wall, or on a wall located 6 to 12 inches from the ceiling, measure to the top of the detector.

(mm) 704.2.2 Interconnection is now 704.6.2

(nn) 704.2.3 Power Source is now 704.6.3

(oo) 705 Carbon Monoxide Alarm Detectors. Definitions: (i) “Approved carbon monoxide alarm” or “alarm” means a carbon monoxide alarm that complies with all the requirements of the rules and regulations of the Illinois State Fire Marshal, bears the label of a nationally recognized testing laboratory, and complies with the most recent standards of the Underwriters Laboratories or the Canadian Standard Association. (ii) Dwelling Unit. A room or suite of rooms used for human habitation, and includes a single family residence as well as each living unit of a multiple family residence and each living unit in a mixed use building. (iii) Section 1. Carbon Monoxide Detector. (a) Every dwelling unit shall be equipped with at least one approved carbon monoxide alarm in an operating condition within 15 feet of every room used for sleeping purposes. The carbon monoxide alarm may be combined with smoke detecting devices provided that the combined unit complies with the respective provisions of the administrative code, reference standards, and departmental rules relating to both smoke detecting devices and carbon monoxide alarms and provided that the combined unit emits an alarm in a manner that clearly differentiates the hazard. (b) Every structure that contains more than one dwelling unit shall contain at least one approved carbon monoxide alarm in operating condition within 15 feet of every room used for sleeping purposes. (c) It is the responsibility of the owner of a structure to supply and install all required alarms. It is the responsibility of a tenant to test and to provide general maintenance for the alarms within the tenant’s dwelling unit or rooming unit, and to notify the owner or the authorized agent of the owner in writing of any deficiencies that the tenant cannot correct. The owner is responsible for providing one tenant per dwelling unit the written information regarding alarm testing and maintenance. The tenant is responsible for replacement of any required batteries in the carbon monoxide alarms in the tenant’s dwelling unit, except that the owner shall ensure that the batteries are in operating condition at the time the tenant takes possession of the dwelling unit. The tenant shall provide the owner or the authorized agent of the owner with access to the dwelling unit to correct any deficiencies in the carbon monoxide alarm that have been reported in writing to the owner or the authorized agent of the owner. (d) The carbon monoxide alarms required may be either battery powered, plug-in with battery back-up, or wired into the structure’s AC power line with secondary battery back-up. Exemptions: The following residential units shall not require carbon monoxide detectors: (1) a residential unit in a building that: (i) does not rely on combustion of fossil fuel for heat, ventilation, or hot water; (ii) is not connected in any way to a garage; and (iii) is not sufficiently close to any ventilated source of

carbon monoxide, as determined by the local building official, to receive carbon monoxide from that source. (2) a residential unit that is not sufficiently close to any source of carbon monoxide so as to be at risk of receiving carbon monoxide from that source, as determined by the local building official.

(pp): Penalty. That no person, firm or corporation shall erect, construct, alter, extend, repair, remove, demolish, maintain, operate, use or occupy any structure or equipment regulated by the provisions of this chapter or of the Code adopted hereby, or by the rules or directives promulgated or notices issued thereunder, or cause the same to be done, contrary to or in conflict with or in violation of any of said provisions, rules, directive or notices, and any person, firm or corporation violating or found to be in violation thereof shall upon conviction be fined not less than One Hundred Fifty Dollars (\$150.00) nor more than Two Thousand Dollars (\$2,000.00) for each offense, and each day on which a violation occurs or continues shall be considered a separate offense.

(Amended, Ordinance No. 2007-21, April 2, 2007) (Amended, Ordinance No. 2018-68, November 5, 2018, Effective January 1, 2019) (Amended, Ordinance No. 2023-96, Effective January 1, 2024)

8. CERTIFICATE - DEMOLITION EXPENSES – PROPERTY SUSTAINING LOSS.

(A) It shall be a violation for any company to pay a claim of an insured property owner for loss to a structure located in the City of Decatur, until the insurance company receives a certificate as required by this Section.

(B) A notice to the City of Decatur, of the insurer's intent to pay a claim shall include the name of the property owner, the address of the property, its legal description, the permanent real estate index number that identifies the property for purposes of taxation, and the amount of the claim to be paid.

(C) For purposes of this Section, the definitions set forth in Section 397.1 (b) of the Illinois Insurance Code (215 ILCS 5/397.1 (b), as amended) shall be applicable.

(D) For any claim to which this Section is applicable, an insured property owner must submit either of the following to the insurance company:

- (1) a certificate that with respect to the property that there are no unpaid incurred demolition expenses;
- (2) a certificate setting forth with respect to the property the amount of unpaid incurred demolition expense, and a direction by the insured property owner to the insurance company, to pay the unpaid incurred demolition expenses.

(E) Except as provided below, if a certificate is submitted pursuant to paragraph (2) above, the insurance company shall pay the unpaid incurred demolition expense from the proceeds payable by issuing a draft or check payable to the City of Decatur.

(F) If the City's incurred demolition expense is determined by estimation, the insurance company shall hold the amount estimated until an amended certificate executed by the appropriate local government official is submitted stating (i) that no demolition expense will be incurred or (ii) the actual unpaid incurred demolition expense. The insurance company shall then issue a draft or check payable to the City of Decatur for the actual unpaid incurred demolition expense.

(G) Nothing in this section shall be construed as making an insurance company liable for any amount exceeding the proceeds payable under its insurance policy unless the insurance company shall have made payment to the named insured without satisfying the requirements of this section. It shall be a violation for an insurance company to make payment to the named insured without satisfying the requirements of this section.

(H) Nothing in this Section shall be construed as making the City of Decatur an insured under an insurance policy.

(Amended, Ordinance No. 2020-38, February 24, 2020)

9. PENALTY. (A) That no person, firm or corporation shall erect, construct, alter, extend, repair, remove, demolish, maintain, operate, use or occupy any structure or equipment regulated by the provisions of this Chapter or of the Code adopted hereby, or by the rules or directives promulgated or notices issued thereunder, or cause the same to be done, contrary to or in conflict with or in violation of any of said provisions, rules, directives or notices, and, except as provided in subsections (B) and (C) hereof, any person, firm or corporation violating or found to be in violation thereof shall be fined not less than One Hundred Fifty Dollars (\$150.00) nor more than Two Thousand Dollars (\$2,000.00) for each offense, and each day on which a violation occurs or continues shall be considered a separate offense.

(Amended, Ordinance No. 2011-75; Ordinance No. 99-21)

(B) When a person, firm or corporation is cited for a violation of any of the provisions of this chapter, or of the Code adopted hereby or the rules or directives promulgated or notices issued hereunder, as provided in subsection (A) hereof, which violation occurred within twelve (12) months of a prior violation of any of the provisions of this Chapter, or of the Code adopted hereby or the rules or directives promulgated or notices issued hereunder, and such violation is separately brought and arises out of a different series of acts or omissions, such person, firm or corporation shall be fined not less than Five Hundred Dollars (\$500.00) nor more than Two Thousand Dollars (\$2,000.00) for each offense and each day a violation occurs or continues shall be considered a separate offense. (Amended, Ordinance No. 2011-75; Ordinance No. 99-21)

(C) When a person, firm or corporation is cited for a violation of any of the provisions of this chapter, or of the Code adopted hereby or the rules or directives promulgated or notices issued hereunder, as provided in subsection (A) hereof, which violation occurred within twelve (12) months of any two (2) prior violations of any of the provisions of this Chapter, or of

the Code adopted hereby, or the rules or directives promulgated or notices issued hereunder, which prior violations each arose out of a different series of acts or omissions, and such present violation is separately brought and arises out of a different series of acts or omissions from either of the prior violations, such person, firm or corporation shall be fined not less than One Thousand Dollars (\$1,000.00) nor more than Two Thousand Dollars (\$2,000.00) for each offense and each day a violation occurs or continues shall be considered a separate offense.

(Amended, Ordinance No. 2011-75; Ordinance No. 99-21)

10. OTHER REMEDIES. The imposition of the penalties herein prescribed shall not preclude the institution of appropriate action to prevent unlawful construction or to restrain, correct or abate a violation, or to stop an illegal act, the conduct of business or the operation of mechanical equipment or systems in or about any premises.

11. SEVERABILITY. The provisions hereof are, and shall be construed to be severable and invalidity of any section or provision of this Chapter, or of the codes and standards hereby adopted, shall not invalidate other sections or provisions hereof.

12. RULES AND REGULATIONS. In order to cause the purpose, intent and provisions of this Chapter and the Code adopted thereby to be carried out and administered, and to facilitate the same, the City Manager be, and he is hereby, authorized to cause directives, interpretations and rules, not in conflict with said provisions, to be promulgated and enforced.

Additions and Deletions

CHAPTER 70

PROPERTY MAINTENANCE CODE

1. APPLICABILITY. This Chapter shall have, along with the Code adopted hereby, the scope and applicability set out in said code, except as modified by the provisions of this Chapter.

2. PROPERTY MAINTENANCE CODE. The same having been duly placed and remained on file as required by law, and subject to the additions, modifications, changes or deletions set out in this Chapter, the International Property Maintenance Code/2021, the same being found and declared by the Council to be regulations as defined by applicable statute, is hereby adopted by reference, the same to be known, and which may be cited as "The Property Maintenance Code" of the City, and which shall have the scope and applicability as therein set out, except as modified by the provisions of this Chapter. (Amended, Ordinance No. 2023-96, Effective January 1, 2024) (Amended, Ordinance No. 2007-21, April 2, 2007) (Amended, Ordinance No. 2018-68, November 5, 2018, Effective January 1, 2019)

3. SUBSTITUTIONS. Whenever in said Code the words, "name of jurisdiction" appear in brackets, said code is modified by removal of said brackets and substitution of the words, "the City of Decatur, Illinois," in lieu of the words contained therein, and whenever the words "name of state" so appear said Code is so modified and the word "Illinois" so substituted, and said Code shall be taken and construed as if such was expressly so set out therein.

