EL DORADO CITY COMMISSION - REGULAR MEETING AGENDA
CITY HALL – 220 E. FIRST AVENUE
April 20, 2026 - 5:30 PM

1. **Call to Order**
2. **Roll Call**
3. **Invocation** - Pastor Debbie McCluer, First Church of the Nazarene
4. **Pledge of Allegiance**

Proclamations and Recognition

Personal Appearances. Personal appearances are opportunities for organizations or citizens to make special presentations before the City Commission. Such appearances are scheduled in advance of the meeting by calling City Clerk Emerald Veatch at (316) 321-9100 by 5:00 pm the Tuesday preceding the meeting. Presentations are limited to ten minutes. Any presentation is for information purposes only; no action will be taken.

5. El Dorado Inc First Quarter Updates

Public Comments. Persons who wish to address the City Commission regarding any matter that is under the jurisdiction of the City Commission may do so when called upon by the Mayor. Comments on personnel matters, matters pending in court, and land use matters are not permitted. Land use Public Hearings are held during Planning Commission meetings.

Consent Agenda *(Consent agenda items will be acted on by one motion unless a majority of the City Commission votes to remove an item for discussion and separate action.)*

6. City Commission Meeting Minutes from April 6, 2026.
7. Approval of a bid from Proseal in the amount of $199,015.35 for the 2026 Street Maintenance Program.
8. Approval of Appropriation Ordinance No. 03-26 in the amount of $1,377,257.27.

Old Business

New Business

9. Consideration of a Resolution adopting a Land Bank Policy governing the administration of the Land Bank of the City of El Dorado, Kansas
10. Consideration of the adoption of the Safe Streets 4 All (SS4A) Safety Action Plan
11. Consideration of the approval of the Kansas Department of Transportation (KDOT) Transportation Alternatives Grant Application for the 12th Avenue bike path
12. Notice of Reimbursement Interest-Greens at Prairie Trails 2nd Addition

13. Consideration of a Resolution Adopting a Speculative Building Policy for the City of El Dorado, Kansas

Discussion Items

Reports

14. City Commission and Advisory Board Updates

15. City Manager

Executive Session

16. Executive Session to Discuss Non-Elected Personnel

Adjournment

17. Consideration of a motion to adjourn

EL DORADO CITY COMMISSION MEETING **April 06, 2026**

The El Dorado City Commission met in a regular session on April 06, 2026, at 5:30 p.m. in the Commission Room with the following present: Vice Mayor Kendra Wilkinson, Commissioner Andrew Tipton, Commissioner Syndee Scribner, Commissioner Leon Leachman, City Manager David Dillner, Assistant City Manager Tabitha Sharp, and City Attorney Ashlyn Lindskog. Absent: Mayor Bill Young

VISITORS

Scott Rickard	Director of Engineering	El Dorado, KS
Mike Holton	Police Chief	El Dorado, KS
Liz Blakely	Management Intern	El Dorado, KS
Tom Hermreck		El Dorado, KS
Amanda McGee		El Dorado, KS

CALL TO ORDER

Vice Mayor Kendra Wilkinson called the April 06, 2026, meeting to order.

INVOCATION

Father John Landreth, St. John Catholic Church, opened the meeting with invocation.

PLEDGE OF ALLEGIANCE

The City Commission led the Pledge of Allegiance.

PROCLAMATIONS AND RECOGNITION

Vice Mayor Kendra Wilkinson read the Child Abuse Prevention Month Proclamation, proclaiming that April 2026, is Child Abuse Prevention Month.

Vice Mayor Kendra Wilkinson read the Fair Housing Month Proclamation, proclaiming that April 2026, is Fair Housing Month.

PERSONAL APPEARANCE

Vice Mayor Kendra Wilkinson opened the floor for Personal Appearances.

David Dillner, City Manager, presented a 2025 Year in Review to highlight accomplishments, goals, and initiatives of City of El Dorado departments.

Vice Mayor Wilkinson closed the floor.

PUBLIC COMMENT

Vice Mayor Kendra Wilkinson opened the floor for public comments.

Tom Hermreck spoke to the City Commission regarding events to foster the promotion of safe cycling and bicycling in the City of El Dorado. He discussed his discussions with the Police Department about potential cycling safety events and stated he has not heard back about these potential events. Hermreck also discussed his outreach to the school districts. He proposed improvements for bicycle safety through designated bike lanes and wishes to speak with the Streets department regarding the addition of bike lanes.

Vice Mayor Wilkinson closed the public comment.

CONSENT AGENDA

Approval of City Commission Work Session Minutes from March 11, 2026

Approval of City Commission Meeting Minutes from March 16, 2026.

Approval of an amendment to the City's Dump Truck Program Fee and setting said fee at $35 and amending the Fee Schedule to the revised fee.

Consideration of Approval of the First Amendment to the 124 S. Main Street Moderate Income Housing Grant Agreement

Commissioner Leon Leachman moved to approve the consent agenda.

Commissioner Syndee Scribner seconded the motion.

Motion carried 4-0.

PUBLIC HEARING

There were no Public Hearings.

OLD BUSINESS

There was no Old Business.

NEW BUSINESS

CONSIDERATION OF A BID AWARD TO KANSAS PAVING IN THE AMOUNT OF $623, 858.00 FOR THE RESIDENTIAL STREET SURFACE PRESERVATION PROJECT.

City Engineer Scott Rickard stated that Project No. 636 is the City's 2026 residential street surface preservation project and represents another step in implementing the Commission adopted Pavement Management Plan. The project is intended to preserve selected improved residential streets before conditions decline to the point that more extensive and costly rehabilitation or reconstruction becomes necessary. This approach is consistent with the City's overall pavement management strategy of applying the right treatment at the right time to extend pavement life and make the most effective use of limited street funds. The project generally consists of HMA UltraThin bonded surface treatment on selected residential street segments, along with transition milling, edge milling, localized asphalt base patching, spot profile milling, utility adjustment pads, traffic control, and mobilization. Approximate quantities include 2,052 square yards of transition milling, 32,504 square yards of edge milling, 72,008 square yards of HMA UltraThin bonded surface, 850 tons of asphalt base patching, 50 square yards of spot profile milling, 30 manhole pads, and 19 water valve pads. Work is proposed on segments of Denver Street, 5th Avenue, 4th Avenue, 2nd Avenue, 1st Avenue, Emporia Street, Hillside Street, Eunice Street, Lynn Court, Arthur Street, Ohio Street, Dellway Street, Rado Avenue, and Jones Street. Bids for the project were opened on March 19, 2026. Based on the submitted bid tabulation, Kansas Paving provided the lowest responsive and responsible bid in the amount of $623,858.00. Under the project specifications, the successful contractor must complete the work within 45 working days and no later than September 11, 2026, subject to receipt of all required bonds and insurance

Commissioner Andrew Tipton moved that, since Kansas Paving has submitted the lowest responsive and responsible bid of $623,858.00 for Project No. 636, the City Manager is directed to award the contract to said contractor, contingent upon receipt of all required bonds and insurance documentation.
Commissioner Syndee Scribner seconded the motion.

Motion carried 4– 0.

DISCUSSION ITEMS

There were none.

REPORTS

CITY COMMISSION AND ADVISORY BOARD UPDATES

Vice Mayor Wilkinson stated that there is an EFABC meeting Wednesday April 8 at 8:00 a.m.

CITY MANAGER REPORT

City Manager David Dillner stated that the County anticipates an increase in landfill fees over the next few years it is anticipated that fees will increase 10% for 2027. This is due to an anticipated increase in landfill cells for future disposal and equipment replacement.

City Manager David Dillner stated the City was awarded a Hazard Mitigation Grant to help replace emergency generators in critical facilities. The grant is through the Kansas Division of Emergency Management and is for $264,375 with a 25% City share.

Kaleb Ash and Ryan Hus will be attending the TEEX Industrial Fire Fighting School in Texas for enhanced training through partnership with HF Sinclair.

There will be a community held town hall meeting on data centers Tuesday April 7 at 6:30 p.m.

EXECUTIVE SESSION

Commissioner Syndee Scribner moved to recess into executive session under the non-elected personnel exception under K.S.A. 75-4319(b)(1) to discuss non-elected personnel, specifically the City Manager's Employment Agreement, and to reconvene the meeting at 7:03 p.m. in the City Commission Room.

Commissioner Andrew Tipton seconded the motion.

Motion Carried 4-0

Commissioner Andrew Tipton moved to extend executive session for an additional 25 minutes.

Commissioner Leon Leachman seconded the motion.

Motion Carried 3-0. (Commissioner Scribner remained in the Conference room.)

Vice Mayor Wilkinson called the meeting back to order at 7:27 p.m. in the Commission room. No decisions were voted on in Executive Session.

ADJOURNMENT

Commissioner Leon Leachman moved to adjourn the meeting at 7:27 p.m.

Commissioner Syndee Scribner seconded the motion.

Motion carried 4 – 0.

_____ _____

City Clerk Emerald Veatch Mayor Bill Young

EL DORADO
KANSAS

TO:	City Commission
FROM:	Brad Meyer
SUBJ:	Approval of a bid from Proseal in the amount of $199,015.35 for the 2026 Street Maintenance Program.
DATE:	April 20, 2026

Summary:
Each year the city uses sales tax money for preventative maintenance on improved city streets, such as asphalt rejuvenation, crack sealing and other repairs on improved city streets. This year's program includes full depth repairs and crack sealing in areas that will be sealed this year and next.

The attached maps provide a tentative plan for this year's program.

The project is scheduled to begin in mid-May and be completed at the beginning of October. Crack sealing will take place from October thru December as weather permits. The public will be updated with changes.

Only one bid was received because the only vendor who does the reclamite program is Proseal.

Attachments:
1. El Dorado 2026 MRT Asphalt Rejuvenation Map1REV1
2. El Dorado 2026 MRT Asphalt Rejuvenation Map 2
3. El Dorado 2026 MRT Asphalt Rejuvenation Map 3
4. El Dorado 2026 MRT Aspahlt Rejuvenation Map 4
5. El Dorado 2026 Map CS Crack Seal Only

Funding Source:
This project addresses the Commission's priorities to improve safety and connectedness, as well as existing infrastructure.

Operation Impact:
These funds are allocated through the sales tax ordinance each year. Proseal submitted a bid of $109,015.35 for the originally scheduled areas. Staff requested additional areas be added to the original project, increasing the cost by $90,000, for a total of $199,015.35. The balance in the reclamation portion of the Ordinance Street Sales Tax Fund is $448,000, and it can absorb the additional cost this year.

Options/Alternatives:

- The City Commission can approve the area designated by staff for the reclamation program.
- The City Commission can request that staff return with a new proposal.
- The City Commission can choose not to move forward with the proposed reclamation project.

Staff Recommendation:

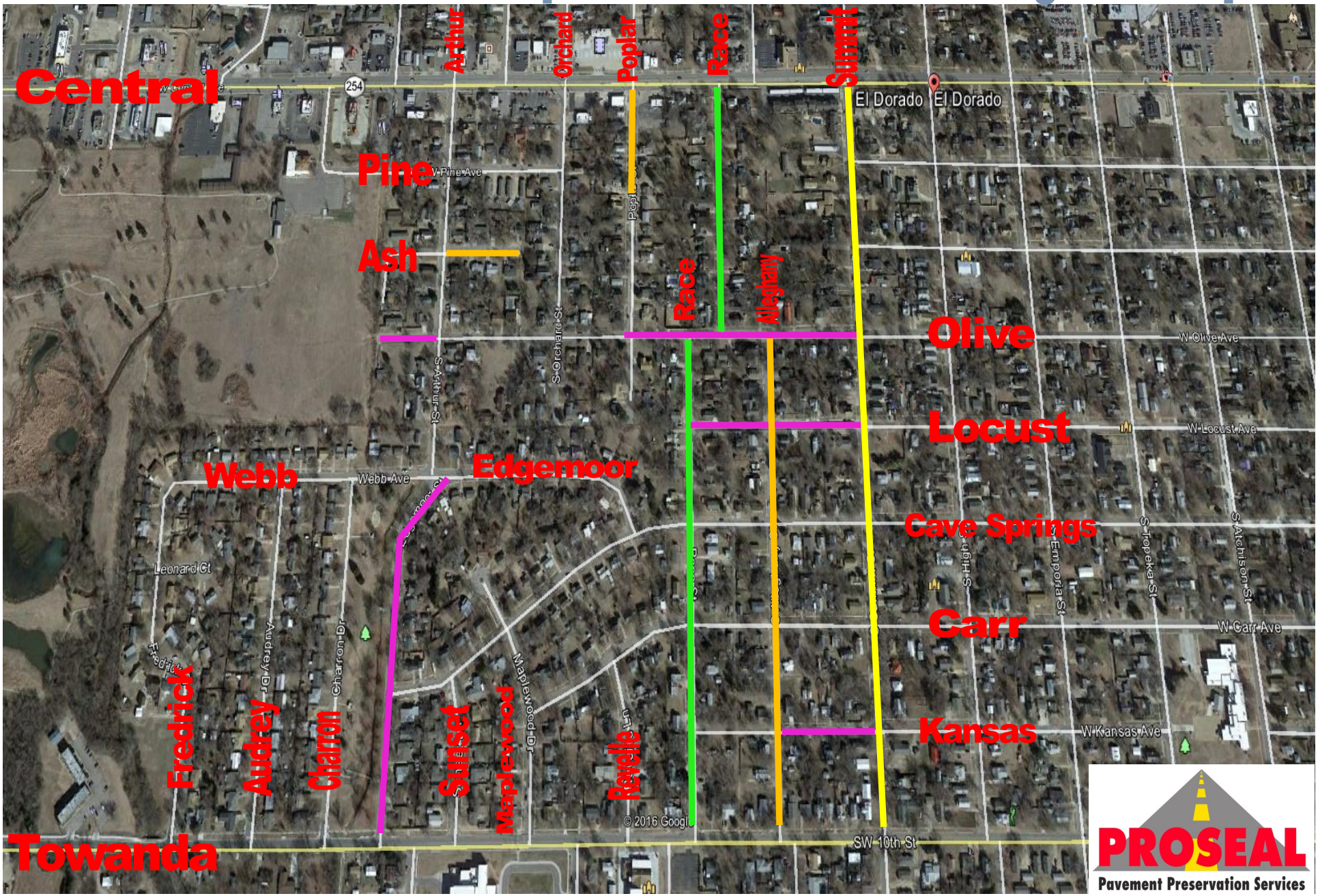
Approve the bid from Proseal and direct the City Manager to complete any contracts or agreements for the annual street maintenance program.