Amended December 2023

4. NEIGHBORHOOD INSPECTIONS. Whenever in said Code or in the Chapter reference is made to the building official or to the code official such shall be taken to mean and shall be construed to refer to the Neighborhood Inspections Administrator or his designee as fully as if said designation was set out therein in lieu of such words and whenever reference is therein made to the department of building inspection or similar reference such shall be taken to mean and shall be construed to refer to the Inspections Division of the Economic and Community Development Department as fully as if said designation was set out therein in lieu of such words.

(Amended, Ordinance No. 2018-68, November 5, 2018, Effective January 1, 2019)

(Amended, Ordinance No. 2017-07, February 6, 2017)

(Amended, Ordinance No. 2010-03, February 1, 2010)

(Amended, Ordinance No. 2000-11, March 13, 2000)

5. BOARD OF APPEALS. Whenever in said Code reference is made to the board of appeals such shall be taken to mean and shall be construed to refer to the Construction and Housing Board of Appeals of the City.

6. DELETION. The following numbered Articles or sections of said Code are deleted therefrom and the provisions thereof are not adopted hereby:

PM Section No. (Inclusive) PM Section No. (Inclusive)

103.1	103.2
103.3	104.1
104.2	
105.2	105.6
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(Amended, Ordinance No. 2007-21, April 2, 2007)
(Amended, Ordinance No. 98-54, August 17, 1998)

7. AMENDMENTS. The following numbered sections in said Code are hereby modified and amended as herein indicated:

(a) 101.1 by inserting the words “City of Decatur, Illinois” for the name of the jurisdiction.

(b) 105.3 by replacing first sentence as follows “Where it is necessary to make an inspection to enforce the provisions of this code, or whenever the code official or designee has reasonable cause to believe that there exists in a structure or upon a premises a condition in violation of this code, the code official or designee is authorized to enter the structure or premises at reasonable times to inspect or perform the duties imposed by this code.”

~~(b)~~(c) 111.4.1 by removing subparagraph 6.

~~(e)~~(d) 111.4.2 by adding the words “or the address listed in the Macon County Tax Assessor’s Office for receipt of the property tax bill for the property” before the semi-colon in section 111.4.2 (2)

~~(d)~~(e) 111.2 by removing the last portion of the last sentence and replacing as follows “It shall be unlawful for the owner of a structure having been given notice as herein provided to fail to close the structure”.

~~(e)~~(f) 111.7 by replacing as follows “Placarding: After determination by the code official or his representative that a condemnation notice will be required under the provisions of this code the code official shall post on the premises or structure or parts thereof, or on defective equipment, a placard indicating that the structure or equipment has been condemned as unfit for human occupancy or use, and a statement of the penalties provided for any occupancy or use or for removing the placard”.

~~(f)~~(g) B101.2 by removing “obtained from the code official” and replacing “20 days” with “10 days” and adding “in the office of the City Clerk” following “10 days”.

~~(g)~~(h) 201.3 by removing “International Zoning Code” and replacing “International Plumbing Code” with “Illinois Plumbing Code”

~~(h)~~(i) 202 by adding between “(BG) Sleeping Unit” and “strict liability offense” the following: Smoke Detector – “Approved smoke detector or ‘detector’ means a smoke detector of the ionization or photoelectric type, which complies with all the requirements of the rules and regulations of the State Fire Marshal”.

~~(i)~~(j) 301.2 by adding “or person in control” following the word “owner” in the first sentence.

~~(j)~~(k) 302.1 by adding the word “owner or” following the word “the” in the second sentence and deleting the words “that part of” and “that such occupant occupies or controls”.

~~(k)~~(l) 302.2 by removing the period at the end of the sentence and adding “and to prevent water damage to the foundation of the structure located thereon”.

(h)(m) 302.5 by adding “The owner of any residential or nonresidential structure shall be responsible for the extermination of any insects or rats, or other pests throughout the structure and on the exterior of the property. Exception: The occupant of a single family dwelling shall be responsible for the extermination of any insects, rats or other pests in the interior of the dwelling. If the single family dwelling is vacant, extermination shall be the responsibility of the owner.”

(m)(n) 304.5 by adding “so as to carry the safe design and operating dead and live loads” following the word “maintained” in the first sentence.

(n)(o) 304.6 by adding “fascias and soffits” following the word “walls” in the first sentence.

(o)(p) 304.7 by adding the word “may” following the word “that” in the first sentence.

(p)(q) 304.7 by adding “properly anchored and connected” after the word repair, and “or removed” after the word obstructions in the next to last sentence.

(q)(r) 304.14 by deleting the words “During the period from (Date) to (Date)” in the first sentence and deleting the “Exception” section.

(r)(s) 304.18.1 by deleting the words “that is rented, leased or let” following the word “unit” in the first sentence.

(s)(t) 304.18.2 by deleting the words “that is rented, leased or let” following the words “housekeeping unit”.

(t)(u) 304.18.3 by deleting the words “rented, leased or let” following the word “housekeeping unit” and adding the words “and maintained to prevent the entrance of rats, rain and surface drainage water” at the end of the sentence.

(u)(v) 305.2 by adding the words “free of deterioration” following the words “structurally sound”.

(v)(w) 305.3 by adding “Bathrooms and toilet rooms shall be provided with floors of moisture resistant materials, and every toilet, bathroom and kitchen floor surface shall be constructed and maintained so as to permit such floor to be kept in a clean and sanitary condition” at the end of the paragraph.

(w)(x) 305.4 by adding: And constructed so as to be safe to use and capable of supporting the anticipated loads and shall be free of deterioration. The maximum riser height for the steps shall be 9” and the minimum tread depth shall be 8” with variation not exceeding 3/4” in the depth of adjacent treads or in the height of adjacent risers.

(x)(y) 305.7 by adding: Lead-based paint. Interior and exterior painted surfaces of dwellings and child and day care facilities, including fences and outbuildings, which contain in excess of 0.06 percent lead by weight shall be removed or covered in an approved manner. Any surface to be covered shall first be marked with warnings as to the lead content of such surface.

(y)(a) 308.2.2 by deleting the words “without first removing the doors” following the word “premises”.

(z)(aa) 309.4 by deleting the last sentence of the paragraph “If infestation is caused by failure of an occupant to prevent such infestation in the area occupied, the occupant shall be responsible for extermination”.

(aa)(bb) 404.8 by adding the following: “Below Grade Rooms. Rooms partially or completely below grade shall not be used as habitable space unless (1)

floors and walls are water-tight so as to prevent entry of moisture; (2) all habitable rooms shall be provided with aggregate glazing of not less than 8% of the floor area of such rooms; (3) where windows are provided as a means of egress or rescue, the windows shall have the bottom of the clear opening not more than 44" above the floor; (4) the minimum net clear opening for the below grade room windows to be used for egress or rescue shall be 5 square feet; and, (5) means of egress and emergency escape are provided in accordance with this code.

~~(bb)~~(cc) 502.5 by replacing International Plumbing Code with Illinois Plumbing Code in the first sentence.

~~(ee)~~(dd) 505.1 by replacing the International Plumbing Code with the Illinois Plumbing Code in the last sentence.

~~(dd)~~(ee) 602.2 by deleting the words "Appendix D of the International Plumbing Code" and replacing with the words "the Illinois Plumbing Code" following the words "indicated in".

~~(ee)~~(ff) 602.3 by deleting the words "during he period from (Date) to (Date)" following the words "shall supply heat" and, in the last sentence of number 1 under Exceptions, by deleting the words "Appendix D of the International Plumbing Code" and replacing with the words "the Illinois Plumbing Code".

~~(ff)~~(gg) 602.4 by deleting the words "during the period from (Date) to (Date)" following the word "heat".

~~(gg)~~(hh) 604.2 by replacing "NFPA 70" with "National Electrical Code (NEC) as adopted by the City of Decatur.

~~(hh)~~(ii) 605.1 by adding "as per the National Electrical Code, as adopted by the City of Decatur" at the end of the sentence.

~~(ii)~~(jj) 605.3 by adding "controlled by a wall switch" after the word luminaire in the first sentence.

~~(jj)~~(kk) 702.5 – Number of Exits: In nonresidential buildings, every occupied story more than six stories above grade shall be provided with not less than two independent exits. In residential buildings, every story exceeding two stories above grade shall be provided with not less than two independent exits. In stories where more than one exit is required, all occupants shall have access to a t least two exits. Every occupied story which is both totally below grade and greater than 2,000 square feet shall be provided with not less than two independent exits. Exception: A single exit is acceptable under any one of the following conditions: (1) where the building is equipped throughout with an automatic sprinkler system and an automatic fire detection system with smoke detectors located in all corridors, lobbies and common areas; (2) where the building is equipped throughout with an automatic fire detection system and the exit is an approved smoke proof enclosure or pressurized stairway; (3) where an existing fire escape conforming to the building code listed in Chapter 8 is provided in addition to the single exit; and (4) where permitted by the building code listed in Chapter 8.

~~(kk)~~(ll) 704.2 – Smoke Detectors. (1) Every dwelling unit shall be equipped with at least one approved smoke detector in an operating condition within 15 feet of every room used for sleeping purposes. The detector shall be installed on the ceiling and at least 6 inches from any wall, or on a wall located between 4 and 12 inches from the ceiling measured to the top of the detector. All smoke detectors shall

be approved and listed and shall be installed in accordance with the manufacturers instructions. (2) Every single family residence shall have at least one approved smoke detector installed on every story of the dwelling unit, including basements but not including unoccupied attics. In dwelling units with split levels, a smoke detector installed on the upper level shall suffice for the adjacent lower level if the lower level is less than one full story below the upper level; however, if there is an intervening door between the adjacent levels, a smoke detector shall be installed on each level. (3) Every structure which (i) contains more than one dwelling unit, or (ii) contains at least one dwelling unit and is a mixed-use structure, shall contain at least one approved smoke detector at the uppermost ceiling of each interior stairwell. The detector shall be installed on the ceiling, at least 6 inches from the wall, or on a wall located 6 to 12 inches from the ceiling, measure to the top of the detector.

~~(H)~~(mm) 704.2.2 Interconnection is now 704.6.2

~~(mm)~~(nn) 704.2.3 Power Source is now 704.6.3

~~(nn)~~(oo) 705 Carbon Monoxide Alarm Detectors. Definitions: (i) "Approved carbon monoxide alarm" or "alarm" means a carbon monoxide alarm that complies with all the requirements of the rules and regulations of the Illinois State Fire Marshal, bears the label of a nationally recognized testing laboratory, and complies with the most recent standards of the Underwriters Laboratories or the Canadian Standard Association. (ii) Dwelling Unit. A room or suite of rooms used for human habitation, and includes a single family residence as well as each living unit of a multiple family residence and each living unit in a mixed use building. (iii) Section 1. Carbon Monoxide Detector. (a) Every dwelling unit shall be equipped with at least one approved carbon monoxide alarm in an operating condition within 15 feet of every room used for sleeping purposes. The carbon monoxide alarm may be combined with smoke detecting devices provided that the combined unit complies with the respective provisions of the administrative code, reference standards, and departmental rules relating to both smoke detecting devices and carbon monoxide alarms and provided that the combined unit emits an alarm in a manner that clearly differentiates the hazard. (b) Every structure that contains more than one dwelling unit shall contain at least one approved carbon monoxide alarm in operating condition within 15 feet of every room used for sleeping purposes. (c) It is the responsibility of the owner of a structure to supply and install all required alarms. It is the responsibility of a tenant to test and to provide general maintenance for the alarms within the tenant's dwelling unit or rooming unit, and to notify the owner or the authorized agent of the owner in writing of any deficiencies that the tenant cannot correct. The owner is responsible for providing one tenant per dwelling unit the written information regarding alarm testing and maintenance. The tenant is responsible for replacement of any required batteries in the carbon monoxide alarms in the tenant's dwelling unit, except that the owner shall ensure that the batteries are in operating condition at the time the tenant takes possession of the dwelling unit. The tenant shall provide the owner or the authorized agent of the owner with access to the dwelling unit to correct any deficiencies in the carbon monoxide alarm that have been reported in writing to the owner or the authorized agent of the owner. (d) The carbon monoxide alarms required may be either battery powered, plug-in with battery back-up, or wired into the structure's AC power line with secondary battery

back-up. Exemptions: The following residential units shall not require carbon monoxide detectors: (1) a residential unit in a building that: (i) does not rely on combustion of fossil fuel for heat, ventilation, or hot water; (ii) is not connected in any way to a garage; and (iii) is not sufficiently close to any ventilated source of carbon monoxide, as determined by the local building official, to receive carbon monoxide from that source. (2) a residential unit that is not sufficiently close to any source of carbon monoxide so as to be at risk of receiving carbon monoxide from that source, as determined by the local building official.

~~(ee)~~(pp): Penalty. That no person, firm or corporation shall erect, construct, alter, extend, repair, remove, demolish, maintain, operate, use or occupy any structure or equipment regulated by the provisions of this chapter or of the Code adopted hereby, or by the rules or directives promulgated or notices issued thereunder, or cause the same to be done, contrary to or in conflict with or in violation of any of said provisions, rules, directive or notices, and any person, firm or corporation violating or found to be in violation thereof shall upon conviction be fined not less than One Hundred Fifty Dollars (\$150.00) nor more than Two Thousand Dollars (\$2,000.00) for each offense, and each day on which a violation occurs or continues shall be considered a separate offense.

(Amended, Ordinance No. 2007-21, April 2, 2007) (Amended, Ordinance No. 2018-68, November 5, 2018, Effective January 1, 2019) (Amended, Ordinance No. 2023-96, Effective January 1, 2024)

8. CERTIFICATE - DEMOLITION EXPENSES – PROPERTY SUSTAINING LOSS.

(A) It shall be a violation for any company to pay a claim of an insured property owner for loss to a structure located in the City of Decatur, until the insurance company receives a certificate as required by this Section.

(B) A notice to the City of Decatur, of the insurer's intent to pay a claim shall include the name of the property owner, the address of the property, its legal description, the permanent real estate index number that identifies the property for purposes of taxation, and the amount of the claim to be paid.

(C) For purposes of this Section, the definitions set forth in Section 397.1 (b) of the Illinois Insurance Code (215 ILCS 5/397.1 (b), as amended) shall be applicable.

(D) For any claim to which this Section is applicable, an insured property owner must submit either of the following to the insurance company:

- (1) a certificate that with respect to the property that there are no unpaid incurred demolition expenses;
- (2) a certificate setting forth with respect to the property the amount of unpaid incurred demolition expense, and a direction by the insured property owner to the insurance company, to pay the unpaid incurred demolition expenses.

(E) Except as provided below, if a certificate is submitted pursuant to paragraph (2) above, the insurance company shall pay the unpaid incurred demolition expense from the proceeds payable by issuing a draft or check payable to the City of Decatur.

(F) If the City's incurred demolition expense is determined by estimation, the insurance company shall hold the amount estimated until an amended certificate executed by the appropriate local government official is submitted stating (i) that no demolition expense will be incurred or (ii) the actual unpaid incurred demolition expense. The insurance company shall then issue a draft or check payable to the City of Decatur for the actual unpaid incurred demolition expense.

(G) Nothing in this section shall be construed as making an insurance company liable for any amount exceeding the proceeds payable under its insurance policy unless the insurance company shall have made payment to the named insured without satisfying the requirements of this section. It shall be a violation for an insurance company to make payment to the named insured without satisfying the requirements of this section.

(H) Nothing in this Section shall be construed as making the City of Decatur an insured under an insurance policy.

(Amended, Ordinance No. 2020-38, February 24, 2020)

9. PENALTY. (A) That no person, firm or corporation shall erect, construct, alter, extend, repair, remove, demolish, maintain, operate, use or occupy any structure or equipment regulated by the provisions of this Chapter or of the Code adopted hereby, or by the rules or directives promulgated or notices issued thereunder, or cause the same to be done, contrary to or in conflict with or in violation of any of said provisions, rules, directives or notices, and, except as provided in subsections (B) and (C) hereof, any person, firm or corporation violating or found to be in violation thereof shall be fined not less than One Hundred Fifty Dollars (\$150.00) nor more than Two Thousand Dollars (\$2,000.00) for each offense, and each day on which a violation occurs or continues shall be considered a separate offense.

(Amended, Ordinance No. 2011-75; Ordinance No. 99-21)

(B) When a person, firm or corporation is cited for a violation of any of the provisions of this chapter, or of the Code adopted hereby or the rules or directives promulgated or notices issued hereunder, as provided in subsection (A) hereof, which violation occurred within twelve (12) months of a prior violation of any of the provisions of this Chapter, or of the Code adopted hereby or the rules or directives promulgated or notices issued hereunder, and such violation is separately brought and arises out of a different series of acts or omissions, such person, firm or corporation shall be fined not less than Five Hundred Dollars (\$500.00) nor more than Two Thousand Dollars (\$2,000.00) for each offense and each day a violation occurs or continues shall be considered a separate offense. (Amended, Ordinance No. 2011-75; Ordinance No. 99-21)

(C) When a person, firm or corporation is cited for a violation of any of the provisions of this chapter, or of the Code adopted hereby or the rules or directives promulgated or notices issued hereunder, as provided in subsection (A) hereof, which violation occurred within twelve (12) months of any two (2) prior violations of any of the provisions of this Chapter, or of the Code adopted hereby, or the rules or directives promulgated or notices issued hereunder, which prior violations each arose out of a different series of acts or omissions, and such present violation is separately brought and arises out of a different series of acts or omissions from either of the prior violations, such person, firm or corporation shall be fined not less than One Thousand Dollars (\$1,000.00) nor more than Two Thousand Dollars (\$2,000.00) for each offense and each day a violation occurs or continues shall be considered a separate offense.

(Amended, Ordinance No. 2011-75; Ordinance No. 99-21)

10. OTHER REMEDIES. The imposition of the penalties herein prescribed shall not preclude the institution of appropriate action to prevent unlawful construction or to restrain, correct or abate a violation, or to stop an illegal act, the conduct of business or the operation of mechanical equipment or systems in or about any premises.

11. SEVERABILITY. The provisions hereof are, and shall be construed to be severable and invalidity of any section or provision of this Chapter, or of the codes and standards hereby adopted, shall not invalidate other sections or provisions hereof.

12. RULES AND REGULATIONS. In order to cause the purpose, intent and provisions of this Chapter and the Code adopted thereby to be carried out and administered, and to facilitate the same, the City Manager be, and he is hereby, authorized to cause directives, interpretations and rules, not in conflict with said provisions, to be promulgated and enforced.

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT
No. 2025-31

November 17, 2025

TO: Honorable Mayor Julie Moore Wolfe and City Council

FROM: Melissa Hon, Interim City Manager
Lacie Elzy, Director of Economic and Community Development
Michael Snearly, Neighborhood Inspections Manager

SUBJECT: Resolution Authorizing Action Regarding Unsafe Structures

SUMMARY RECOMMENDATION: This is the second step, after the posting of a structure as unfit, which initiates the demolition process. City staff recommends approval.

BACKGROUND: This is the beginning of the process seeking court-ordered demolition of twelve (12) unsafe and abandoned structures throughout the community.

POTENTIAL OBJECTIONS: No known objections to this resolution.

INPUT FROM OTHER SOURCES: Michael Snearly, Neighborhood Inspections Manager.