Commission Action:

Commissioner _____ moved to approve the bid from Proseal in the amount of $199,015.35 and directs the City Manager to complete any contracts or agreements for the project.

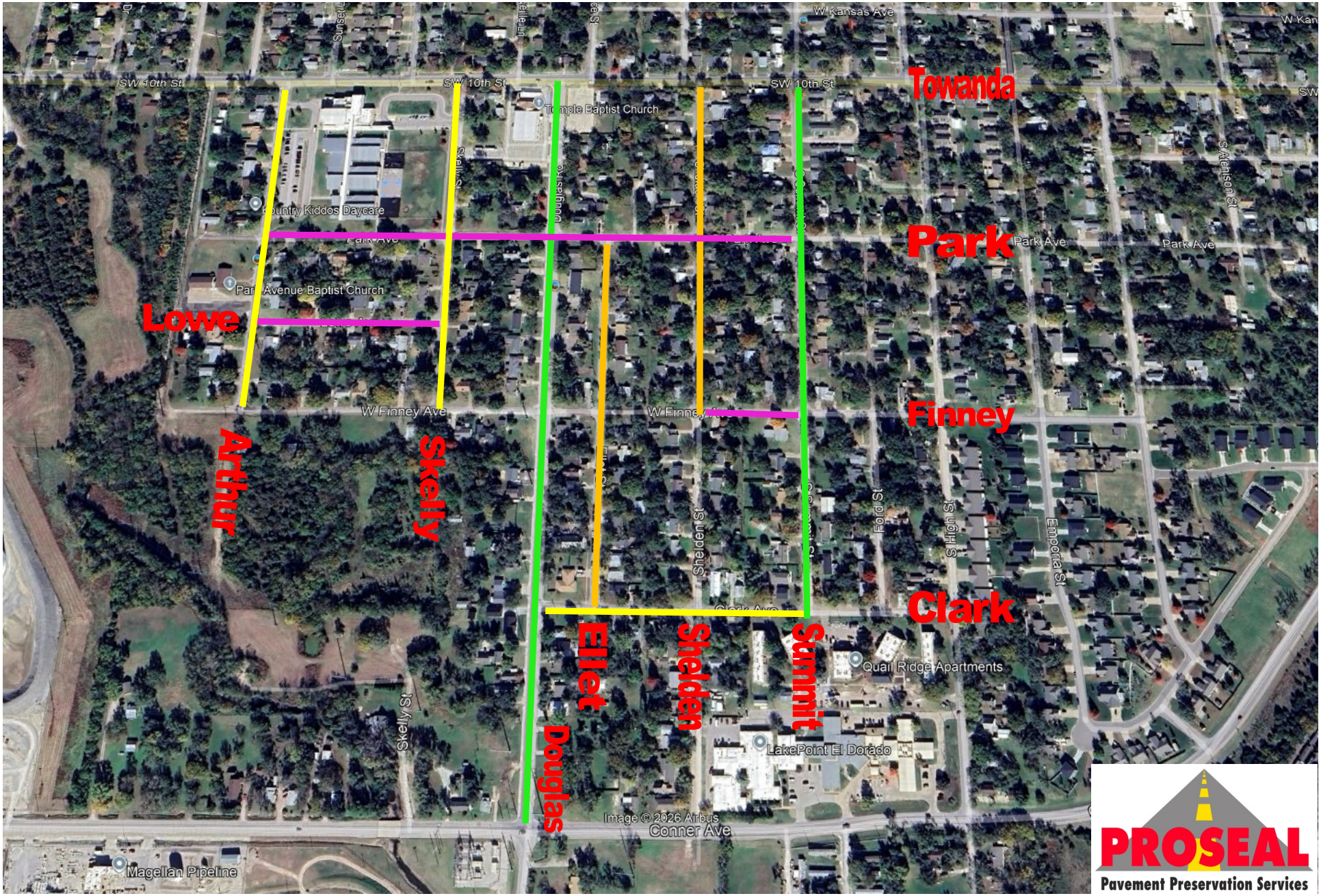
Commissioner _____ seconded the motion.

El Dorado 2026 MRT Asphalt Preservation Program Map 1

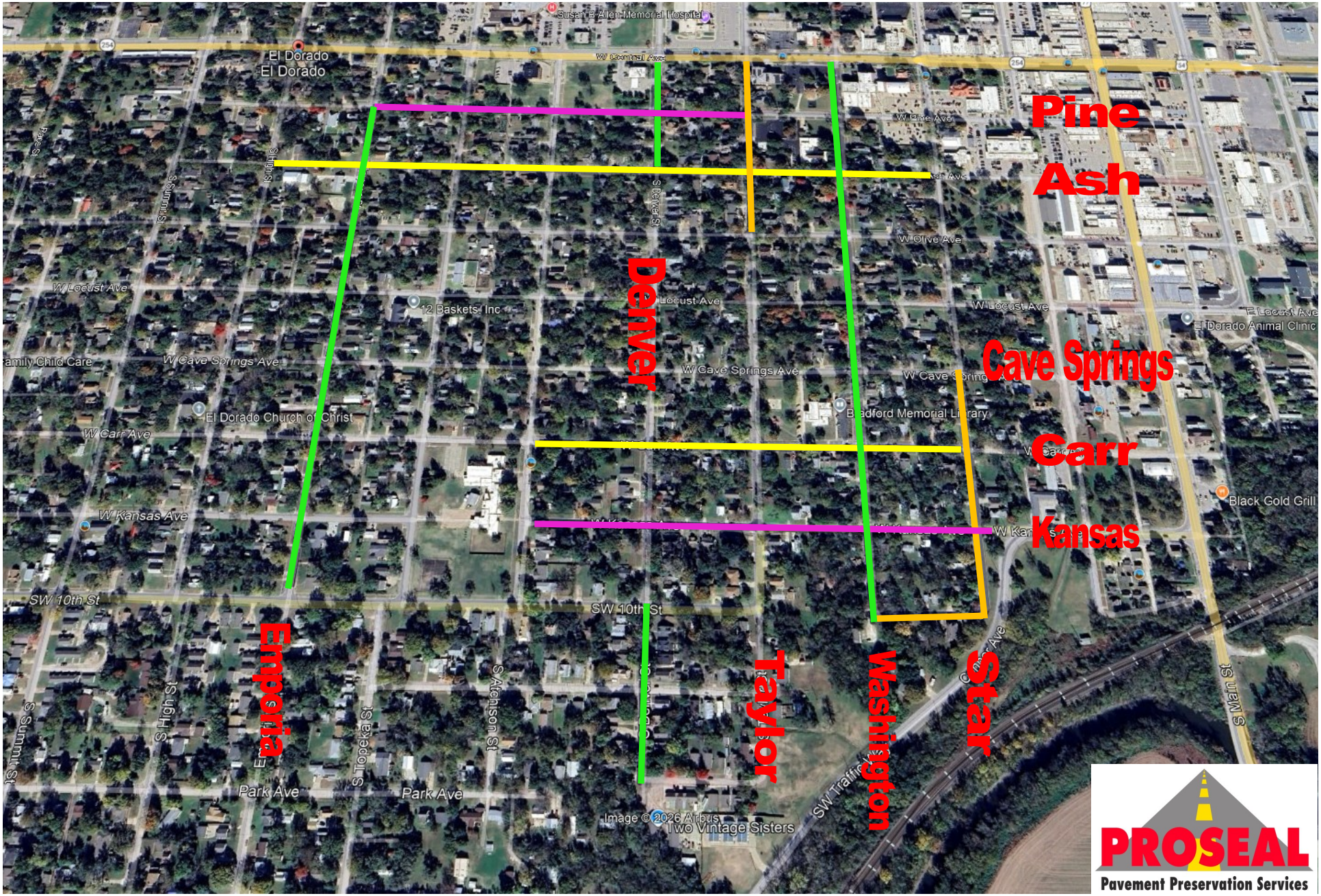


PROSEAL
Pavement Preservation Services

El Dorado 2026 MRT Asphalt Preservation Program Map 2

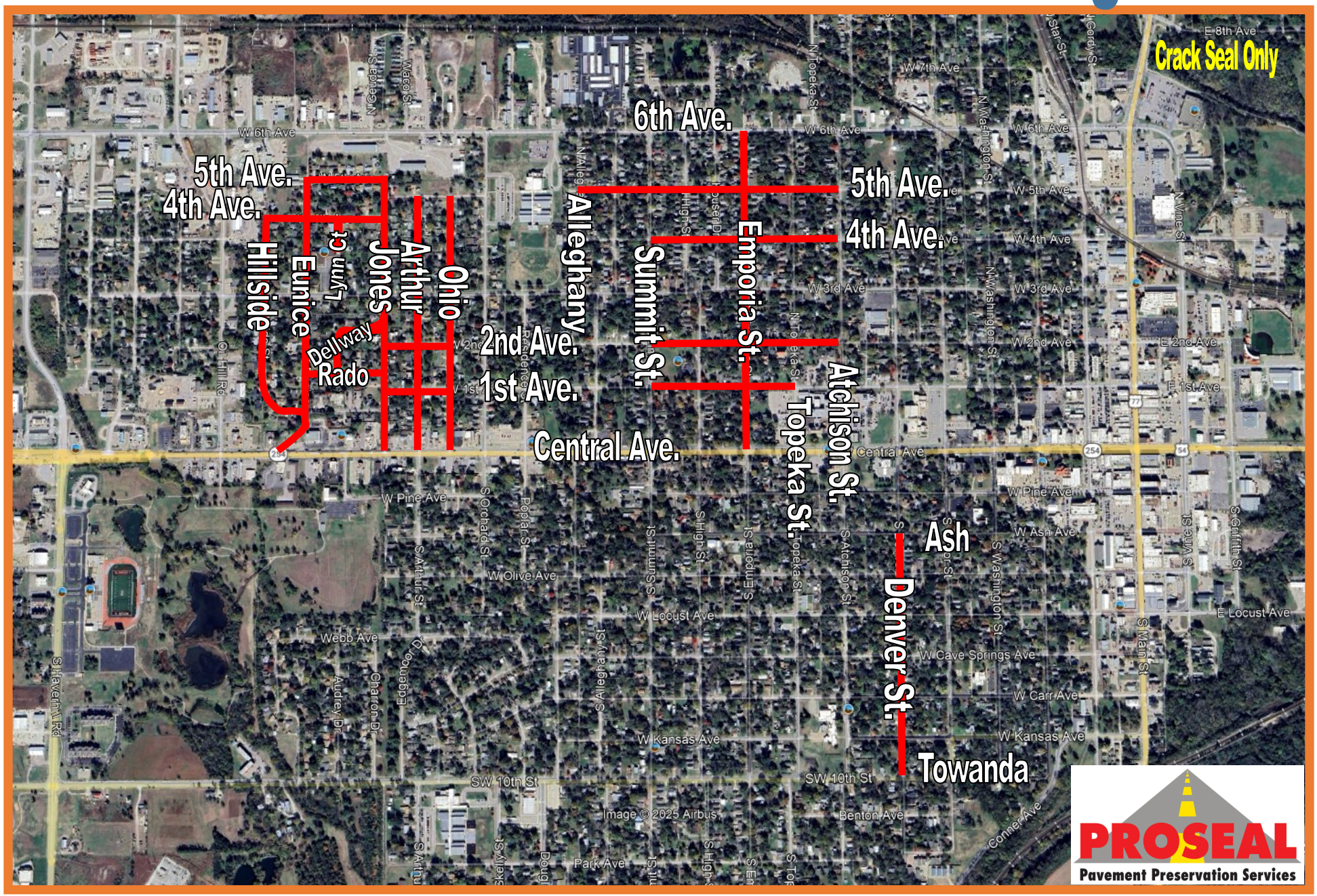


El Dorado 2026 MRT Asphalt Preservation Program Map 3



El Dorado 2026 MRT Asphalt Preservation Program Map 4

El Dorado 2026 Pavement Preservation Program CS



Expense Approval Report

City of El Dorado, KS

By Fund

Payment Dates 3/1/2026 - 3/31/2026

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
Fund: 001 - GENERAL FUND				
EVERGY	0722196528 FEB 2025	602 E 12TH AVE CROSSWALK...	001-012-5205-0000	33.91
BUMPER TO BUMPER OF EL ...	944792	CREDIT FOR INVOICE PAID T...	001-021-5307-0000	-155.24
MAX'S BREATHE EASY GASES...	R35039	CYLINDERS	001-051-5210-0000	35.00
BUTLER COUNTY EMERGENC...	26 00002	1 MOTOROLA APX 4500 NEW...	001-021-5315-0000	5,370.40
AMAZON CAPITAL SERVICES	1DD7-FVK9-79JR	ARTIFICIAL PLANTS FOR CITY...	001-011-5213-0000	106.99
BUMPER TO BUMPER OF EL ...	952310	STARTER - RETURN	001-021-5307-0000	-78.03
EVERGY	7910786644 JAN 2026	530 CHARRON DR SVC 12/10...	001-051-5205-0000	31.15
PD PLUMBING HEATING AND...	CM5418120270-1	INSTALL TEMP SENSOR - DUP...	001-042-5206-0000	-354.00
KU PUBLIC MANAGEMENT C...	A6FAAD3E	LEADERS ACADEMY COURSE -...	001-051-5211-0000	1,800.00
AMAZON CAPITAL SERVICES	1DMY-WYLM-M49G	PARTS FOR CIVIC CENTER CA...	001-051-5307-0000	94.24
EVERGY	7910786644 JAN 2026 REVE...	530 CHARRON DR	001-051-5205-0000	-30.61
AMAZON CAPITAL SERVICES	1XLM-X1H1-76YC	CARDSTOCK & ENVELOPES F...	001-042-5301-0000	25.03
EASY ICE, LLC	01952598	ICE MACHINE RENTAL AT REC...	001-051-5210-0000	179.00
AMAZON CAPITAL SERVICES	1PQ4-RGWF-9XWN	OFFICE CHAIR - ANDREA	001-051-7402-0000	149.91
AMAZON CAPITAL SERVICES	1XNL-1PCQ-9XGD	HDMI CABLES FOR CIVIC CEN...	001-051-5310-0000	28.45
BUTLER COUNTY SHERIFF	46055 -EL D	JAN. 2026 INMATE HOUSING	001-013-5311-0000	8,785.00
BOMGAARS	INV0053612	02/02/26 CURTIS RICHARDS...	001-000-1017-0000	50.00
PD PLUMBING HEATING AND...	5418120435	SERVICE CALL FEE - PLUMBI...	001-041-5206-0000	96.75
EVERGY	0722196528 JAN 2026	602 E 12TH CROSSWALK SVC...	001-012-5205-0000	36.93
EL DORADO ANIMAL CLINIC	39729	VET SERVICES	001-041-5201-0000	150.00
EL DORADO ANIMAL CLINIC	39730	VET SERVICES	001-041-5201-0000	150.00
EL DORADO ANIMAL CLINIC	39731	VET SERVICES	001-041-5201-0000	70.00
PD PLUMBING HEATING AND...	5418120439	WATER LINE REPAIRS	001-041-5206-0000	1,806.00
EMC INSURANCE	7003125431	CHANGE TO RECREATION CO...	001-051-5204-0000	302.00
AMY COLLINS	INV0053613	02/09/2026 TYLER COLLINS 0...	001-000-1017-0000	50.00
GRABER ACE HARDWARE	290972/3	ALUMINUM SHEET	001-023-5307-0000	9.99
INTERSTATE BATTERIES OF C...	40007365	MT-34 BATTERY	001-051-5307-0000	138.45
DON'S HEATING AND AIR INC	803191183210	TENNIS COURTS-DIAGNOTIC ...	001-051-5206-0000	1,219.74
EL DORADO CHAMBER OF C...	E1572	2026 ANNUAL DINNER	001-011-5213-0000	260.00
1000 BULBS.COM	INV1055230	LIGHT BULBS	001-051-5306-0000	358.72
SUTHERLAND LUMBER TALL...	007461	ANIMAL SHELTER SUPPLIES	001-014-5310-0000	244.93
DON'S HEATING AND AIR INC	1099511627547	PARKS & REC BLDING - DIAG...	001-051-5206-0000	110.00
AMAZON CAPITAL SERVICES	1CYD-VW3T-9DN3	REUSBALE ICE-BAGS	001-051-5310-0000	17.99
SUTHERLAND LUMBER TALL...	007468	OSB WAFERBOARD - ANIMAL...	001-041-5306-0000	57.75
GALLS, LLC	034059861	POLO-BUTCHER	001-021-5305-0000	140.84
GALLS, LLC	034059862	POLO-R SMITH	001-021-5305-0000	337.02
GALLS, LLC	034059881	LINER BELT-FREED	001-021-5305-0000	32.40

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
GALLS, LLC	034059883	PANT-FREED	001-021-5305-0000	256.50
COX COMMUNICATIONS	075905901 FEB 2026	ACT 075905901 SERVICE 2/1...	001-052-5205-0000	48.50
GRABER ACE HARDWARE	291003/3	TORCH KIT MAX HEAT	001-041-5302-0000	74.99
GRABER ACE HARDWARE	291003/3	SUPPLIES TO PUT IN NEW W...	001-041-5310-0000	127.49
GRABER ACE HARDWARE	291004/3	RECEPTACLE/WALL PLATE - ...	001-041-5310-0000	8.18
WAL-MART STORES INC	INV0053614	02/12/2026 FAITH ELLISON 0...	001-000-1017-0000	23.50
1000 BULBS.COM	INV1055875	LIGHT BULBS	001-041-5306-0000	414.33
GALLS, LLC	034073511	SWEATER- S OWENS	001-021-5305-0000	153.98
GALLS, LLC	034073512	TROUSERS-BUTCHER	001-021-5305-0000	74.25
GALLS, LLC	034073513	SWEATER-R SMITH	001-021-5305-0000	153.98
GALLS, LLC	034073514	SS SHIRT-FREED	001-021-5305-0000	307.14
GALLS, LLC	034073523	BELT-FREED	001-021-5305-0000	54.00
SUTHERLAND LUMBER TALL...	007491	ANIMAL SHELTER SUPPLIES ...	001-041-5310-0000	10.21
SUTHERLAND LUMBER TALL...	007493	ANIMAL SHELTER SUPPLIES ...	001-041-5310-0000	3.49
GALLS, LLC	034096908	POLO CHAPLAIN	001-021-5305-0000	239.92
GALLS, LLC	034096936	CLASS A-FREED	001-021-5305-0000	170.36
GALLS, LLC	034096965	SS POLO-FREED	001-021-5305-0000	166.02
GALLS, LLC	034096977	FLEECE WRAP=BRANT	001-021-5305-0000	12.60
GALLS, LLC	034096978	FLEECE CAP-BRANT	001-021-5305-0000	13.50
GALLS, LLC	034096979	FLEECE WATCH CAP-R SMITH	001-021-5305-0000	13.50
GALLS, LLC	034096981	3 IN CLIP-FREED	001-021-5305-0000	11.70
GALLS, LLC	034096987	BATON HANDCUFF KEY-FREED	001-021-5305-0000	114.30
GALLS, LLC	034096992	PANTS(2)-MURPHY	001-021-5305-0000	129.60
GALLS, LLC	034096996	COLLAR BRASS-FREED	001-021-5305-0000	12.60
AMAZON CAPITAL SERVICES	1VPT-3X1T-9J64	OFFICE CHAIRS (4)	001-023-7402-0000	980.12
PD PLUMBING HEATING AND...	5418120504-2	POLICE STATION - CAMERA ...	001-021-5306-0000	1,250.00
GALLS, LLC	034111950	CHAIN IDENTIFIER-FREED	001-021-5305-0000	122.40
GALLS, LLC	034111969	SCABBARD-FREED	001-021-5305-0000	48.96
GALLS, LLC	034111971	EXO CASE-FREED	001-021-5305-0000	74.88
GALLS, LLC	034111975	OPS RESCUE-COUCH	001-021-5305-0000	29.70
GALLS, LLC	034111976	OPS RESCUE-OWENS	001-021-5305-0000	29.70
GALLS, LLC	034111980	EARPHONE-FREED	001-021-5305-0000	34.20
GALLS, LLC	034111987	DUTY BELT SMITH	001-021-5305-0000	80.10
SITEONE LANDSCAPE SUPPLY,...	162570994-001	DRAG MATS FOR BALLFIELDS	001-051-5331-0000	766.26
SHAWS PEST CONTROL, LLC	3190531	MONTHLY SERVICES	001-011-5201-0000	100.00
SHAWS PEST CONTROL, LLC	3190531	MONTHLY SERVICES	001-012-5201-0000	60.00
SHAWS PEST CONTROL, LLC	3190531	MONTHLY SERVICES	001-021-5201-0000	75.00
SHAWS PEST CONTROL, LLC	3190531	MONTHLY SERVICES	001-023-5201-0000	60.00
SHAWS PEST CONTROL, LLC	3190531	MONTHLY SERVICES	001-041-5201-0000	60.00
SHAWS PEST CONTROL, LLC	3190531	MONTHLY SERVICES	001-051-5201-0000	75.00
SHAWS PEST CONTROL, LLC	3190531	MONTHLY SERVICES	001-051-5201-0000	60.00
SHAWS PEST CONTROL, LLC	3190531	MONTHLY SERVICES	001-051-5201-0000	60.00
SHAWS PEST CONTROL, LLC	3190531	MONTHLY SERVICES	001-051-5201-0000	60.00
GRABER ACE HARDWARE	INV0053615	02/17/2026 TYLER RORICK 0...	001-000-1017-0000	50.00

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
SUTHERLAND LUMBER TALL...	007505	ANIMAL SHELTER - SUPPLIES ...	001-041-5306-0000	186.98
SUTHERLAND LUMBER TALL...	007506	REPAIRS AT DOG PARK	001-033-5308-0000	34.52
SUTHERLAND LUMBER TALL...	007508	ANIMAL SHELTER SUPPLIES ...	001-041-5306-0000	68.85
GALLS, LLC	034126523	HEMMING MCGATHY	001-021-5305-0000	4.99
GALLS, LLC	034126543	TOP CUFF-SKOV	001-021-5305-0000	53.10
AMAZON CAPITAL SERVICES	1VTH-GNFV-TKRM	LABEL MAKER - ANIMAL SHE...	001-041-5310-0000	54.64
AMAZON CAPITAL SERVICES	1VVK-WKD1-1M3H	(2) SKUNK OFF ELIMINATOR ...	001-041-5304-0000	132.90
WHEAT STATE RENTAL, INC.	I-004487	EXCAVATOR RENTAL GROVES...	001-042-5210-0000	328.45
INTRUST CARD CENTER	INV0053598	CELTIC FOX - DAVE, LEON & L...	001-011-5211-0000	23.68
INTRUST CARD CENTER	INV0053598	BREWCO - DAVID LUNCH WI...	001-011-5211-0000	14.70
INTRUST CARD CENTER	INV0053600	BREWCO - DAVID COFFEE W/...	001-011-5211-0000	8.55
INTRUST CARD CENTER	INV0053600	WALMART - COMMISSION P...	001-011-5213-0000	139.97
INTRUST CARD CENTER	INV0053600	WALMART - COMMISSION P...	001-011-5213-0000	120.56
INTRUST CARD CENTER	INV0053600	KACM - MELISSA SHINKLE PA...	001-013-5211-0000	100.00
INTRUST CARD CENTER	INV0053602	HOBBY LOBBY - FRONT HALL...	001-011-5213-0000	152.85
INTRUST CARD CENTER	INV0053603	VISTAPRINT - WINDOW CLIN...	001-011-5212-0000	38.28
INTRUST CARD CENTER	INV0053606	FUEL- TRAINING COUCH	001-021-5211-0000	44.96
INTRUST CARD CENTER	INV0053606	HOTEL- TRAINING COUCH	001-021-5211-0000	994.79
INTRUST CARD CENTER	INV0053606	MEAL- TRAINING COUCH	001-021-5211-0000	41.50
INTRUST CARD CENTER	INV0053606	MEAL- TRAINING COUCH	001-021-5211-0000	32.80
INTRUST CARD CENTER	INV0053606	MEAL- TRAINING COUCH	001-021-5211-0000	23.55
INTRUST CARD CENTER	INV0053606	MEAL- TRAINING COUCH	001-021-5211-0000	30.70
INTRUST CARD CENTER	INV0053606	MEAL- TRAINING COUCH	001-021-5211-0000	17.93
INTRUST CARD CENTER	INV0053606	MEAL- TRAINING COUCH	001-021-5211-0000	15.21
INTRUST CARD CENTER	INV0053606	MEAL- TRAINING COUCH	001-021-5211-0000	12.61
INTRUST CARD CENTER	INV0053606	MEAL- TRAINING COUCH	001-021-5211-0000	11.85
INTRUST CARD CENTER	INV0053606	KBI EVIDENCE PICK UP ROBE...	001-021-5213-0000	23.48
INTRUST CARD CENTER	INV0053606	RECERTIFICATION EMS-H RO...	001-041-5211-0000	65.00
INTRUST CARD CENTER	INV0053607	HOTEL-VANDUSEN	001-021-5211-0000	381.84
INTRUST CARD CENTER	INV0053607	BLUE TO GOLD TRAINING-V...	001-021-5211-0000	225.00
INTRUST CARD CENTER	INV0053607	EAR PIECE-COUCH	001-021-5305-0000	171.98
INTRUST CARD CENTER	INV0053608	TRAINING FUEL	001-021-5211-0000	56.10
INTRUST CARD CENTER	INV0053609	MEAL AREA CHIEFS MEETING	001-021-5213-0000	107.44
INTRUST CARD CENTER	INV0053609	DRINKS AREA CHIEFS MEETI...	001-021-5213-0000	7.58
INTRUST CARD CENTER	INV0053610	AIRFARE CELLEBRITE CONFE...	001-021-5211-0000	293.99
INTRUST CARD CENTER	INV0053610	AIRFARE CELLEBRITE CONFE...	001-021-5211-0000	559.49
INTRUST CARD CENTER	INV0053610	AIRFARE CELLEBRITE CONFE...	001-021-5211-0000	75.63
INTRUST CARD CENTER	INV0053610	AIRFARE CELLEBRITE CONFE...	001-021-5211-0000	82.13
INTRUST CARD CENTER	INV0053610	KSJIS CONFERENCE MCKEE	001-021-5211-0000	164.00
INTRUST CARD CENTER	INV0053610	KSJIS CONFERENCE TEMAAT	001-021-5211-0000	164.00
INTRUST CARD CENTER	INV0053610	EVIDENCE TAPE FINGERPRINT...	001-021-5213-0000	476.04
INTRUST CARD CENTER	INV0053610	DETECTIVES SUPPLIES	001-021-5213-0000	1,137.41
INTRUST CARD CENTER	INV0053610	STEEL TOOL-4 DETECTIVES	001-021-5213-0000	79.96
INTRUST CARD CENTER	INV0053619	ENG CHATGPT SUBSCRIPTION...	001-012-5201-0000	8.00