BUDGET/TIME IMPLICATIONS: None

STAFF REFERENCE: Any additional questions may be forwarded to Michael Snearly at 217-450-2347 or msnearly@decaturil.gov.

RESOLUTION NO. R _____

RESOLUTION AUTHORIZING ACTION REGARDING UNSAFE STRUCTURES

1557 W. Center	737 E. Division	2790 E. Hickory
1060 W. Cerro Gordo	2290 E. Division	111 E. North
1610 E. Clay	1730 N. Graceland	1245 E. Prairie
1612 E. Condit	1628 E. Hickory	1545 E. Prairie

WHEREAS, the Council of the City of Decatur, Illinois, has found and does hereby find that certain structures within the City located on premises at the addresses set forth above, are dangerous and unsafe, or are uncompleted or abandoned; and

WHEREAS, it is in the best interest of the general public health, safety and welfare that said structures be repaired or demolished.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DECATUR, ILLINOIS:

Section 1. That the officers and employees of the City be, and they are hereby, authorized and directed to give such notice and to take such actions as may be provided by law, including application for order of court, to cause said structures to be put in safe condition or, if not so repaired to be demolished.

PRESENTED and ADOPTED this 17th day of November, 2025.

Julie Moore Wolfe, Mayor

ATTEST: _____
Kim Althoff, City Clerk

Council Memo November 17th, 2025

Resolution Authorizing Actions Regarding Unsafe Structures

1557 W. Center: This property was posted as Unfit for Human Habitation in May 2024. This structure lacks utilities, is abandoned, and has several code violations.

1060 W. Cerro Gordo: This property was posted as Unfit for Human Habitation in September 2025. This structure lacks utilities, is abandoned, and has several code violations.

1610 E. Clay: This property was posted as Unfit for Human Habitation in January 2025. This structure lacks utilities, is abandoned, and has several code violations.

1612 E. Condit: This property was posted as Unfit for Human Habitation in July 2025. This structure lacks utilities, is abandoned, and has several code violations.

737 E. Division: This property was posted as Unfit for Human Habitation in September 2025. This structure lacks utilities, is abandoned, and has several code violations.

2290 E. Division: This property was posted as Unfit for Human Habitation in September 2025. This structure lacks utilities, is abandoned, and has several code violations.

1730 N. Graceland: This property was posted as Unfit for Human Habitation in August 2025. This structure lacks utilities, is abandoned, and has several code violations.

1628 E. Hickory: This property was posted as Unfit for Human Habitation in July 2025. This structure lacks utilities, is abandoned, and has several code violations.

2790 E. Hickory: This property was posted as Unfit for Human Habitation in August 2025. This structure lacks utilities, is abandoned, and has several code violations.

111 E. North: This property was posted as Unfit for Human Habitation in September 2024. This structure lacks utilities, is abandoned, and has several code violations.

1245 E. Prairie: This property was posted as Unfit for Human Habitation in July 2025. This structure lacks utilities, is abandoned, and has several code violations.

1545 E. Prairie: This property was posted as Unfit for Human Habitation in February 2024. This structure lacks utilities, is abandoned, and has several code violations.

CIVIL SERVICE COMMISSION
OPEN SESSION
MINUTES
October 7, 2025

Pursuant to notice, the Civil Service Commission of the City of Decatur met in regular session at 11:30 a.m.

PRESENT: CHAIR Todd Ray
VICE CHAIR Christina Arganbright
COMMISSIONER Greg Spain
COMMISSIONER Amy Spry
COMMISSIONER Tony Wilkins
ACTING SECRETARY Penny Rogers
TEMPORARY HR ASSISTANT Armonda Thompson

ABSENT: HUMAN RESOURCES MANAGER Teresa Jackson
ADMINISTRATIVE ASSISTANT Sherry Beasley

Call to Order

CHAIR Todd Ray called the meeting to order at 11:31 a.m.

Roll Call

Five out of five Commissioners were present at the time of roll call. Acting Secretary Penny Rogers declared a quorum does exist to conduct and approve business.

Chair Ray called for Appearance of Citizens:

One citizen was present: Citizen Abeer Motan.

The Minutes of the September 2, 2025, regular meeting were presented. Commissioner Greg Spain moved that the September 2, 2025, regular meeting minutes be approved, seconded by Commissioner Amy Spry and upon call of the roll, Chair Todd Ray, Vice Chair Christina Arganbright, Commissioners Greg Spain, Amy Spry, and Tony Wilkins voted aye. Chair Ray declared the motion carried.

The Minutes of the September 12, 2025, special meeting were presented. Vice Chair Christina Arganbright moved that the September 12, 2025, special meeting minutes be approved, seconded by Commissioner Tony Wilkins and upon call of the roll, Chair Todd Ray, Vice Chair Christina Arganbright, Commissioners Greg Spain, Amy Spry, and Tony Wilkins voted aye. Chair Ray declared the motion carried.

Commissioner Tony Wilkins moved to recess to Closed Session under Open Meetings Act 5 ILCS 120/2(c) to consider the appointment, employment, compensation, discipline, performance, or dismissal of specific employees, seconded by Vice Chair Christina Arganbright and upon call of the roll, Commissioners Amy Spry, Greg Spain, Tony Wilkins, Chair Todd Ray and Vice Chair Christina Arganbright voted aye. Chair Ray declared the motion carried.

Commissioner Greg Spain moved to return to Open Session, seconded by Commissioner Amy Spry and upon call of the roll, Commissioners Greg Spain, Amy Spry, Tony Wilkins, Chair Todd Ray and Vice Chair Christina Arganbright voted aye. Chair Ray declared the motion carried.

Chair Ray called for Unfinished Business:

- A. Authorization Request to Approve Final Scores and Eligible Register for Customer Payment Specialist, Commissioner Amy Spry moved the Authorization Request be received, placed on file, and approved, seconded by Vice Chair Christina Arganbright, and upon call of the roll, Commissioners Amy Spry, Tony Wilkins, and Greg Spain, Chair Todd Ray and Vice Chair Christina Arganbright voted aye. Chair Ray declared the motion carried.
- B. Authorization Request to Approve Final Scores and Eligible Register for Utility Customer Service Representative, Commissioner Greg Spain moved the Authorization Request be received, placed on file, and approved, seconded by Vice Chair Christina Arganbright, and upon roll call, Commissioners Amy Spry, Tony Wilkins, and Greg Spain, Chair Todd Ray and Vice Chair Christina Arganbright voted aye. Chair Ray declared the motion carried.
- C. Authorization Request to Approve Final Scores and Eligible Register for Transit Fleet Mechanic, Commissioner Tony Wilkins moved the Authorization Request be received, placed on file, and approved, seconded by Commissioner Amy Spry, and upon roll call, Commissioners Amy Spry, Tony Wilkins, and Greg Spain, Chair Todd Ray and Vice Chair Christina Arganbright voted aye. Chair Ray declared the motion carried.
- D. Authorization Request to Approve Final Scores and Lateral Transfer Register for Police Patrol Officer, Vice Chair Christina Arganbright moved the Authorization Request be received, placed on file, and approved, seconded by Commissioner Amy Spry, and upon roll call, Commissioners Amy Spry, Tony Wilkins, and Greg Spain, Chair Todd Ray and Vice Chair Christina Arganbright voted aye. Chair Ray declared the motion carried.

- E. Authorization Request to Approve Final Scores and Promotional Register for Fire Captain, Commissioner Greg Spain moved the Authorization Request be received, placed on file, and approved, seconded by Vice Chair Christina Arganbright, and upon roll call, Commissioners Amy Spry, Tony Wilkins, and Greg Spain, Chair Todd Ray and Vice Chair Christina Arganbright voted aye. Chair Ray declared the motion carried.

Chair Ray called for New Business:

- A. Receiving and Filing of Personnel Actions - Commissioner Amy Spry moved that the appointments, oral reprimand, written reprimand, civil service status requests, relinquish position, probationary resignations, and retirements be received, placed on file, and approved, seconded by Commissioner Tony Wilkins, and upon call of the roll, Commissioners Tony Wilkins, Amy Spry, and Greg Spain, Vice Chair Christina Arganbright, and Chair Todd Ray voted aye. Chair Ray declared the motion carried.

Chair Ray called for Other Business:

- B. There being no other business, Commissioner Amy Spry moved to adjourn the meeting, seconded by Vice Chair Christina Arganbright, and upon call of the roll, Commissioners Amy Spry, Tony Wilkins, and Greg Spain, Chair Todd Ray and Vice Chair Christina Arganbright voted aye. Chair Ray declared the meeting adjourned at 11:53 am.