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
INTRUST CARD CENTER	INV0053619	ENG CHATGPT SUBSCRIPTION..	001-012-5201-0000	12.00
INTRUST CARD CENTER	INV0053619	CHATGPT RICKARD	001-012-5201-0000	20.00
INTRUST CARD CENTER	INV0053619	STAFF SAFETY LUNCH MEETI...	001-012-5211-0000	87.87
INTRUST CARD CENTER	INV0053619	SCHLEGEL-KS ASSOC CODE E...	001-012-5211-0000	45.00
INTRUST CARD CENTER	INV0053619	TAYLOR-26 MEMBERSHIP HE...	001-012-5211-0000	35.00
INTRUST CARD CENTER	INV0053619	CODE REVIEW BOARD LUNCH..	001-012-5211-0000	16.08
INTRUST CARD CENTER	INV0053619	SCHLEGEL-KACE CONF MAYE...	001-012-5211-0000	250.00
INTRUST CARD CENTER	INV0053619	CODE REVIEW BOARD LUNCH..	001-012-5211-0000	88.94
INTRUST CARD CENTER	INV0053619	STAFF SAFETY LUNCH MEETI...	001-012-5211-0000	17.94
INTRUST CARD CENTER	INV0053619	BOOT RETURN POTTER	001-012-5305-0000	-150.50
INTRUST CARD CENTER	INV0053619	BOOTS POTTER	001-012-5305-0000	158.50
INTRUST CARD CENTER	INV0053622	AMAZON - BOOTS FOR JENNI...	001-041-5305-0000	99.95
INTRUST CARD CENTER	INV0053622	MENARD-TOTES (10)/CHARG...	001-041-5310-0000	191.94
INTRUST CARD CENTER	INV0053623	MENARDS - (4) RADAR ILLUS...	001-011-5306-0000	218.88
INTRUST CARD CENTER	INV0053623	KTAG	001-012-5211-0000	4.90
INTRUST CARD CENTER	INV0053623	KTAG	001-023-5211-0000	0.24
INTRUST CARD CENTER	INV0053623	MENARDS - ANIMAL SHELTER..	001-041-5306-0000	730.78
INTRUST CARD CENTER	INV0053623	WAL-MART - ANIMAL SHELT...	001-041-5310-0000	48.28
INTRUST CARD CENTER	INV0053623	MENARDS - TOTES/ELECTRIC...	001-041-5310-0000	368.31
INTRUST CARD CENTER	INV0053687	PHONE ALERT LICENSE	001-023-5201-0000	16.52
INTRUST CARD CENTER	INV0053687	CHATGPT	001-023-5201-0000	20.00
INTRUST CARD CENTER	INV0053687	KS FIRE CHIEFS MEMBSHIP	001-023-5211-0000	100.00
INTRUST CARD CENTER	INV0053688	FIRE SERVICE INSTRUCTOR 2 ...	001-023-5211-0000	40.00
INTRUST CARD CENTER	INV0053688	HAZMAT TECH CERTIFICATIO...	001-023-5211-0000	180.00
INTRUST CARD CENTER	INV0053688	HAZMAT TOOLS	001-023-5302-0000	111.92
INTRUST CARD CENTER	INV0053688	FUEL	001-023-5303-0000	60.50
INTRUST CARD CENTER	INV0053688	FUEL	001-023-5303-0000	56.32
INTRUST CARD CENTER	INV0053688	STATION SUPPLIES - KLEENEX,..	001-023-5309-0000	44.77
INTRUST CARD CENTER	INV0053688	STATION SUPPLIES - KLEENEX,..	001-023-5310-0000	242.88
INTRUST CARD CENTER	INV0053689	NORTH TASK FORCE FIRE CHI...	001-023-5211-0000	33.33
INTRUST CARD CENTER	INV0053689	FUEL SQ3	001-023-5303-0000	8.60
INTRUST CARD CENTER	INV0053689	FUEL SQ-3	001-023-5303-0000	52.23
INTRUST CARD CENTER	INV0053689	FUEL	001-023-5303-0000	52.09
INTRUST CARD CENTER	INV0053689	FUEL ENGINE 11	001-023-5303-0000	42.33
INTRUST CARD CENTER	INV0053689	MEDICAL EQUIP BAG	001-023-5310-0000	151.24
INTRUST CARD CENTER	INV0053690	KSIAAI CONFERENCE MEALS	001-023-5211-0000	83.49
INTRUST CARD CENTER	INV0053690	KSIAAI CONFERENCE MEALS	001-023-5211-0000	27.93
INTRUST CARD CENTER	INV0053690	KSIAAI CONFERENCE MEALS	001-023-5211-0000	33.88
INTRUST CARD CENTER	INV0053690	DRILL BIT SET	001-023-5302-0000	19.99
INTRUST CARD CENTER	INV0053690	DRILL BIT SET	001-023-5302-0000	186.00
INTRUST CARD CENTER	INV0053690	STOOLS	001-023-7402-0000	216.00
INTRUST CARD CENTER	INV0053698	NEW ICE MACHINE INSTALL ...	001-051-5201-0000	440.00
INTRUST CARD CENTER	INV0053699	FREIGHT FOR GRANT ITEMS	001-051-5213-0000	190.00
SUTHERLAND LUMBER TALL...	007519	CAPS	001-033-5310-0000	34.74

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
SEVEN K COMPANY	200117	HALF ZIPS FOR CHIEF, DEPUT...	001-023-5305-0000	235.68
SHAWS PEST CONTROL, LLC	3190993	BED BUG TREATMENT-CID R...	001-021-5201-0000	1,000.00
SHAWS PEST CONTROL, LLC	3190993-1	BED BUG SPRAY AT PD IN CID...	001-021-5201-0000	100.00
SHAWS PEST CONTROL, LLC	3190993CM	CREDIT INVOICE	001-021-5201-0000	-1,000.00
DON'S HEATING AND AIR INC	803191180608956	PARK & REC BLDG- REPAIR ...	001-051-5206-0000	813.00
BOMGAARS	INV0053616	02/19/2026 CURTIS RICHARD...	001-000-1017-0000	200.00
SUTHERLAND LUMBER TALL...	007525	CABINET	001-023-5315-0000	319.00
O'REILLY AUTOMOTIVE, INC	0255-125937	BULB	001-023-5307-0000	6.81
BOMGAARS SUPPLY INC.	319977	DRAIN SPADE (1)/ROUND PO...	001-051-5302-0000	75.97
BOMGAARS SUPPLY INC.	319977	RATCHET STRAPS/GROMME...	001-051-5310-0000	27.97
OPTIV SECURITY INC.	INV-10025914480	11 TOKENS ORDERED	001-021-5201-0000	725.34
T-MOBILE USA INC.	210232397 FEB 2026	ENG HOTSPOT 01	001-012-5205-0000	12.25
T-MOBILE USA INC.	210232397 FEB 2026	FIRE TABLET 04	001-023-5205-0000	8.93
T-MOBILE USA INC.	210232397 FEB 2026	FIRE TABLET 01	001-023-5205-0000	8.93
T-MOBILE USA INC.	210232397 FEB 2026	FIRE TABLET 02	001-023-5205-0000	8.93
T-MOBILE USA INC.	210232397 FEB 2026	FIRE MARSHALL TABLET	001-023-5205-0000	8.93
T-MOBILE USA INC.	210232397 FEB 2026	FIRE TABLET 05	001-023-5205-0000	8.93
T-MOBILE USA INC.	210232397 FEB 2026	FIRE TABLET 03	001-023-5205-0000	8.93
T-MOBILE USA INC.	210232397 FEB 2026	POOL TABLET 01	001-051-5205-0000	8.93
SUTHERLAND LUMBER TALL...	007543	SAW BLADE	001-033-5302-0000	42.99
SUTHERLAND LUMBER TALL...	007544	ANIMAL SHELTER SUPPLIES ...	001-041-5310-0000	32.86
SUTHERLAND LUMBER TALL...	007545	RUBBER GARAGE DOOR STRI...	001-051-5310-0000	20.99
ROGER L CUTSINGER	022326	LEGAL DESCRIPTION FIRE ST...	001-012-5201-0000	280.00
EVERGY	0288795291 FEB 2026	128 N VINE ST SVC 1/22/202...	001-021-5205-0000	764.95
GALLS, LLC	034182398	CAP WITH TITLES-FREED	001-021-5305-0000	17.10
GALLS, LLC	034182408	SHIELD-ROBERTS	001-021-5305-0000	154.16
GALLS, LLC	034182422	CLIP KEY - MCGATHY	001-021-5305-0000	7.20
EVERGY	0368888448 FEB 2026	2600 W 6TH AVE SVC 1/22/2...	001-023-5205-0000	632.90
EVERGY	0413581923 FEB 2026	1364 GLENVIEW DR BIKE SVC...	001-012-5205-0000	116.99
EVERGY	0493646969 FEB 2026	401 WOODLAND AVE B SVC ...	001-051-5205-0000	353.18
EVERGY	0730734522 FEB 2026	2502 COUNTRY CLUB RD SIR...	001-021-5205-0000	42.08
EVERGY	0760969202 FEB 2026	116 N GORDY ST SVC 1/22/2...	001-012-5205-0000	151.60
EVERGY	0832219628 FEB 2026	690 N MAIN ST SIGNL SVC 1/...	001-012-5205-0000	70.04
EVERGY	1062395789 FEB 2026	2317 W 6TH AVE SVC 1/22/2...	001-012-5205-0000	46.58
EVERGY	1273649541 FEB 2026	117 E PINE AVE SVC 1/22/20...	001-012-5205-0000	49.65
EVERGY	1316809669 FEB 2026	296 N GRIFFITH ST A SVC 1/2...	001-051-5205-0000	75.32
EVERGY	1347152944 FEB 2026	105 W 3RD AVE SVC 1/22/20...	001-012-5205-0000	172.95
EVERGY	1466557461 FEB 2026	1384 NE SHADY CREEK RD AC...	001-051-5205-0000	222.22
EVERGY	1551487883 FEB 2026	106 N BOYER RD SIREN SVC 1...	001-021-5205-0000	30.90
EVERGY	1613926301 FEB 2026	927 N MAIN ST LITES SVC 1/...	001-012-5205-0000	67.32
AMAZON CAPITAL SERVICES	16NR-GV79-GRJD	COFFEE	001-012-5310-0000	131.28
EVERGY	2535264729 FEB 2026	109 E CEWNTRAL AVE SVC 1/...	001-012-5205-0000	233.14
EVERGY	2612380884 FEB 2026	1240 N MAIN ST SIGNL SVC 1...	001-012-5205-0000	74.69
EVERGY	2885486888 FEB 2026	600 W CENTRAL AVE SIGNL S...	001-012-5205-0000	58.41

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
GRABER ACE HARDWARE	291088/3	ANIMAL SHELTER SUPPLIES ...	001-041-5310-0000	101.51
GRABER ACE HARDWARE	291094/3	LOPPERS	001-033-5302-0000	41.99
GRABER ACE HARDWARE	291100/3	TOOLS	001-051-5302-0000	43.97
EVERGY	3025570104 FEB 2026	725 BOYER RD SHED SVC 1/2...	001-042-5205-0000	29.14
EVERGY	3063292681 FEB 2026	430 N MAIN ST SVC 1/22/20...	001-051-5205-0000	290.57
EVERGY	3066495175 FEB 2026	360 N GRIFFITH ST SVC 1/22/...	001-051-5205-0000	39.96
EVERGY	3072124258 FEB 2026	1550 S HIGH ST SVC 1/22/20...	001-033-5205-0000	319.71
EVERGY	3087842610 FEB 2026	930 N MAIN ST PARK SVC 1/...	001-033-5205-0000	323.98
EVERGY	3144717852 FEB 2026	SIGNAL LIGHTS SVC 1/21/20...	001-012-5205-0000	812.24
EVERGY	3150623772 FEB 2026	STORM SIRENS SVC 1/21/20...	001-021-5205-0000	159.67
EVERGY	3157852379 FEB 2026	940 N TAYLOR ST SHELL SVC ...	001-033-5205-0000	29.14
EVERGY	3172801734 FEB 2026	920 N WASHINGTON ST POO...	001-052-5205-0000	81.93
EVERGY	3172832499 FEB 2026	950 N WASHINGTON ST SVC ...	001-033-5205-0000	29.14
EVERGY	3174493534 FEB 2026	201 WOODLAND AVE E PIC S...	001-033-5205-0000	43.83
EVERGY	3174524294 FEB 2026	201 WOODLAND AVE E CON ...	001-051-5205-0000	20.73
EVERGY	3174924178 FEB 2026	220 E 1ST AVE SVC 1/22/202...	001-011-5205-0000	717.10
EVERGY	3174924178 FEB 2026	220 E 1ST AVE SVC 1/22/202...	001-023-5205-0000	617.51
EVERGY	3318264464 FEB 2026	2299 W CENTRAL AVE SIGNL ...	001-012-5205-0000	139.29
EVERGY	3695148552 FEB 2026	1110 E CENTRAL AE SIREN S...	001-021-5205-0000	40.51
EVERGY	3752996850 FEB 2026	CENTRAL AVE PARK SVC 1/22...	001-051-5205-0000	478.25
INTERSTATE BATTERIES OF C...	40007540	31-MHD BATTERY	001-021-5307-0000	144.45
EVERGY	4203468440 FEB 2026	109 N MAIN ST LIGHT SVC 1/...	001-012-5205-0000	102.54
EVERGY	4234718804 FEB 2026	535 E 12TH AVE TUNEL SVC 1...	001-033-5205-0000	30.58
EVERGY	4459162562 FEB 2026	1302 S HAVERHILL RD SVC 1/...	001-042-5205-0000	1,026.81
EVERGY	4545481645 FEB 2026	422 E LOCUST AVE SAL SVC 1...	001-051-5205-0000	312.80
EVERGY	4705944907 FEB 2026	108 N MAIN ST SVC 1/22/20...	001-012-5205-0000	107.23
EVERGY	4851077788 FEB 2026	WOODLAND AVE A SVC 1/22...	001-051-5205-0000	109.34
EVERGY	5245173509 FEB 2026	401 W 9TH AVE SVC 1/22/20...	001-033-5205-0000	33.00
EVERGY	5262937409 FEB 2026	2706 W CENTRAL AVE SIGNL ...	001-012-5205-0000	68.35
EVERGY	5996285623 FEB 2026	226 N VINE ST SVC 1/22/2026	001-012-5205-0000	314.39
EVERGY	6292420383 FEB 2026	313 S GORDY ST SVC 1/22/2...	001-033-5205-0000	29.98
EVERGY	6324615363 FEB 2026	201 E CENTRAL AVE 1 SVC 1/...	001-051-5205-0000	541.52
EVERGY	6440827329 FEB 2026	116 S GORDY ST SVC 1/22/2...	001-012-5205-0000	83.05
EVERGY	6462471983 FEB 2026	400 W 8TH AVE POOL SVC 1/...	001-052-5205-0000	29.14
EVERGY	6837928708 FEB 2026	1152 E 12TH AVE BIKE SVC 1...	001-012-5205-0000	90.33
EVERGY	6961431823 FEB 2026	847 S HAVERHILL RD TRAFF S...	001-012-5205-0000	58.50
4 STATE MAINTENANCE SUP...	697706	JANITORIAL SUPPLIES	001-014-5310-0000	363.71
EVERGY	7451875181 FEB 2026	225 N HIGH ST SVC 1/22/202...	001-033-5205-0000	205.39
EVERGY	7794850246 FEB 2026	3201 W CENTRAL AVE SVC 1/...	001-011-5205-0000	29.64
EVERGY	7940083882 FEB 2026	105 W 9TH AVE SVC 1/22/20...	001-012-5205-0000	37.00
EVERGY	7949843848 FEB 2026	222 E LOCUST AVE SVC 1/22/...	001-041-5205-0000	470.79
EVERGY	7977150527 FEB 2026	388 E CENTRAL AVE SVC 1/22...	001-033-5205-0000	92.06
EVERGY	8370680576 FEB 2026	600 W 6TH AVE XWALK SVC ...	001-012-5205-0000	43.36
EVERGY	8387252484 FEB 2026	1540 S HI8GH ST DSL SVC 1/...	001-021-5205-0000	53.11