Respectfully Submitted,



Penny Rogers
Acting Secretary

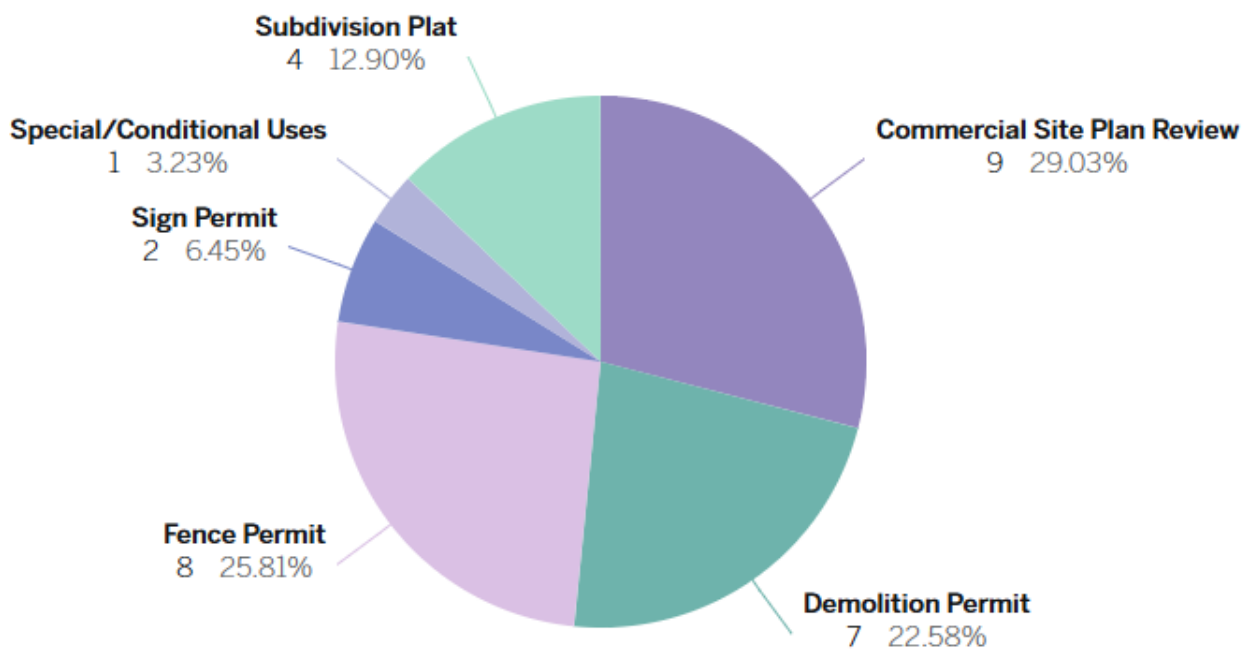
ECONOMIC & COMMUNITY DEVELOPMENT DEPARTMENT MONTHLY REPORT

October 2025

PLANNING AND DEVELOPMENT DIVISION

For the month of October, the Planning and Development staff processed and reviewed commercial site plans and various permits for zoning approval.

We have ongoing Economic Development projects both in the planning stage and under way. Some are very large projects that will have a significant positive impact if approved. Staff along with other departments held TRC meetings, Zoom meetings or conference calls for pending and ongoing developments, and have reviewed thirty-one (31) submittals, broken down by review type below:



Economic Development Updates:

The City is currently developing Requests for Proposals (RFPs) for City-owned property. Staff have been evaluating available parcels and drafting RFPs tailored to both neighborhood priorities and broader community needs. These RFPs will address a range of housing types, including single-family, multi-family, and rental opportunities. The first RFP will be published in November 2025.

RAISE Grant (Jasper St.): We have sent our draft agreement back to FHWA and IDOT. Based on our meeting with both entities; we estimate that final approval will take around 9-12 months.

Our new ECD Specialist, Kyle Knott, started in October and we are excited to welcome him to the team.

BUILDING INSPECTIONS DIVISION

For October, we issued 256 permits broken down by permit type below. Of those, we had 2 permits with a value of over \$250,000. The Division performed 642 inspections and 7 consultations.

<u>PERMIT TYPE</u>	<u># ISSUED</u>	<u>WORK VALUE</u>
Commercial Building	8	\$273,776
Demolition	8	\$81,138
Electrical	39	\$467,935
Fence	4	\$20,600
Fire Protection System	2	\$135,662
Mechanical	15	\$541,411
Plumbing	39	\$154,066
Residential Building	16	\$412,581
Roof	65	\$3,025,933
Sign	1	\$4,000
Solar Photovoltaic System	44	\$1,642,269
Swimming Pool	0	\$0
Temporary Structure/Use	0	\$0
Wheelchair Ramp	0	\$0
TOTAL	256	\$6,759,373

GRANTS DIVISION

Program	2025 YTD Completed	In Progress
CDBG Residential Rehab	19	2
HOME Residential Rehab	6	2
CDBG Roof Replacement	0	9
Emergency Program	15	0
Residential Exterior Program	0	11
Business Façade Program	2	5
Homebuyer Assistance Program	2	0
HRAP Match Roof Replacement	0	3

*In progress is a fluid number. This includes steps for program eligibility.

Current Timeliness Ratio: \$834,021.29(unspent funds)/ \$1,303,056 (current allocation) = .64

The Grants Division has continued to work through HUD processes for project eligibility. The Emergency Program funds have been exhausted until we receive our FY 25 HUD funding in the fall. Due to the Federal Government Shutdown, HUD processes are delayed. This can affect timeliness. The team is working through a plan to ensure timeliness is still met, despite our FY 25 funding being on hold. All exterior project construction has started. CDBG roof replacement bids were received. 1 CDBG and 1 HOME rehab project has been put out to bid. HRAP Match Roof Replacement was funding left over from the match portion of the HRAP Round 1 grant administered by Central Illinois Land Bank.

Other happenings in the division...

- OpenGov grants portal is well on its way with weekly meetings occurring for set up
- Staff attended HRAP training conference program pre-applications will be taken Nov 17 through Nov 21.
- Team has met with an organization interested in becoming a CHDO.
- Grant Close out processes are in progress for DCEO grants.
- OKO held a ribbon cutting for the basketball court that used CDBG-CV funding.
- Garfield School Apartments project agreement signings are planned to occur before the year is over.

NEIGHBORHOOD INSPECTIONS DIVISION

Staff continued to enforce the International Property Maintenance Code and local City Ordinances (Chapters 48, 49, 56 and 70). The Division is committed to working with the citizens of Decatur to maintain a healthy and safe environment for those living here.

See attached for a summary of the work involved during the month of October 2025.

ATTACHMENT

NEW CASES	
Health & Safety (72 Hour)	145
Direct to Legal (Repeat Offenders)	0
Housing and Unfit	50
No Garbage Service	13
Nuisance	228
Secure of Abandoned Buildings	30
Weeds	3
TOTAL	469

RE-INSPECTION VISITS	
Code Enforcement	880
Weeds	148
TOTAL	1028

CASES SENT TO LEGAL FOR COURT	
Code Enforcement	125
Weeds	7

WEED ABATEMENT	
Contractor Mowed	3
Owner Mowed	0
TOTAL	3

DEMOLITIONS	
Year-to-Date	
Demolished	14
New Cases	3
Sent to Legal	1
Sent to Council	0
Out to Bid	0
Contracts Granted	10
Contract Amount	\$0
Permits Issued	0
Permits Finaled	5
Active Demolitions	145

GARBAGE SERVICE COMPLAINTS	
Received	0

INVOICES*	
New Invoices	150
Dollar Amount	\$41,878.66

PAYMENTS RECEIVED**	
Weeds	\$610.00

* includes costs incurred by the City of Decatur - Health and Safety (72 hour), Securing of Abandoned Buildings and Weed Abatement

** reimbursement for costs incurred by the City of Decatur for weed abatement.



DECATUR FIRE DEPARTMENT
MEMORANDUM
2025-10

November 5, 2025

TO: Melissa Hon, Interim City Manager

FROM: Neil Elder, Fire Chief

RE: Monthly Report – October 2025

In October, the Decatur Fire Department responded to 1,272 calls for service, maintaining a steady pace consistent with recent months. Crews responded to 31 fires during the month, bringing our 2025 year-to-date fire total to 295. Overall, our current alarm volume continues to trend slightly ahead of the pace recorded in 2024.

The administrative staff has been focused on advancing several major technological initiatives. This includes preparation for the implementation of the new Tyler Technologies Computer-Aided Dispatch (CAD) system, which will enhance call processing, dispatch efficiency, and data accuracy across all emergency responses. We are also working through significant updates to our reporting infrastructure. On January 1, 2026, the National Emergency Response Information System (NERIS) will officially replace the long-standing National Fire Incident Reporting System (NFIRS). This transition requires the adoption of new reporting forms, expanded validation rules, and updated configurations within our Image Trend Records Management System, all of which are currently underway to ensure a smooth changeover.

Another major priority this month has been the specification and planning of a new ladder truck. Our current downtown ladder truck, purchased in 2011, is approaching the end of its recommended front-line service life. With current delivery timelines for new apparatus averaging 36–48 months, Truck 1 will be approximately 18 years old by the time a replacement arrives, and our reserve ladder truck will be nearly 23 years old. NFPA standards recommend retiring front-line apparatus after 15 years and removing them from service entirely after 25 years. This replacement cycle is therefore both necessary and strategically timed to maintain operational readiness, ensure firefighter safety, and support the long-term reliability of our fleet. I anticipate bringing a finalized proposal to the Council within the next few months.

Incident Type Category	2025										2025	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Grand Total - Current	% of Total Incidents - Current
1 - Fire	29	26	37	26	26	27	31	32	30	31	295	2.00%
2 - Overpressure Rupture, Explosion, Overheat (No Fire)	0	2	1	1	1	2	2	1	1	0	11	0.00%
3 - Rescue & Emergency Medical Service Incident	927	843	911	779	904	858	940	1,020	837	892	8,911	70.00%
4 - Hazardous Condition (No Fire)	27	18	43	25	103	46	41	38	42	25	408	3.00%
5 - Service Call	121	104	144	121	107	113	107	128	141	142	1,228	10.00%
6 - Good Intent Call	98	87	113	113	145	124	136	130	114	116	1,176	9.00%
7 - False Alarm & False Call	79	57	83	70	67	63	88	75	73	66	721	6.00%
8 - Severe Weather & Natural Disaster	0	0	0	0	0	0	0	0	0	0	0	0.00%
9 - Special Incident Type	0	0	2	1	1	0	1	0	0	0	5	0.00%
Grand Total	1,281	1,137	1,334	1,136	1,354	1,233	1,346	1,424	1,238	1,272	12,755	100.00%

Busiest Companies in October	
Engine 1	297
Engine 3	258
Engine 6	229
Engine 5	206
Truck 2	150

Fire Prevention:

In the month of October, the Fire Prevention Bureau conducted multiple inspections for Hotel/Motel, Amusement Device, and Second-Hand Store Licenses. We had approximately 250 children come through Fire Station 1 for Fire Prevention Week, 10/6 – 10/10. The Fire Prevention Bureau conducted 6 building fire investigations. Inspector Jones conducted public relations at a Step Forward providing a fire safety talk. Inspector Jones and Johnson conducted a fire safety talk at Baby Talk. The Fire Prevention Bureau installed 5 key boxes and multiple smoke and CO detectors. The details are below.