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
EVERGY	8406189364 FEB 2026	106 W ASH AVE SVC 1/22/20...	001-012-5205-0000	109.24
EVERGY	8808488206 FEB 2026	1611 WEBB AVE GRAHM SVC...	001-033-5205-0000	181.98
EVERGY	8813790400 FEB 2026	107 1/2 N MAIN ST SVC 1/22...	001-012-5205-0000	37.20
XEROX FINANCIAL SERVICES	IN6361774	PRINTING CHARGES	001-051-5210-0000	53.48
XEROX BUSINESS SOLUTIONS	IN6361775	ENG PRINTING CHARGES 1/2...	001-012-5210-0000	100.36
KBI LAB	INV0053617	02/23/2026 GARYON LAWS...	001-000-1017-0000	25.00
SUTHERLAND LUMBER TALL...	007549	RUBBER STRIP RETURN FROM..	001-051-5310-0000	-20.99
SUTHERLAND LUMBER TALL...	007550	PARTS FOR AIR COMPRESSOR	001-051-5307-0000	43.04
EVERGY	0278250507 FEB 2026	2100 E 12TH ST SIREN SVC 1/...	001-021-5205-0000	27.54
GALLS, LLC	034196417	ZIP SHIRT-SKOV	001-021-5305-0000	124.20
GALLS, LLC	034196440	POLO-COUCH	001-021-5305-0000	119.68
ON TARGET AMMUNITION, L...	109475	LARGE QUANITY AMNO	001-021-5213-0000	5,251.00
AMAZON CAPITAL SERVICES	1Y3R-444L-DGXH	48 PK STAINLESS STEEL CLOT...	001-041-5310-0000	21.55
GRABER ACE HARDWARE	291105/3	PAINT SUPPLIES/PAINT - AN...	001-041-5310-0000	28.16
BOMGAARS SUPPLY INC.	321381	PLUG FOR TRAILER	001-042-5307-0000	9.99
KANSAS GAS SERVICE	510264198 1003301 64 FEB ...	128 N VINE	001-021-5205-0000	197.85
KANSAS GAS SERVICE	510264198 1003301 64 FEB ...	2600 W 6TH	001-023-5205-0000	825.65
KANSAS GAS SERVICE	510264198 1003301 64 FEB ...	430 N MAIN	001-051-5205-0000	930.35
KANSAS GAS SERVICE	510264198 1003301 64 FEB ...	201 E CENTRAL	001-051-5205-0000	1,022.77
COLUMN SOFTWARE PBC	7B937DAD-0151	BZA - 121 W LOCUST	001-012-5212-0000	43.35
EVERGY	8175514546 FEB 2026	501 BOULDER BLUFF RD SVC ...	001-051-5205-0000	40.43
BUMPER TO BUMPER OF EL ...	954542	(2) SWAY BAR LINK KIT - TRU...	001-033-5307-0000	26.08
AMERICAN LEGION POST #81	INV0053624	LEASE PAYMENT	001-051-5210-0000	500.00
SUTHERLAND LUMBER TALL...	007557	RANDOM TEXTURE - FIRE 2	001-023-5310-0000	63.99
GALLS, LLC	034210401	BALL CAP-FREED	001-021-5305-0000	23.19
BRADY INDUSTRIES OF KANS...	11339726	PAPER TOWELS, SOAP, TRAS...	001-051-5309-0000	491.79
LEAGUE OF KANSAS MUNICI...	200016762	LKM TRAINING	001-051-5211-0000	50.00
GRABER ACE HARDWARE	291115/3	HOOKS & PAINT	001-033-5308-0000	21.96
GRABER ACE HARDWARE	291116/3	SANDING DISC	001-051-5302-0000	9.99
BUMPER TO BUMPER OF EL ...	954647	TAILGATE BEZEL/HANDLE - P...	001-033-5307-0000	41.79
SUTHERLAND LUMBER TALL...	007565	ANIMAL SHELTER SUPPLIES	001-041-5310-0000	11.77
SUTHERLAND LUMBER TALL...	007567	JNT COMPOUND	001-041-5310-0000	23.49
SUTHERLAND LUMBER TALL...	007569	WATER LINE REPAIR AT SSLN	001-042-5308-0000	87.79
SUTHERLAND LUMBER TALL...	007570	CBU DELUXE CORNERBEAD 4...	001-041-5310-0000	7.58
O'REILLY AUTOMOTIVE, INC	0255-127045	LIFT SUPPORT	001-023-5307-0000	36.84
AMAZON CAPITAL SERVICES	1PDV-LH6Q-33YF	SCRUB BRUSH	001-023-5309-0000	26.04
GRABER ACE HARDWARE	291125/3	PTR TPE BL (2)	001-041-5310-0000	15.18
GRABER ACE HARDWARE	291127/3	KEYS FOR BUTLER FOR MAC	001-051-5310-0000	38.24
EVERGY	6804973444 FEB 2026	3320 EL DORADO AVE SIGN ...	001-011-5205-0000	34.62
AMERICAN LEGION POST #81	INV0053625	UTILITIES	001-051-5205-0000	1,000.00
OPTIV SECURITY INC.	INV-10025914691	TOKEN-MATELESKA	001-021-5201-0000	65.94
GALLS, LLC	034241369	POLO-FREED	001-021-5305-0000	59.84
GALLS, LLC	034241389	ID PANEL-LOPEZ-HERN	001-021-5305-0000	45.90
WEIS FIRE AND SAFETY EQUI...	199778	EXTERIOR HOOD	001-023-5305-0000	560.00

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
GRABER ACE HARDWARE	291138/3	SHOP SUPPLIES - CUTTING ...	001-051-5302-0000	17.57
GRABER ACE HARDWARE	291145/3	CLEANING SUPPLIES	001-051-5309-0000	37.96
OFFICE OF THE KANSAS STAT...	INV0053700	JUDLAW FEB 2026	001-000-1014-0000	151.00
OFFICE OF THE KANSAS STAT...	INV0053700	JUDLAW FEB 2026	001-000-1016-0000	805.05
OFFICE OF THE KANSAS STAT...	INV0053700	JUDLAW FEB 2026	001-000-1018-0000	3,405.95
OFFICE OF THE KANSAS STAT...	INV0053700	JUDLAW FEB 2026	001-000-1019-0000	638.00
PYE-BARKER FIRE & SAFETY L...	IV00990395	HOOD SERVICE	001-023-5206-0000	229.00
MAX'S BREATHE EASY GASES...	L35606	ACETYLENE, 02	001-042-5210-0000	134.00
BUTLER COUNTY LANDFILL	022826	FEBRUARY LANDFILL SERVICES	001-033-5201-0000	82.80
BUTLER COUNTY RURAL WA...	0516 FEB 2026	WATER USAGE - FEBRUARY 2...	001-051-5205-0000	32.84
ASSURED OCCUPATIONAL SO...	2026-251	PRE-EMPLOYMENT 7 POST A...	001-021-5201-0000	75.00
ASSURED OCCUPATIONAL SO...	2026-251	PRE-EMPLOYMENT 7 POST A...	001-023-5201-0000	95.00
ASSURED OCCUPATIONAL SO...	2026-251	PRE-EMPLOYMENT 7 POST A...	001-052-5201-0000	75.00
INDUSTRIAL SCIENTIFIC COR...	2901510	GAS MONITORING SUBSCRIP...	001-023-5201-0000	423.85
UNDERGROUND VAULTS & S...	4003363	MICROFILM & HARD COPY "...	001-011-5201-0000	228.72
GLOBAL PAYMENTS INTEGRA...	4131 FEB 2026	4131 FEB 2026 MERCHANT C...	001-051-5203-0000	862.27
GLOBAL PAYMENTS INTEGRA...	4132 FEB 2026	4132 FEB 2026 MERCHANT C...	001-013-5203-0000	1,574.08
GLOBAL PAYMENTS INTEGRA...	4132 FEB 2026	4132 FEB 2026 MERCHANT C...	001-021-5203-0000	1,574.07
GLOBAL PAYMENTS INTEGRA...	4133 FEB 2026	4133 FEB 2026 MERCHANT C...	001-012-5203-0000	823.96
UNDERGROUND VAULTS & S...	5004622	RECORDS STORAGE - FEBRU...	001-013-5201-0000	256.75
UNDERGROUND VAULTS & S...	5004623	STORAGE 3/1/2026 TO 3/31/...	001-021-5201-0000	95.22
IDI	IN1055720	FLAT RATE CONTRACT	001-021-5201-0000	140.00
GEOTAB USA, INC	IN476043	FEBRUARY 2026	001-012-5205-0000	57.75
GEOTAB USA, INC	IN476043	FEBRUARY 2026	001-021-5205-0000	308.00
GEOTAB USA, INC	IN476043	FEBRUARY 2026	001-023-5205-0000	19.25
GEOTAB USA, INC	IN476043	FEBRUARY 2026	001-033-5205-0000	77.00
GEOTAB USA, INC	IN476043	FEBRUARY 2026	001-041-5205-0000	19.25
PUBLIC WHOLESALE WATER ...	INV0053708	PUMP WATER TO BALLFIELDS	001-051-5205-0000	50.00
MAX'S BREATHE EASY GASES...	R35653	CYLINDERS	001-051-5210-0000	35.00
EASY ICE, LLC	01974115	ICE MACHINE RENTAL AT MA...	001-051-5210-0000	169.52
SUTHERLAND LUMBER TALL...	019850	CAULKING	001-023-5306-0000	13.47
COX COMMUNICATIONS	020513702 MAR 2026	ACT 020513702 SERVICE FR...	001-021-5205-0000	252.12
DAVIS, MANLEY & LANE, LLC	10449	JUDICIAL SERVICES MARCH 2...	001-013-5201-0000	4,600.00
CODE 5 GROUP, LLC	4448	ANNUAL TRACKING APRIL 20...	001-021-5201-0000	1,200.00
TRANSUNION RISK AND ALT...	65671-202602-1	MONTHLY SERVICES 2-1-2026..	001-021-5201-0000	175.00
ISERVE	8120	MARCH CLEANING SERVICES	001-014-5201-0000	6,767.00
EASY ICE, LLC	01986191	ICE MACHINE RENTAL AT CE...	001-051-5210-0000	179.00
EASY ICE, LLC	01986748	ICE MACHINE RENTAL AT REC...	001-051-5210-0000	179.00
EASY ICE, LLC	01991393	ICE MACHINE RENTAL AT REC...	001-051-5210-0000	122.00
EASY ICE, LLC	01991762	ICE MACHINE RENTAL AT EA...	001-051-5210-0000	179.00
O'REILLY AUTOMOTIVE, INC	0255-127908	MOWER FILTER & CLAMPS	001-033-5307-0000	38.11
FAVRE LAW LLC	06917	THORBURN, JUSTIN - MUTIP...	001-013-5201-0000	200.00
FAVRE LAW LLC	06918	THORBURN, JUSTIN #26-000...	001-013-5201-0000	200.00
FAVRE LAW LLC	06919	THORBURN, RANDAL #25-01...	001-013-5201-0000	200.00