The Fire Prevention Bureau continues to develop policies and procedures in several areas of Fire Prevention, to include fire and life safety inspections and enforcement, fire investigations, fireworks enforcement, fire hydrant testing, and pre-planning. Several of these areas require the coordination of other city departments, outside agencies and vendors.

The Decatur Fire Department's fire safety trailer is 25 years old. At the beginning part of this year, we applied for a grant to replace the current trailer. As of this time, we are still waiting for a response.

Inspections – 5

Public Relations – 4

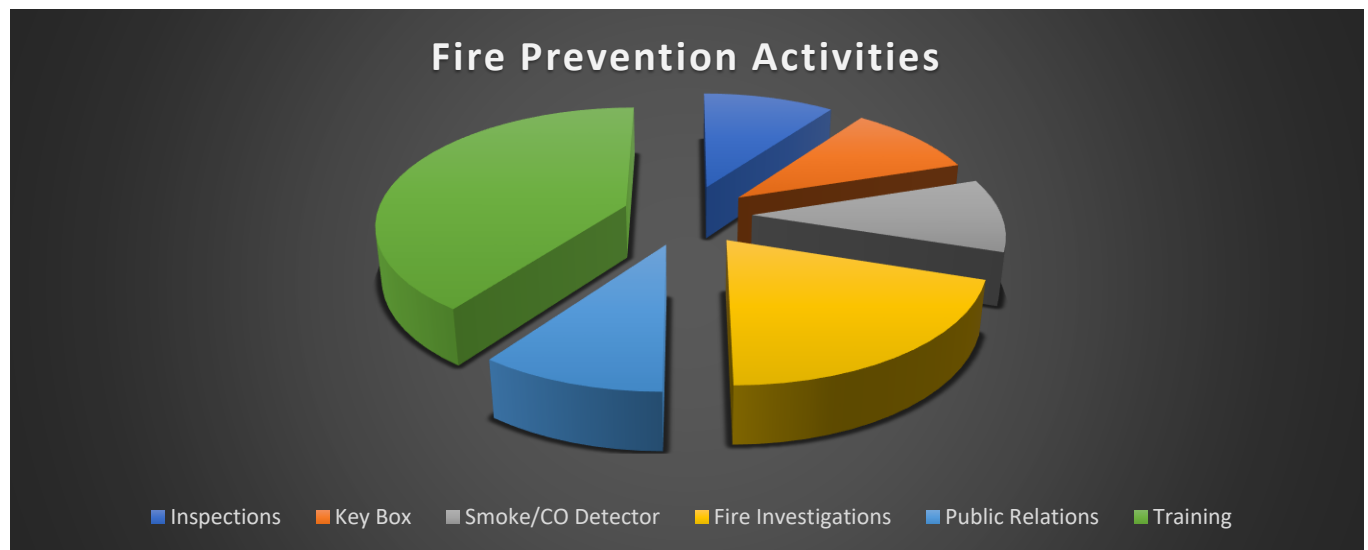
Investigations – 6

Training – Vector Solutions

Smoke Detectors – 5

Key Boxes – 5

Fire Prevention Week – 250 Children



Training:

Fire:

Fire Academy:

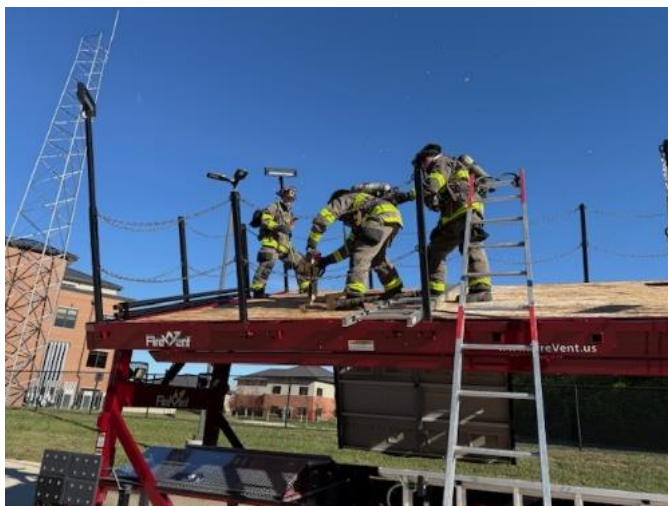
- Three recruit firefighters graduated from the Illinois Fire Service Institute Fire Academy on Friday, October 24th. The intensive, 7-week Academy gives them the basic skills necessary to begin their careers with the department. They will continue their training over the next 7 weeks with Fire Apparatus Engineer, Hazmat Operations, and EMT-Basic school.

- The three recruit firefighters completed the Fire Apparatus Engineer course during the week of October 27-31 at Fire Station #2. This training was led by Captain Tom Scheu and focused on their role as fire apparatus drivers and operators.



Truck Company Training:

- Most members of the department completed monthly fire training focused on truck company operations. DFD Truck Companies are typically responsible for the tasks of search & rescue, forcible entry, and ventilation. Crews spent half a day at the Macon County Fire & Rescue Training Center honing their skills on the forcible entry and ventilation props provided by the Public Safety Training Foundation.





EMS:

- All members completed monthly protocol reviews and hands-on training on the topic of cardiac emergencies. This training consisted of a review of our Memorial Health System protocols and a quiz on the topic, as well as scenarios focused on cardiac emergencies that our crews may face on a regular basis.
- Several members completed hands-on training to achieve recertification in Advanced Cardiac Life Support (ACLS) and Pediatric Advanced Life Support (PALS). This is a certification that all advanced EMS providers (EMT-Intermediate and Paramedic) must be recertified every 2 years.

Special Operations:

Hazardous Materials Training:

- Deputy Chief Downey attended a radiation primary and secondary screener training at the Macon County Law Enforcement Training Center. This training, which will be brought back and taught to our Hazardous Materials Technicians, focuses on new equipment provided to the department that will allow us to better recognize and handle radiological emergencies in the community. The program includes approximately \$50,000 in radiological monitoring equipment that is provided to the city at no cost.

Training Tours:

Caterpillar Tour:

- Members of E4, T2, and B1 attended a familiarization tour of the Caterpillar plant. This tour included a walk around for all 3 battalions, focusing on target hazards and plant familiarization. These tours are invaluable for our members to pre-plan emergency responses before they occur.

DECATUR ILLINOIS POLICE DEPARTMENT

2025 October Monthly Report

To: Mayor Julie Moore-Wolfe
City Council Members
Interim City Manager Melissa Hon

From: Acting Chief Ed Hurst

CHIEF'S OFFICE / ADMINISTRATIVE OPERATIONS DIVISION

Sworn Police Officer Staffing

Police Chief	1
Deputy Chief	3
Lieutenant	4
Sergeant	17
Patrol Officer	114
TOTAL	139

Budgeted (Authorized) 148 (154)

Non-deployable: Officers at Academy or in FTO 15

Non-deployable: Officers on Injury Status 3

Retirements/Resignations Expected Next Month 0

Civilian Employee Staffing

Executive Assistant	1
Crime Analyst	2
Records Clerk	2
Records Supervisor	1
Parking Enforcement	2
Digital Forensic Examiner	2
Police Support Officer	2
Police Support Specialist	1
FOIA Specialist	2
TOTAL	15

Freedom of Information (FOIA) Requests

Month: 244 **YTD:** 2,112

DECATUR ILLINOIS POLICE DEPARTMENT

2025 October Monthly Report

PATROL DIVISION

Community Engagement

	<u>Amount</u>	<u>YTD</u>
Community Meetings	0	14
Directed Patrols	72	905
Active Problem Oriented Policing Projects	0	0
Completed Problem Oriented Policing Projects	0	0

General Patrol Activity

	<u>Amount</u>	<u>YTD</u>
Calls for Service/CAD Incidents	4,211	43,147
Criminal Arrests	436	3,715
Felony Drug Arrests	25	267
Firearms Seized	23	196
Field Interviews	82	1,079
City Ordinance Arrests	25	202
Unlawful Use of Motor Vehicles	129	1,109

Traffic Accidents

	<u>Amount</u>	<u>YTD</u>
Traffic Accidents	190	1,879
Fatal Accidents	1	7
Personal Injury Accidents	36	341

Traffic Enforcement

	<u>Amount</u>	<u>YTD</u>
Traffic Citations	545	5,875
Written Warnings	316	3,690
Parking Citations	408	3,964

Traffic Targeted Enforcement Stats

	<u>Amount</u>	<u>YTD</u>
Driving Under the Influence (DUI) Arrests	14	183
DUI's Involving Accidents	8	68
Electronic Communication Device Stops	20	177
Speeding Stops	202	2,407

DECATUR ILLINOIS POLICE DEPARTMENT

2025 October Monthly Report

INVESTIGATIONS DIVISION

Street Crimes Drug Seizures / Activity

Drug	Amount		YTD	Price	Street Value
Cannabis	291	grams	4,044	\$10 / gram	\$40,440
Cocaine - Powder	14	grams	1,107	\$100 / gram	\$110,700
Cocaine - Crack	115	grams	252	\$100 / gram	\$25,200
Heroin	11	grams	84	\$300 / gram	\$25,200
Ecstasy	0	hits	35	\$20 / hit	\$700
Meth	145	grams	1,726	\$100 / gram	\$172,560
K2/Pills	0	pills	338		

	Amount	YTD
Search Warrants	2	38
Currency Seized	\$24,108	\$49,975
Firearms Seized	4	69
Vehicles Seized	0	9
Arrests	6	121

Detective Activity

	Amount	YTD
New Cases Assigned	205	1,670
Closed/Resolved Cases	112	1,064
Criminal Arrests	61	554
Homicides	1	6
Infant Death Investigations	0	2
Suicide Investigations	3	10
Missing Person Investigations	5	57
Computer/Cell Phone/Tech Exams	82	908

U.S. Marshals Great Lakes Task Force

	Amount	YTD
Felony Arrests	8	113
Misdemeanor Arrests	0	5
TOTAL	8	118

	Amount	YTD
Sex Offender Registrations	133	1,253

**Public Works Department
Monthly Report
October 2025**

Engineering:

Sanitary Sewer Herbicide Root Control Project:

Month Activity: Dukes Completed the 2nd year of application in March. The third and final year of application will be completed in 2026.

Project Background: The project was designed and advertised by Engineering Staff on December 13, 2023, with bids received on January 4, 2024. Dukes Root Control provided the lowest responsible bid, and the contract was awarded by City Council on January 16, 2024.

2024 Traffic Signal Improvement Project:

Month Activity: Work started at Wood St. and MLK Jr Drive at the CN crossing, work is expected to continue into November pending railroad flaggers.

Project Background: The project was designed and advertised by Engineering Staff on December 18, 2024, with bids received January 22, 2025. Bodine Electric of Decatur provided the lowest responsible bid, and the contract was awarded by the City Council on February 3rd, 2025.

Oakland and Grand Sewer Separation Project (Basin 5/6):

Month Activity: Work was completed in separate area north of Grand Ave (Basin 6), paving is scheduled for November. Due to the scheduling of railroad flaggers, the work on route 48 will be delayed until spring. Remain work may be limited due to the ability to repair the road with asphalt and the need for temporary connections.

Project Background: The project was designed by AECOM and advertised by Engineering

Staff on December 17, 2024, with bids received February 11, 2025. Entler Excavating of Decatur provided the lowest responsible bid, and the contract was awarded by the City Council on February 18, 2025, pending a loan received by the IEPA. The City received the loan from the IEPA Late March allowing for the project to be awarded to Entler.

Allen Bend Pump Station Replacement

Month Activity: Work started in October with the excavation and installation of the wet well. The work will continue into November.

Project Background: The project was designed and advertised by Engineering Staff on April 9, 2025, with bids received April 30, 2025. Burdick Plumbing and Heating provided the lowest responsible bid, and the contract was awarded by the City Council on May 19, 2025.

2024 Watermain Project

Month Activity: The watermain installation was completed on Highland Place. Flushing, testing, and service connections are scheduled for November. Work also started with the valve replacement at Pershing and 22nd St started. Work is expected to continue through November.

Project Background: The project was designed and advertised by Engineering Staff on May 21, 2025, with bids received June 13, 2025. Ezell Excavating, Inc. provided the lowest responsible bid, and the contract was awarded by the City Council on July 7, 2025. Ezell completed the Deer Run, Highland Rd, McKinley and Pythian off MLK Jr.

Country Club Boat Ramp Replacement

Month Activity: All work is completed and the ramp is open

Project Background: The project was designed Martin Engineering and Advertised by Engineering Staff on May 28, 2025, with bids received June 18, 2025. Cothren's Custom

Hardscapes provided the lowest responsible bid, and the contract was awarded by the City

2025 Manhole Rehabilitation Project

Month Activity: Work started in October with the manhole frame and cover replacements.

Lining is scheduled to start in November and is expected to be wrapped up in December.

Project Background: The project was designed and advertised by Engineering Staff on July 9, 2025, with bids received on July 30, 2025. Culy Contracting provided the lowest responsible bid, and the contract was awarded by the City Council on August 18, 2025.

2025 Storm Drainage Improvement Projects:

Project Background: The project was designed and advertised by Engineering Staff on September 27, 2025, with bids received October 8, 2025. A&R Services provided the lowest responsible bid, and the contract was awarded by City Council on October 20, 2025. Work will be started in November.

2025 Street Restoration Project:

Project Background: The project was designed and advertised by Engineering Staff on October 1, 2025, with bids received October 22, 2025. Dunn Company provided the lowest responsible bid, and the contract was awarded by City Council on November 3, 2025. Work is expected to start in November.

**MUNICIPAL SERVICES MONTHLY DATA
OCTOBER 2025**

ASPHALT	QUANTITY	HOURS	OTHER INFO
Dura Patcher (spray)	280 patches	140	
Lead Service Replacement / Asphalt	25.35 sq yds	14	
Milling / Asphalt	118.51 sq yds	115	
Miscellaneous / Asphalt	0	66	
Pothole Patch / Repair	623 patches	147	
Street Repair / Asphalt	324.36 sq yds	120	
CONCRETE	QUANTITY	HOURS	OTHER INFO
Miscellaneous / Concrete	0	168.5	
SS Utility Cuts / Brickstreet Repair	0 sq yds	0	
SS Utility Cuts / Curb & Gutter	22 ln ft	85	
SS Utility Cuts / Driveway	0 sq yds	0	
SS Utility Cuts / Pavement	343.86 sq yds	192	
SS Utility Cuts / Sidewalk	324 sq ft	140	
Water Dept Cuts / Brickstreet Repair	0 sq yds	0	
Water Dept Cuts / Driveway	0 sq yds	0	
Water Dept Cuts / Pavement	8 sq yds	11.5	
Water Dept Cuts / Sidewalk	0 sq ft	0	
LS Replacement Sidewalk	316 sq ft	99.5	
LS Replacement Pavement	16.55 sq yds	35.5	
LS Replacement Driveways	28.80 sq yds	35	

LS Replacement Curbs/Gutters	0 ln ft	0	
LS Replacement Brick Street	0 sq yds	0	
DOWNTOWN PARKS	QUANTITY	HOURS	OTHER INFO
Downtown Maintenance		196 Regular / 14 HC	
Flowerbed Maintenance		33	
Fountain		23	
Special Events / Downtown Parks		0	
Downtown Parks		30.50	
ELECTRICAL	QUANTITY	HOURS	OTHER INFO
Miscellaneous / Electrical		0	
Re-Lamp Street Lights		0	
Street Light Maintenance		81	
Traffic Signal Repair		260 Regular / 28 OT / 4 HC	
Warning Siren Maintenance		19	
FLEET	AVAILABILITY	BILLABLE HOURS	OTHER INFO
Fleet Tasks	97.39%	314.53	
FORESTRY	QUANTITY	HOURS	OTHER INFO
Miscellaneous		53.5	
Mowing City Lots		0	
Mowing City Property / ROW		131	
Mowing City Property / State ROW		0	
MSC Maintenance		44	

New Tree Care & Maintenance		0	
Pesticide Application		0	
Storm Damage Clean-up		20	
Stump Removal	0	0	
Tree Removal	666 (inch diameter)	359 Regular / 20.5 HC	
Tree Trimming	100	154.25 Regular / 22 HC	
Vegetation Removal	0	0	
PARKING	QUANTITY	HOURS	OTHER INFO
Mail Delivery		32	
Parking Lots/Garage Maintenance		24.5	
Parking Meter Collection		20.5	
Parking Meter Repair		24.5	
Miscellaneous / Parking		0	
STREET MAINTENANCE	QUANTITY	HOURS	OTHER INFO
Alley Grading	10,198 linear ft	27	
Catch Basin / Pumped	4	12	
Catch Basin / Repaired	6	44.5	
Culvert / Installed	91 ln ft	49.5	
Culvert / Jetted	0 ln ft	0	
Ditch / Cleaning	320 ln ft	27	
Storm Sewer / Jetted	0 ln ft	0	
Storm Sewer / Repaired	1	49.5	

Storm Manholes / Pumped	0	0	
Sanitary Back-up / Jetted	3,390 ln ft	19 Regular / 4 OT	
Sanitary Manholes / Pumped	0	0	
Sanitary Manholes / Repaired	0	0	
Sanitary Sewers / Cleaned	27,226 ln ft	86	
Sanitary Sewers / Jetted	0 ln ft	0	
Sanitary Sewers / Roots	22,516 ln ft	60	
Sanitary Sewers / Repaired	0	0	
Street Cleaning / 3 rd Shift	87.9 miles	27	
Street Cleaning / County Roads	0 miles	0	
Street Cleaning / Neighborhoods	118.3 miles	385.5	
Street Cleaning / Priorities	77.5 miles	42.5	
Street Cleaning / State Routes	98.8 miles	61.5	
TRAFFIC	QUANTITY	HOURS	OTHER INFO
Decals Made	188	8 Regular / 8 HC	
Miscellaneous Traffic Control		35 Regular / 10 HC	
Mowing Entry Signs		0	
Signs / Installed	44	54 Regular / 21 HC	
Signs / Made	95	74.9 Regular / 57.5 HC	
Signs / Repaired	121	174.5 Regular / 14 HC	
Striping / Paint	150,650 feet	213.5 Regular / 4 HC	
Striping / Tape	0 feet	0	

Symbols / Paint	0	0	
Symbols / Thermoplastic	0	0	
Traffic Control (set up & removal)		32 Regular / 2 HC	
VIOLATION RESPONSE	QUANTITY	HOURS	OTHER INFO
72-hour / City Property		0	
72-hour / Clean-Up	98	346	
72-hour / Travel Time		29.5	
Home Secures	22	37	

**Water Production Division
Monthly Report
October 2025**

Lake Decatur Water Level: Lake Decatur ended the month of October at a water level of 611.1. Only 0.90 inches of rainfall was measured at the plant in October. For September 2023 and September 2024, the end-of-the-month water elevation 612.4 and 612.6, respectively.

Water Production: In October, 612.9 million gallons (MG) of potable water were pumped into the water distribution system. The MG pumped in June 2023 and June 2024, was 548.2 and 607.9, respectively.

Chemical Feed Upgrades Continue: One of the four lime feed systems has now been converted to hydrated lime, and it is working well. The second conversion is in progress.