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
RECREATION REFUND ACCT	1693	SOFTBALL REFUND	001-000-4470-0000	66.00
RECREATION REFUND ACCT	1694	BASEBALL REFUND	001-000-4470-0000	66.00
RECREATION REFUND ACCT	1695	CIVIC CENTER DEPOSIT REFU...	001-000-4621-0000	250.00
GRABER ACE HARDWARE	291152/3	VANDLISM AT GORDY	001-033-5309-0000	57.14
GRABER ACE HARDWARE	291168/3	PAINT TRAY	001-033-5310-0000	7.59
VERIZON CONNECT FLEET US...	386000078812	MONTHLY SERVICES	001-033-5205-0000	367.97
BUTLER COUNTY SHERIFF	46083 - EL D	FEBRUARY INMATE HOUSING	001-013-5311-0000	6,580.00
4 STATE MAINTENANCE SUP...	698003	CLEANING SUPPLIES	001-014-5310-0000	258.53
INTEGRITY SUPERVISION SER...	70	PROBABTION FOR FREBRUA...	001-013-5201-0000	3,119.50
SUTHERLAND LUMBER TALL...	007592	WATER HEATER AND PARTS ...	001-051-5307-0000	482.98
O'REILLY AUTOMOTIVE, INC	0255-128190	DISC	001-023-5310-0000	14.79
LKQ MID-AMERICA AUTO PA...	173428014	RECYCLED WHEEL	001-033-5307-0000	282.00
SEVEN K COMPANY	200295	NAME BADGE-ANDREA	001-051-5213-0000	9.25
BLUESTEM ANIMAL CLINIC	254028	FEBRUARY MONTHLY VET SE...	001-041-5201-0000	367.52
GRABER ACE HARDWARE	291186/3	UBOLTS FOR VIDEO POLE AT...	001-051-5308-0000	9.18
GRABER ACE HARDWARE	291192/3	SPRAY PAINT	001-023-5307-0000	12.98
PITNEY BOWES BANK INC RE...	INV0053684	POSTAGE ALLOCATION FOR ...	001-011-5213-0000	500.00
PITNEY BOWES BANK INC RE...	INV0053684	POSTAGE ALLOCATION FOR ...	001-021-5213-0000	500.00
PITNEY BOWES BANK INC RE...	INV0053684	POSTAGE ALLOCATION FOR ...	001-023-5213-0000	125.00
SUTHERLAND LUMBER TALL...	007595	ANIMAL SHELTER SUPPLIES	001-041-5310-0000	13.06
O'REILLY AUTOMOTIVE, INC	0255-128355	MOWER BATTERY	001-033-5307-0000	60.38
WEIS FIRE AND SAFETY EQUI...	199829	BUNKER BOOTS	001-023-5305-0000	498.57
XEROX FINANCIAL SERVICES	41707477	LEASE PAYMENT FEB/MAR	001-051-5210-0000	138.02
WELLS DESIGNS, INC. & F5 I...	4461	PARKS SWEATSHIRTS	001-033-5305-0000	202.40
SHERWIN-WILLIAMS CO	83500128240326	ST 1 PAINT	001-023-5306-0000	128.50
BUMPER TO BUMPER OF EL ...	955001	JOHN DEERE VERTICUTTER R...	001-051-5307-0000	16.47
SUSAN B ALLEN MEMORIAL ...	INV0053686	K MILLARD 2025-01092	001-013-5311-0000	2,926.70
BUTLER COUNTY EMS	INV0053707	GLOVES	001-023-5312-0000	129.54
SUTHERLAND LUMBER TALL...	007606	TOOLS - POST DIGGER, BITS ...	001-033-5302-0000	87.95
SUTHERLAND LUMBER TALL...	007606	TOOLS - POST DIGGER, BITS ...	001-033-5308-0000	43.68
SUTHERLAND LUMBER TALL...	007607	HARDWARE	001-023-5310-0000	49.27
O'REILLY AUTOMOTIVE, INC	0255-128559	SHOP SUPPLIES - GREASE	001-042-5307-0000	70.00
AMAZON CAPITAL SERVICES	1JWC-PJK9-C1LT	BATHROOM DO NOT FLUSH S..	001-014-5310-0000	81.00
GRABER ACE HARDWARE	291209/3	BITS	001-033-5302-0000	25.98
BOMGAARS SUPPLY INC.	323897	AIR COMPRESSOR PARTS	001-051-5307-0000	44.45
BOMGAARS SUPPLY INC.	323934	AIR COMPRESSOR PARTS RE...	001-051-5307-0000	-10.99
THE UNIVERSITY OF KANSAS	E3BF6C8C	FRONTLINE LEADERSHIP 10-5...	001-021-5211-0000	1,000.00
SUTHERLAND LUMBER TALL...	007611	TRAINING SUPPY - LUMBER	001-023-5211-0000	34.95
EVERGY	0722196528 FEB 2026	602 E 12TH AVE CROSSWALK...	001-012-5205-0000	37.26
EMPAC, INC.	17850	2ND QTR 2026 EAP SERVICES	001-012-5201-0000	62.94
EMPAC, INC.	17850	2ND QTR 2026 EAP SERVICES	001-021-5201-0000	314.72
EMPAC, INC.	17850	2ND QTR 2026 EAP SERVICES	001-023-5201-0000	178.34
EMPAC, INC.	17850	2ND QTR 2026 EAP SERVICES	001-051-5201-0000	125.89
GRABER ACE HARDWARE	291213/3	CLEANER FOR VANDALISM	001-033-5309-0000	38.97

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
KANSAS GAS SERVICE	510264198 1615244 36 FEB ...	222 E LOCUST AVE SVC 1/16/...	001-041-5205-0000	221.56
EMC INSURANCE	7003181779	GEN LIABILITY POLICY CHAN...	001-011-5204-0000	20.00
EMC INSURANCE	7003181779	GEN LIABILITY POLICY CHAN...	001-042-5204-0000	45.00
XEROX FINANCIAL SERVICES	41715527	ENG COPIER RENTAL 2/28/2...	001-012-5210-0000	446.93
XEROX FINANCIAL SERVICES	41715552	2-28-2026 TO 3-27-2026 MO...	001-013-5210-0000	51.63
XEROX FINANCIAL SERVICES	41715552	2-28-2026 TO 3-27-2026 MO...	001-021-5210-0000	103.26
SUTHERLAND LUMBER TALL...	007628	GARDENING GLOVES	001-033-5310-0000	14.97
EVERGY	1346147609 FEB 2026	932 N MAIN ST PARK SVC 2/5...	001-033-5205-0000	603.12
AMAZON CAPITAL SERVICES	13KQ-NY64-FRFL	ROPE-ROBERTS	001-021-5213-0000	8.88
AMAZON CAPITAL SERVICES	1JQQ-7NRN-JGKX	CARBON STEEL CHAIN LINK F...	001-041-5306-0000	145.50
EVERGY	2616450029 FEB 2026	924 N MAIN ST SAL SVC 2/4/...	001-033-5205-0000	65.16
GRABER ACE HARDWARE	291231/3	CABLE TIES FOR BACKSTOPS	001-051-5310-0000	27.99
KANSAS GAS SERVICE	510469962 1492273 82 FEB ...	216/220 E FIRST AVE	001-011-5205-0000	99.45
KANSAS GAS SERVICE	510469962 1492273 82 FEB ...	216/220 E FIRST AVE	001-023-5205-0000	85.63
4 STATE MAINTENANCE SUP...	698218	CLEANING SUPPLIES	001-014-5310-0000	19.98
EL DORADO MUNICIPAL COU...	1982	CASE 25-01501 LEE LEONARD	001-000-4524-0000	1,024.50
EL DORADO MUNICIPAL COU...	1983	CASE 25-01501 LEE LEONDA...	001-000-4524-0000	475.50
DLT SOLUTIONS, LLC	5400305A	AUTOCAD SUBSCRIPTION RE...	001-012-5201-0000	4,037.25
VERIZON WIRELESS	6138283395	COMMISSION - BILL YOUNG	001-011-5205-0000	40.01
VERIZON WIRELESS	6138283395	COMMISSION - KENDRA WILK...	001-011-5205-0000	40.01
VERIZON WIRELESS	6138283395	COMMISSION - ANDREW TIP...	001-011-5205-0000	40.01
VERIZON WIRELESS	6138283395	COMMISSION - LEON LEACH...	001-011-5205-0000	40.01
VERIZON WIRELESS	6138283395	BRANDON TAYLOR	001-012-5205-0000	46.56
VERIZON WIRELESS	6138283395	CODE ENFORCEMENT	001-012-5205-0000	46.56
VERIZON WIRELESS	6138283395	GPS HOTSPOT	001-012-5205-0000	40.01
VERIZON WIRELESS	6138283395	JOHN THOMPSON	001-021-5205-0000	46.56
VERIZON WIRELESS	6138283395	PD BUYPHONE	001-021-5205-0000	41.56
VERIZON WIRELESS	6138283395	JOSEPH BUTCHER	001-021-5205-0000	46.56
VERIZON WIRELESS	6138283395	RYAN SMITH	001-021-5205-0000	40.01
VERIZON WIRELESS	6138283395	PD BEAT 1	001-021-5205-0000	46.56
VERIZON WIRELESS	6138283395	PD BEAT 2	001-021-5205-0000	46.56
VERIZON WIRELESS	6138283395	PD BEAT 3	001-021-5205-0000	46.56
VERIZON WIRELESS	6138283395	SEAN SKOV	001-021-5205-0000	46.56
VERIZON WIRELESS	6138283395	SARAH MCKEE	001-021-5205-0000	46.56
VERIZON WIRELESS	6138283395	DEVIN HAINES	001-021-5205-0000	46.56
VERIZON WIRELESS	6138283395	KEN TEMAAT	001-021-5205-0000	46.56
VERIZON WIRELESS	6138283395	PD SERGEANT	001-021-5205-0000	46.56
VERIZON WIRELESS	6138283395	HEATHER ROSE	001-021-5205-0000	46.56
VERIZON WIRELESS	6138283395	FIRE HOTSPOT 2	001-023-5205-0000	21.44
VERIZON WIRELESS	6138283395	FIRE HOTSPOT 1	001-023-5205-0000	21.44
VERIZON WIRELESS	6138283395	TONY YAGHJIAN	001-023-5205-0000	40.01
VERIZON WIRELESS	6138283395	FIRE CAPTAINS	001-023-5205-0000	41.56
VERIZON WIRELESS	6138283395	CEMETERY	001-042-5205-0000	41.56
VERIZON WIRELESS	6138283395	POOL TABLET	001-051-5205-0000	21.44

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
VERIZON WIRELESS	6138283395	RECREATION CLOCK IN PHO...	001-051-5205-0000	41.56
VERIZON WIRELESS	6138283395	DOWNTOWN MAINTENANCE	001-051-5205-0000	41.56
BUMPER TO BUMPER OF EL ...	955340	HYDRAULIC HOSE FITTINGS ...	001-051-5307-0000	29.92
BUMPER TO BUMPER OF EL ...	955341	SEAL RETURN	001-051-5307-0000	-4.54
RECREATION REFUND ACCT	1696	CEMETERY LOT	001-000-4462-0000	500.00
RAVENSCRAFT IMPLEMENT I...	39135	GRASSHOPPER MOWER PAR...	001-042-5307-0000	342.92
WOODRIVER ENERGY LLC	491718	210 E 1ST AVE-ADMIN	001-011-5205-0000	689.27
WOODRIVER ENERGY LLC	491718	222 E LOCUST AVE-ANIMAL ...	001-041-5205-0000	625.13
GRAINGER	9837656199	PUMP FOR CARPET CLEANER	001-051-5307-0000	228.96
SUTHERLAND LUMBER TALL...	007657	CONCRETE	001-052-5308-0000	66.55
COX COMMUNICATIONS	075905901 MAR 2026	ACT 075905901 SERVICE FR...	001-052-5205-0000	47.76
AMAZON CAPITAL SERVICES	16DC-YCPL-D97T	FORKS/SPOONS	001-021-5213-0000	51.98
EVERGY	7910786644 MAR 2026	530 CHARRON DR SVC 2/10/...	001-051-5205-0000	33.82
BUMPER TO BUMPER OF EL ...	955485	SHOP OIL AND ELECTRIC PAR...	001-051-5307-0000	214.28
BUMPER TO BUMPER OF EL ...	955507	FUSES FOR EQUIPMENT	001-051-5307-0000	5.14
BUTLER COUNTY REGISTER O...	INV0053710	DEEDS #6023-6029	001-042-5213-0000	147.00
SUTHERLAND LUMBER TALL...	007664	BROOMS AND CARPET CLEAN...	001-051-5309-0000	97.84
SUTHERLAND LUMBER TALL...	007665	BROOM RETURN FROM INVO...	001-051-5309-0000	-18.79
SUTHERLAND LUMBER TALL...	007666	BROOMS FOR CONCESSION ...	001-051-5309-0000	13.99
KANSASLAND TIRE WHOLESA...	135089	(4) LT245/75R17 - WRANGLE...	001-033-5307-0000	818.60
CAMI R BAKER	CBAKER3-2026	JUDICIAL SERVICES - MARCH ...	001-013-5201-0000	3,450.00
SUSAN B ALLEN MEMORIAL ...	INV0053709	25-01043 J BISHOP	001-013-5311-0000	40.48
LA FORGE'S BUSINESS MACH...	39619	COPIER RENT	001-013-5210-0000	116.50
LA FORGE'S BUSINESS MACH...	39619	COPIER RENT	001-021-5210-0000	116.50
LA FORGE'S BUSINESS MACH...	39619	COPIER RENT	001-023-5210-0000	248.00
LA FORGE'S BUSINESS MACH...	39619	COPIER RENT	001-023-5210-0000	100.00
COX COMMUNICATIONS	028608401 MAR 2026	ADMIN	001-011-5205-0000	955.89
COX COMMUNICATIONS	028608401 MAR 2026	ENGINEERING	001-012-5205-0000	281.14
COX COMMUNICATIONS	028608401 MAR 2026	BUILDING/ZONING	001-012-5205-0000	224.91
COX COMMUNICATIONS	028608401 MAR 2026	POLICE	001-021-5205-0000	1,012.12
COX COMMUNICATIONS	028608401 MAR 2026	FIRE 2	001-023-5205-0000	393.60
COX COMMUNICATIONS	028608401 MAR 2026	FIRE	001-023-5205-0000	562.29
COX COMMUNICATIONS	028608401 MAR 2026	FIRE 2 INTERNET/CABLE	001-023-5205-0000	117.52
COX COMMUNICATIONS	028608401 MAR 2026	PARKS	001-033-5205-0000	84.34
COX COMMUNICATIONS	028608401 MAR 2026	ANIMAL SHELTER	001-041-5205-0000	140.57
COX COMMUNICATIONS	028608401 MAR 2026	CEMETERY	001-042-5205-0000	56.23
COX COMMUNICATIONS	028608401 MAR 2026	REC	001-051-5205-0000	337.37
COX COMMUNICATIONS	028608401 MAR 2026	ACTIVITY CENTER	001-051-5205-0000	168.69
AMAZON CAPITAL SERVICES	1HXN-6HYG-H4NW	COFFEE PODS	001-041-5310-0000	37.78
AMAZON CAPITAL SERVICES	1MPJ-VV9N-KJ1K	STAPLER - MELISSA	001-013-5301-0000	30.89
AMAZON CAPITAL SERVICES	1YKX-KDYV-J7DD	CLIP HOOKS	001-041-5310-0000	27.99
T & D TIRE AND AUTO REPAIR	27098	NEW SENSORS AND TIRE INS...	001-033-5207-0000	304.00
BOMGAARS SUPPLY INC.	327497	SHOP SUPPLIES	001-051-5302-0000	17.85
COLUMN SOFTWARE PBC	7B937DAD-0153	REZONE TAYLOR/1ST-3/31/2...	001-012-5212-0000	51.85