Country Club Boat Ramps: The boat ramp upgrades on Country Club Drive, as well as the Staley Family Foundation-funded shoreline stabilization and beautification, are complete.

Lake Decatur Watershed Management Plan:

- Jennifer Gunter attended the national WaterSmart Innovations conference and made a presentation about our highly successful watershed management program. She was also selected to serve on a discussion panel on this topic.
- The 2023 Section 319 watershed management programs are underway.
- The Lake Decatur Fish Habitat Group had a highly successful build day for artificial tree stumps.

Performance Outcomes:

1. Meet or exceed the federal and state drinking water standard for turbidity, chlorine and nitrate. All these standards were met or exceeded this month.
2. Monitor safety on Lake Decatur by recording the number of boat accidents and boat operating under the influences (OUIs) on the lake annually. No accidents or OUIs occurred this month.
3. Reduce the amount of sediment accumulating in the lake annually. Turbidity in the raw water entering the plant continues to be low, indicating low sediment.

Water Services:

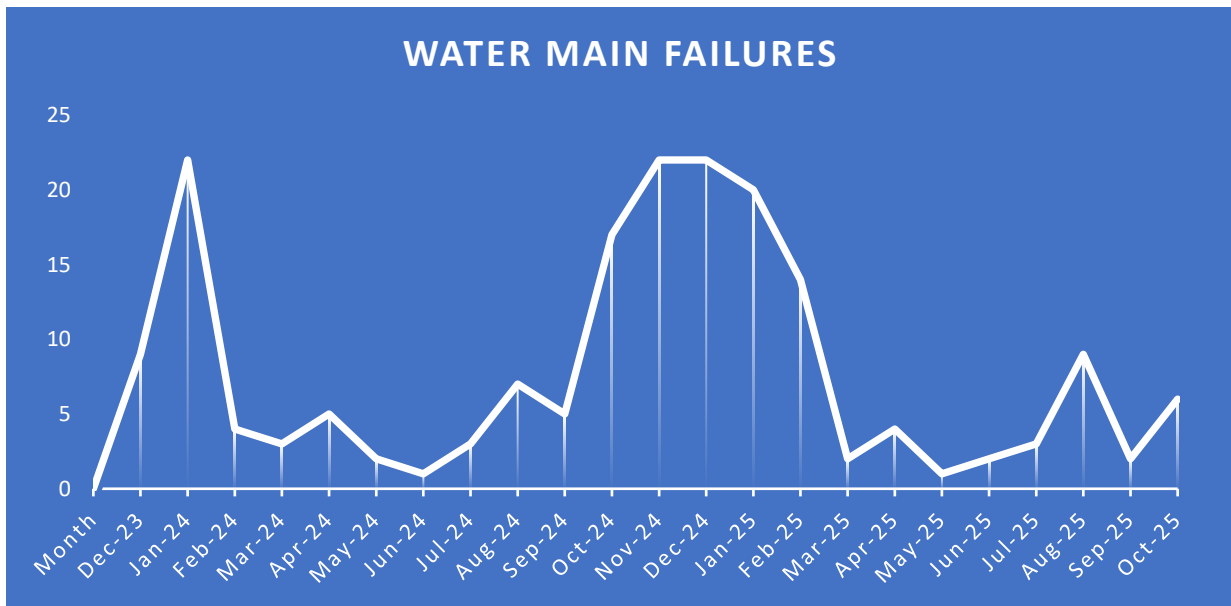
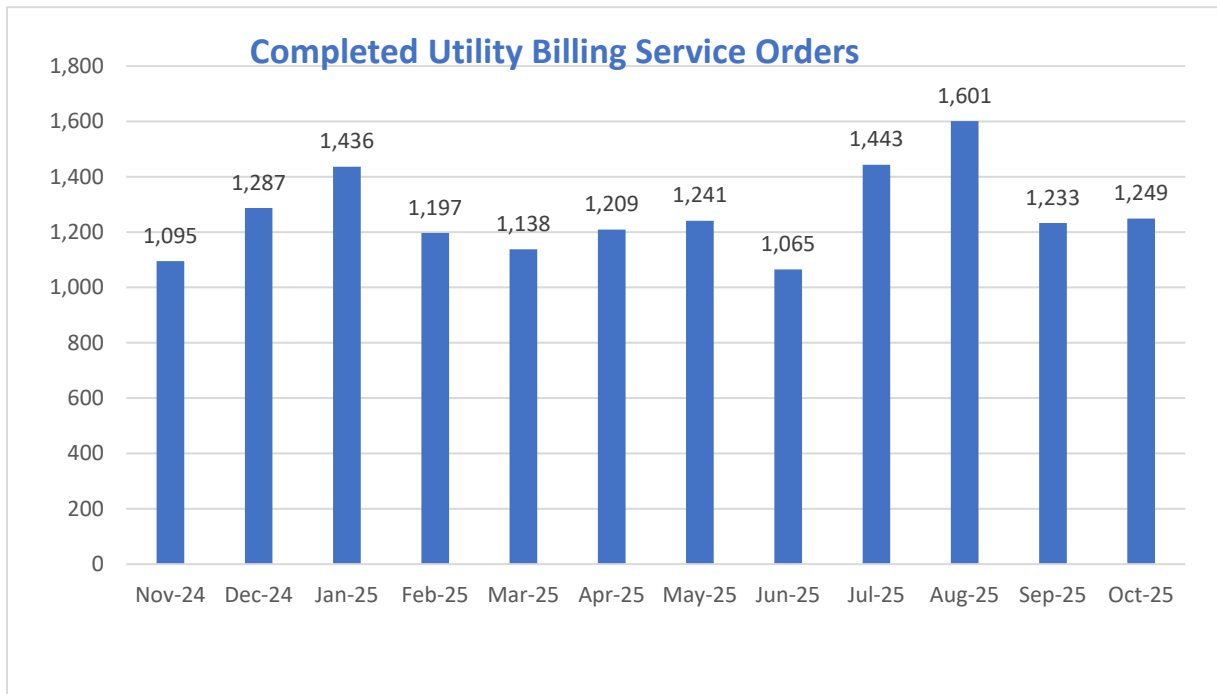
October 2025

Water Services staff repaired 6 water main failures, 26 water services and inspected 306 system control valves and 2 fire hydrants. Completed 93 miscellaneous distribution system orders and 1,249 Utility Billing service orders. From January to October 2025, water customers utilized the City's Cost Share Replacement Program to assist in the cost for the replacement of 83

galvanized

water

services.



Transportation Services Department

Monthly Report

October 2025

Mass Transit Division

For the month of October, the Mass Transit staff completed the following projects:

1. Continued work with Modeshift on finalizing the app features. We also received our test validator to start the process of installation of the validators. A projected implementation of these by the end of 2025.
2. A grant-based project to demolish the rest of the tommy house tire buildings is still pending IDOT approval.
3. Microtransit has been a great initial success. The outreach programs and rider education have played a key role in the success of this launch.

Our ridership for the month consisted of the following:

Mon-Sun	Fixed Route	Paratransit	Microtransit	Total
Passenger Rides	93,000	1,899	14,615	109,514
Miles Driven	114,677	11,544	79,196	205,417
On Time Performance	85%	92%	87%	
Train Delays	8	3		11

Facilities Maintenance Division

The Maintenance Manager has developed individualized building inspection reports for each facility based on the model that transit uses for the FTA requirements. Each City building will receive Quarterly inspections-these inspections will aid in long term capital planning and maintenance costs.

1. Transit Facilities: Work began on replacing the double doors at the Transit Center. This is to be finished early November.
2. Library Facilities:
 - a. Library: Chiller replacement is closing in on completion with just a few minor things to finish. Monthly PMs completed.
3. Police Facilities: Monthly maintenance inspection completed and minor repairs made.
4. MSC: Ongoing minor repairs
5. Fire Department: Ongoing repairs and projects across all fire stations.

Transit Maintenance & EV Division

For the month of October, the EV staff completed the following projects:

1. Achieved 100% on time completion of all preventative maintenance tasks for assets.
2. Working on deploying the public charging stations, projects should break ground in November.
3. Started exploring options for barriers for the Micro transit Fleet.
4. Operating our EV fleet cost an estimated \$54.94 whereas equivalent usage with an ICE vehicle would have cost approximately \$177.52. The fleet consumed 674.89kWh of electricity for charging.

Monthly Report on Priorities and Projects
Information Technology Department
Fiscal Year 2025
October

This month, the Information Technology (IT) Department staff completed the following notable work/tasks:

- Data reconciliation and development of good operating procedures for OpenGov Permitting continues with city permitting staff.
- Implementation of the Code Enforcement application within OpenGov has started.
- Upgrading network wiring at the South Water Treatment Plant to accommodate PLC upgrades.
- The new Tyler Safety records management system for police is now in operation. Working through minor issues.
- Data migration for police data called Data Collect Mobile is progressing slowly but will be complete to Evidence.Com soon.
- Still completing work for Muti-factor Authentication (MFA) with the last step being enabling users who access Outlook Email from a connection outside of our network using Apple devices (City Council). We anticipate this last group to be completed in November 2026.
- Organization wide Windows 11 desktop upgrades continue. There are roughly 20 units left where the hardware needs to be upgraded.
- The fiber optic project to expand the network from Eisenhower to Firehouse Seven is wrapped up with one fiber splice pending at Muffley School. Project is still on track to be completed in December 2025.
- Cleaning up address data making GIS the authority for City Addresses in preparation for OpenGov Code Enforcement project.
- Assisted payroll with converting and loading 2026 Open Enrolment data into MUNIS Payroll.
- In October 2025, IT processed 130 Help Desk tickets, resolving 61 during the initial point of contact with IT staff (47% First Call Resolution Rate) which falls short of our goal of 50% or higher. Additional call volume surrounding the new Public Safety system for police skewed call resolution data, no easy way to pull that data out of the data set.