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
EVERGY	9882584222 FEB 2026	STREET LIGHTS SVC 2/12/20...	001-012-5205-0000	15,050.92
KANSAS BG, LLC	PI0073461	FUEL SPLIT	001-021-5303-0000	158.40
KANSAS BG, LLC	PI0073461	FUEL SPLIT	001-023-5303-0000	158.40
KANSAS BG, LLC	PI0073461	FUEL SPLIT	001-033-5303-0000	158.40
FAVRE LAW LLC	07006	ELIZABETH RIERSON #25-015...	001-013-5201-0000	200.00
RECREATION REFUND ACCT	1697	SOFTBALL REFUND	001-000-4470-0000	50.00
RECREATION REFUND ACCT	1698	SOFTBALL REFUND	001-000-4470-0000	56.00
SHAWS PEST CONTROL, LLC	3190958	MONTHLY SERVICES	001-011-5201-0000	100.00
SHAWS PEST CONTROL, LLC	3190958	MONTHLY SERVICES	001-012-5201-0000	60.00
SHAWS PEST CONTROL, LLC	3190958	MONTHLY SERVICES	001-021-5201-0000	75.00
SHAWS PEST CONTROL, LLC	3190958	MONTHLY SERVICES	001-023-5201-0000	60.00
SHAWS PEST CONTROL, LLC	3190958	MONTHLY SERVICES	001-041-5201-0000	60.00
SHAWS PEST CONTROL, LLC	3190958	MONTHLY SERVICES	001-051-5201-0000	60.00
SHAWS PEST CONTROL, LLC	3190958	MONTHLY SERVICES	001-051-5201-0000	75.00
SHAWS PEST CONTROL, LLC	3190958	MONTHLY SERVICES	001-051-5201-0000	60.00
SHAWS PEST CONTROL, LLC	3190958	MONTHLY SERVICES	001-051-5201-0000	60.00
ANGEL ARMOR, LLC	INV17879	TACTICAL CARRIER-J FREED	001-021-5305-0000	1,392.00
KANSAS SECRETARY OF STATE	INV0053766	J MURPHY NOTARY RENEWAL	001-021-5213-0000	25.00
RECREATION REFUND ACCT	1699	LIFEGUARD RECERTIFICATION..	001-052-5201-0000	150.00
RECREATION REFUND ACCT	1700	SOFTBALL REFUND	001-000-4470-0000	56.00
SUSAN B ALLEN MEMORIAL ...	INV0053767	K MILLARD #25-01091 PRISO...	001-013-5311-0000	98.48
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	15.09
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	30.46
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-FUEL	001-021-5211-0000	37.79
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	18.59
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-HOTEL	001-021-5211-0000	1,032.37
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	17.68
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	21.28
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	15.43
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	15.00
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	13.64
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	13.90
INTRUST CARD CENTER	INV0053783	WATER	001-021-5213-0000	43.76
INTRUST CARD CENTER	INV0053783	YMCA RAFFLE	001-021-5213-0000	95.95
INTRUST CARD CENTER	INV0053783	LICE PROTECTION	001-021-5213-0000	13.36
INTRUST CARD CENTER	INV0053784	MCCOY FUEL PUMPS DOWN	001-021-5303-0000	36.77
INTRUST CARD CENTER	INV0053784	SLING FLASHLIGHT COMBO-...	001-021-5310-0000	310.10
INTRUST CARD CENTER	INV0053784	MOUNT SHELL CARRIER-SKOV	001-021-5310-0000	51.06
INTRUST CARD CENTER	INV0053784	HOGUE LESS LETHAL-SKOV	001-021-5310-0000	343.55
INTRUST CARD CENTER	INV0053786	FUEL	001-021-5303-0000	52.70
INTRUST CARD CENTER	INV0053787	LATENT FINGERPRINT KIT	001-021-5213-0000	92.30
INTRUST CARD CENTER	INV0053787	PLAUD DEVICES-HOLTON M...	001-021-5302-0000	497.39
INTRUST CARD CENTER	INV0053787	FUEL PICK UP AMNO HAINES...	001-021-5303-0000	47.25
INTRUST CARD CENTER	INV0053788	YMCA - GALA TABLE	001-011-5213-0000	1,000.00

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
INTRUST CARD CENTER	INV0053794	WALMART - COMMISSION P...	001-011-5213-0000	67.70
INTRUST CARD CENTER	INV0053794	WALMART - FOLDERS/POP/C...	001-011-5213-0000	55.83
INTRUST CARD CENTER	INV0053794	WALMART - STORM SHELTER...	001-011-5310-0000	19.44
INTRUST CARD CENTER	INV0053794	WALMART - FOLDERS/POP/C...	001-051-5310-0000	27.35
INTRUST CARD CENTER	INV0053860	CHAT GPT 3/12-4/12 ENG	001-012-5201-0000	20.00
INTRUST CARD CENTER	INV0053860	CHAT GPT 3/3-4/3 RICKARD	001-012-5201-0000	20.00
INTRUST CARD CENTER	INV0053860	CODE REVIEW MEETING LUN...	001-012-5211-0000	68.94
INTRUST CARD CENTER	INV0053860	CODE REVIEW MEETING-DRI...	001-012-5211-0000	26.77
INTRUST CARD CENTER	INV0053860	HOA CONF-TAYLOR-4/15-17...	001-012-5211-0000	250.00
INTRUST CARD CENTER	INV0053860	CBO PRACTICE EXAM-TAYLOR	001-012-5211-0000	75.00
INTRUST CARD CENTER	INV0053860	CODE REVIEW MEETING LUN...	001-012-5211-0000	118.18
INTRUST CARD CENTER	INV0053860	BOOTS POTTER	001-012-5305-0000	157.00
INTRUST CARD CENTER	INV0053860	JEANS, POTTER, TAYLOR, SCH...	001-012-5305-0000	386.48
INTRUST CARD CENTER	INV0053861	SS4A LUNCHEON RICKARD-H...	001-012-5211-0000	41.91
INTRUST CARD CENTER	INV0053861	APWA REGISTRATION-RICKA...	001-012-5211-0000	275.00
INTRUST CARD CENTER	INV0053863	PARKS DEPT WORK JEANS A...	001-033-5305-0000	373.80
INTRUST CARD CENTER	INV0053863	GREENHOUSE SUPPLY - POTT...	001-033-5310-0000	224.91
INTRUST CARD CENTER	INV0053863	PRO-RATED ICE MACHINE RE...	001-051-5210-0000	102.43
INTRUST CARD CENTER	INV0053863	ICE MACHINE RENTAL AT CIV...	001-051-5210-0000	236.50
INTRUST CARD CENTER	INV0053863	RECREATION PROGRAM GUI...	001-051-5212-0000	293.59
INTRUST CARD CENTER	INV0053863	SPRAY TANK	001-051-5302-0000	279.99
INTRUST CARD CENTER	INV0053863	AED CASE POOL, PADS & BAT...	001-051-5310-0000	502.01
INTRUST CARD CENTER	INV0053863	AED CASE POOL, PADS & BAT...	001-052-5310-0000	147.00
INTRUST CARD CENTER	INV0053872	JUMP STARTER	001-023-5302-0000	199.99
INTRUST CARD CENTER	INV0053872	COMMAND 2 FUEL	001-023-5303-0000	47.55
INTRUST CARD CENTER	INV0053872	GLOVES & CASTERS	001-023-5310-0000	89.92
INTRUST CARD CENTER	INV0053872	POWER STRIP	001-023-5310-0000	15.97
INTRUST CARD CENTER	INV0053874	FUEL	001-023-5303-0000	42.33
INTRUST CARD CENTER	INV0053874	FUEL	001-023-5303-0000	99.51
INTRUST CARD CENTER	INV0053875	ST 2 SUPPLIES - LYSOL	001-023-5309-0000	49.16
INTRUST CARD CENTER	INV0053876	CHAT GPT PLUS SUBSCRIPTI...	001-023-5201-0000	20.00
INTRUST CARD CENTER	INV0053876	ACTIVE ALERT SUBSCR. REN...	001-023-5201-0000	96.25
INTRUST CARD CENTER	INV0053876	ACTIVE ALERT SUBSCRIPTION...	001-023-5201-0000	666.00
AB LEGAL, LLC	1731	GENERAL CITY ADVISING - M...	001-011-5201-0000	10,000.00
INTRUST BANK, N.A.	MAR 2026 SERVICE CHARGE	ACCOUNT ANALYSIS CHARGE ..	001-011-5203-0000	590.63
EVERGY	0493646969 MAR 2026	401 WOODLAND AVE B SVC ...	001-051-5205-0000	61.69
RECREATION REFUND ACCT	1701	SOFTBALL REFUND	001-000-4470-0000	56.00
EVERGY	0722196528 MAR 2026	602 E 12TH AVE CROSSWALK...	001-012-5205-0000	37.50
EVERGY	1346147609 MAR 2026	932 N MAIN ST PARK SVC 3/9...	001-033-5205-0000	559.44
EVERGY	2616450029 MAR 2026	924 N MAIN ST SAL SVC 3/8/...	001-033-5205-0000	64.78
EVERGY	7910786644 MARCH 2026	530 CHARRON DR SVC 3/12/...	001-051-5205-0000	30.61
			Fund 001 - GENERAL FUND Total:	**173,436.99**

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
Fund: 002 - EQUIPMENT RESERVE FUND				
HOOVER MOWER SALES, LLC	22986	NEW PARKS DEPARMENT SC...	002-033-7401-0000	31,050.00
BUTLER REC	INV0053706	2017 DODGE RAM 5500 4 X 4	002-034-7401-0000	65,000.00
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	ENG00000122 3/1/2026-3/3...	002-012-7508-0000	25.07
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	EENG72591 3/1/2026-3/31/...	002-012-7508-0000	981.89
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	ENG00000124 3/1/2026-3/3...	002-012-7508-0000	25.07
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	00000394 3/1/2026-3/31/20...	002-021-7508-0000	994.17
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	00000373 3/1/2026-3/31/20...	002-021-7508-0000	994.17
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	00000365 3/1/2026-3/31/20...	002-021-7508-0000	991.63
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	00000358 3/1/2026-3/31/2...	002-021-7508-0000	990.17
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	00000364 3/1/2026-3/31/2...	002-021-7508-0000	987.48
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	00000381 3/1/2026-3/31/20...	002-021-7508-0000	1,113.46
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	00000049 3/1/2026-3/31/20...	002-023-7508-0000	1,177.49
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	EPW51160 3/1/2026-3/31/2...	002-034-7508-0000	1,041.16
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	EPW51143 3/1/2026-3/31/2...	002-034-7508-0000	1,041.16
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	EPW21116 3/1/2026-3/31/2...	002-034-7508-0000	1,108.01
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	EPW27294 3/1/2026-3/31/2...	002-034-7508-0000	1,134.24
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	EPW21072 3/1/2026-3/31/2...	002-034-7508-0000	1,108.01
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	EAC72181 3/1/2026-3/31/20...	002-041-7508-0000	976.30
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	ECEM4426 3/1/2026-3/31/2...	002-042-7508-0000	1,116.82
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	EREC83353 3/1/2026-3/31/2...	002-051-7508-0000	934.88
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	EREC9236 3/1/2026-3/31/20...	002-051-7508-0000	962.14
WICHITA TRACTOR CO.	28710	RECREATION DEPT. KUBOTA ...	002-051-7401-0000	10,800.00
			Fund 002 - EQUIPMENT RESERVE FUND Total:	**124,553.32**
Fund: 003 - AIRPORT FUND				
RSINET, LLC	8845	RSINET DATA SERVICE JAN-...	003-011-5211-0000	180.00
EVERGY	1540689040 FEB 2026	1485 SE 30TH ST E SVC 1/22/...	003-011-5205-0000	144.01
EVERGY	3110697298 FEB 2026	1485 SE 30TH ST K SVC 1/22/...	003-011-5205-0000	38.72
EVERGY	3110758812 FEB 2026	1485 SE 30TH ST G SVC 1/22...	003-011-5205-0000	145.77
EVERGY	3110789577 FEB 2026	1485 SE 30TH ST F SVC 1/22/...	003-011-5205-0000	743.25
EVERGY	3203163127 FEB 2026	1435 SE 30TH ST SVC 1/22/2...	003-011-5205-0000	88.15
EVERGY	4075179327 FEB 2026	1485 SE 30TH ST I SVC 1/22/...	003-011-5205-0000	176.01
EVERGY	8655451646 FEB 2026	1485 SE 30TH ST J SVC 1/22/...	003-011-5205-0000	87.12
EVERGY	3110728056 FEB 2026	1485 SE 30TH ST D SVC 1/22...	003-011-5205-0000	37.49
KANSAS DEPARTMENT OF RE...	004-486035394-F01 FEB 2026	SALES TAX PERIOD 2/1/2026...	003-011-5209-0000	435.63
HEARTLAND ACQUISITION LLC	2418 FEB 2026	2418 FEB 2026 MERCHANT C...	003-011-5203-0000	356.14
AMAZON CAPITAL SERVICES	14XM-QYR4-1CJC	SHIPPING	003-011-7402-0000	59.98
AMAZON CAPITAL SERVICES	14XM-QYR4-1CJC	WHITE BOARD DRY ERASE 60...	003-011-7402-0000	99.74
AMAZON CAPITAL SERVICES	14XM-QYR4-1CJC	3 PIECE PUB DINING SET (2)	003-011-7402-0000	199.98
AMAZON CAPITAL SERVICES	1YWT-4VHK-Q4R3	CLEARSPACE PLASTIC STORA...	003-011-5310-0000	167.94
AMAZON CAPITAL SERVICES	1YWT-4VHK-Q4R3	DISCOUNT	003-011-5310-0000	-1.95
AMAZON CAPITAL SERVICES	1YWT-4VHK-Q4R3	CASH MONEY BOX WITH SLIT...	003-011-5310-0000	21.82
AMAZON CAPITAL SERVICES	1YWT-4VHK-Q4R3	CUP AND CONDIMENT STATI...	003-011-5310-0000	36.08

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
AMAZON CAPITAL SERVICES	1YWT-4VHK-Q4R3	WALL ORGANIZER PEG BOA...	003-011-5310-0000	37.99
AMAZON CAPITAL SERVICES	1YWT-4VHK-Q4R3	VERTICAL THREE POCKET WA...	003-011-5310-0000	38.90
AMAZON CAPITAL SERVICES	1YWT-4VHK-Q4R3	BULLETIN BOARDS 48 X 36 (2)	003-011-5310-0000	82.62
AMAZON CAPITAL SERVICES	1YWT-4VHK-Q4R3	CONFERENCE ROOM TABLE/...	003-011-7402-0000	883.59
AMAZON CAPITAL SERVICES	1YWT-4VHK-Q4R3	DINING SET (3 PIECE)	003-011-7402-0000	99.99
AMAZON CAPITAL SERVICES	1YWT-4VHK-Q4R3	KITCHEN PANTRY WITH FRID...	003-011-7402-0000	440.99
AMAZON CAPITAL SERVICES	1YWT-4VHK-Q4R3	2 DRAWER FILE CABINET/2 D...	003-011-7402-0000	308.97
AMAZON CAPITAL SERVICES	1YWT-4VHK-Q4R3	COMPUTER DESK - 47 INCH	003-011-7402-0000	126.86
AMAZON CAPITAL SERVICES	13DN-PRFP-YC7R	3 PIECE PUB DINING SET	003-011-7402-0000	124.98
SUTHERLAND LUMBER TALL...	007638	AIRPORT SUPPLIES	003-011-5306-0000	41.86
VERIZON WIRELESS	638278571	ACT 942026139-00001 SVC 2...	003-011-5205-0000	25.16
GRABER ACE HARDWARE	291272/3	CLEANING CLOTHS/ADHESIVE..	003-011-5213-0000	37.56
COX COMMUNICATIONS	028608401 MAR 2026	AIRPORT	003-011-5205-0000	56.23
EVERGY	2053112166 MAR 2026	1485 SE 30TH ST SAL SVC 2/...	003-011-5205-0000	43.43
INTRUST CARD CENTER	INV0053794	WALMART - FOLDERS/POP/C...	003-011-5310-0000	64.28
INTRUST CARD CENTER	INV0053794	WALMART - AIRPORT PROJE...	003-011-5310-0000	17.99
INTRUST CARD CENTER	INV0053794	WALMART - STORM SHELTER...	003-011-5310-0000	53.96
INTRUST CARD CENTER	INV0053858	VISTA PRINT - CANVAS PRINT...	003-011-5212-0000	269.95
			Fund 003 - AIRPORT FUND Total:	**5,771.19**
Fund: 005 - EL DORADO SENIOR CENTER FUND				
BRADY INDUSTRIES OF KANS...	10310362	CLEAR VINYL GLOVES	005-011-5309-0000	35.02
BRADY INDUSTRIES OF KANS...	10480179	TRASH LINTER/GLOVES/BLEA...	005-011-5310-0000	188.24
BRADY INDUSTRIES OF KANS...	10512372	KITCHEN TOWELS/FACIAL TIS...	005-011-5310-0000	87.54
BRADY INDUSTRIES OF KANS...	10663890	BROWN ROLL TOWEL	005-011-5310-0000	39.70
AMAZON CAPITAL SERVICES	1KH3-GFVN-1XGL	4K SMART TV	005-011-5315-0000	1,799.00
EVCO WHOLESALE FOOD CO...	0915335	FOAM CONTAINERS 8 OZ	005-011-5310-0000	61.82
AMAZON CAPITAL SERVICES	14GV-1XGN-F6YD	STAPLERS (2)/MOUSE PADS	005-011-5301-0000	39.96
GRABER ACE HARDWARE	290965/3 CORRECTION	SILICONE	005-011-5307-0000	12.99
INTRUST CARD CENTER	INV0053620	PROGRAM - LUNCH SUPPLIES...	005-011-5201-0000	53.61
INTRUST CARD CENTER	INV0053620	MEMBERSHIP - WEBSTAURA...	005-011-5211-0000	99.00
INTRUST CARD CENTER	INV0053620	JANITORIAL SUPPLIES - WAL...	005-011-5309-0000	21.06
INTRUST CARD CENTER	INV0053620	PROGRAM - LUNCH WALMA...	005-011-5310-0000	121.74
INTRUST CARD CENTER	INV0053620	PROGRAM - LUNCH WALMA...	005-011-5310-0000	122.16
INTRUST CARD CENTER	INV0053620	PROGRAM LUNCH SUPPLIES	005-011-5310-0000	126.47
INTRUST CARD CENTER	INV0053620	PROGRAM - WALMART - 2/5...	005-011-5310-0000	176.09
INTRUST CARD CENTER	INV0053620	PROGRAM - LUNCH WALMA...	005-011-5310-0000	119.25
INTRUST CARD CENTER	INV0053620	PROGRAM - LUNCH SUPPLIES...	005-011-5310-0000	185.94
INTRUST CARD CENTER	INV0053620	PROGRAM - LUNCH WALMA...	005-011-5310-0000	202.07
INTRUST CARD CENTER	INV0053620	PROGRAM - LUNCH WEBSTA...	005-011-5310-0000	72.70
INTRUST CARD CENTER	INV0053620	POTLUCK - WALMART	005-011-5310-0000	115.92
INTRUST CARD CENTER	INV0053620	PROGRAM - LUNCH WALMA...	005-011-5310-0000	73.40
INTRUST CARD CENTER	INV0053620	PROGRAM - LUNCH WEBSTA...	005-011-5310-0000	98.27
INTRUST CARD CENTER	INV0053620	PROGRAM - LUNCH DILLONS...	005-011-5310-0000	17.53

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
INTRUST CARD CENTER	INV0053620	PROGRAM - LUNCH WALMA...	005-011-5310-0000	212.36
INTRUST CARD CENTER	INV0053620	KITCHEN CHAIR - WALMART	005-011-7402-0000	64.00
UNIFIRST CORPORATION	1900264121	SHIPPING & HANDLING	005-011-5201-0000	4.86
UNIFIRST CORPORATION	1900264121	KITCHEN SUPPLIES	005-011-5310-0000	64.51
EVERGY	8259416029 FEB 2026	210 E 2ND AVE SR CZ SVC 1/...	005-011-5205-0000	826.37
EL DORADO CHAMBER OF C...	E1592	TABLE FOR 6-PRESENTATION	005-011-5211-0000	200.00
BRADY INDUSTRIES OF KANS...	11339818	CLOROX BLEACH GERMICIDA...	005-011-5310-0000	47.46
AMERICAN CHEMICAL SYST...	663609	ACS SODIUM HYPOCHLORITE	005-011-5310-0000	50.80
SENIOR CENTER REFUND AC...	1262	CLEANING 2/15/2026-2/28/...	005-011-5202-0000	338.00
SENIOR CENTER REFUND AC...	1263	BRANSON TRIP DEPOSIT REF...	005-000-4694-0000	75.00
SHAWS PEST CONTROL, LLC	3189798	QUARTERLY PEST CONTROL ...	005-011-5201-0000	90.00
UNIFIRST CORPORATION	1900267575	SHIPPING & HANDLING	005-011-5201-0000	4.86
UNIFIRST CORPORATION	1900267575	SUPPLIES, TOWELS, DEGREA...	005-011-5309-0000	23.41
VERIZON WIRELESS	6138283395	SENIOR CENTER	005-011-5205-0000	41.56
BRADY INDUSTRIES OF KANS...	11410953	BATTERY FOR FLOOR CLEANI...	005-011-5307-0000	260.69
AMAZON CAPITAL SERVICES	16FR-7GND-6X4V	TV FOR CRAFT ROOM	005-011-5302-0000	199.99
SENIOR CENTER REFUND AC...	1264	BRANSON TRIP DEPOSIT REF...	005-000-4694-0000	100.00
LA FORGE'S BUSINESS MACH...	39619	COPIER RENT	005-011-5210-0000	209.00
COX COMMUNICATIONS	028608401 MAR 2026	SR CENTER	005-011-5205-0000	112.46
COX COMMUNICATIONS	028608401 MAR 2026	SR CENTER CABLE	005-011-5205-0000	16.78
EVCO WHOLESALE FOOD CO...	0923128	PROGRAM-LUNCH	005-011-5310-0000	63.46
SENIOR CENTER REFUND AC...	1265	CLEANING 3/1/2026-3/14/2...	005-011-5202-0000	260.00
INTRUST CARD CENTER	INV0053851	SHIPPING & HANDLING - WE...	005-011-5201-0000	8.17
INTRUST CARD CENTER	INV0053851	PROGRAM - MEMBERSHIP -...	005-011-5211-0000	99.00
INTRUST CARD CENTER	INV0053851	JANITORIAL SUPPLIES - WEBS...	005-011-5309-0000	148.45
INTRUST CARD CENTER	INV0053851	JANITORIAL/KITCHEN SUPPLI...	005-011-5309-0000	44.90
INTRUST CARD CENTER	INV0053851	POTLUCK WAL-MART 2/26/2...	005-011-5310-0000	91.68
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH DILLONS 3...	005-011-5310-0000	9.45
INTRUST CARD CENTER	INV0053851	LUNCH SUPPLIES/PAPER GO...	005-011-5310-0000	27.80
INTRUST CARD CENTER	INV0053851	PROGRAM -LUNCH WAL MA...	005-011-5310-0000	33.56
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH DIILLONS -..	005-011-5310-0000	7.92
INTRUST CARD CENTER	INV0053851	COFFEE BAR - WEBSTAURANT..	005-011-5310-0000	172.54
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH WALMART..	005-011-5310-0000	36.45
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH SAMS 3/3...	005-011-5310-0000	15.57
INTRUST CARD CENTER	INV0053851	PROGRAM - LUNCH - SAM'S ...	005-011-5310-0000	428.16
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH DILLONS 3...	005-011-5310-0000	7.69
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH DOLLAR S...	005-011-5310-0000	5.91
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH WALMART..	005-011-5310-0000	3.24
INTRUST CARD CENTER	INV0053851	ST PATTY'S BKFST - WALMAR...	005-011-5310-0000	49.83
INTRUST CARD CENTER	INV0053851	PROGRAM - LUNCH WALMA...	005-011-5310-0000	45.50
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH DILLONS 3...	005-011-5310-0000	13.74
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH SAMS 3/3...	005-011-5310-0000	19.83
INTRUST CARD CENTER	INV0053851	LUNCH SUPPLIES - WEBSTAU...	005-011-5310-0000	217.95
INTRUST CARD CENTER	INV0053851	PROGRAM - LUNCH DILLONS...	005-011-5310-0000	105.42

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH WALMART..	005-011-5310-0000	99.32
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH DILLONS ...	005-011-5310-0000	16.03
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH WAL MAR...	005-011-5310-0000	81.40
INTRUST CARD CENTER	INV0053851	PROGRAM - LUNCH - WALM...	005-011-5310-0000	106.82
INTRUST CARD CENTER	INV0053851	PROGRAM - LUNCH WALMA...	005-011-5310-0000	60.23
INTRUST CARD CENTER	INV0053851	ST PATTY'S BKFST - DILLONS ...	005-011-5310-0000	13.96
INTRUST CARD CENTER	INV0053851	PROGRAM - LUNCH WALMA...	005-011-5310-0000	115.37
INTRUST CARD CENTER	INV0053851	PROGRAM - LUNCH WALMA...	005-011-5310-0000	59.78
INTRUST CARD CENTER	INV0053851	PROGRAM - PIZZA FOR DANC...	005-011-5323-0000	153.20
INTRUST CARD CENTER	INV0053851	BINGO PRIZES - WALMART 2...	005-011-5323-0000	43.99
SENIOR CENTER REFUND AC...	1266	1 ROLL OF STAMPS	005-011-5213-0000	78.00
SENIOR CENTER REFUND AC...	1267	BAND FOR DANCE 3/25/2026	005-011-5323-0000	250.00
SENIOR CENTER REFUND AC...	1268	JANITORIAL SERVICES 3/15/2...	005-011-5202-0000	286.00
			Fund 005 - EL DORADO SENIOR CENTER FUND Total:	**10,091.91**
Fund: 007 - MAJOR STREET FUND				
AUSTIN HOSE	CM-01822271	HYDRAULIC HOSE ASSEMBLY	007-034-5307-0000	-359.72
AUSTIN HOSE	02046849	1/2 IN COUPLER AND NIPPLE ...	007-034-5307-0000	128.80
AUSTIN HOSE	INV0052024	RECEIVED CHECK FOR CREDIT...	007-000-4694-0000	230.92
FLEET FUELS, LLC	SI-41843	LUBRICANTS	007-034-5303-0000	1,858.82
PEARSON READY-MIX, LLC	255990	220 S DENVER - PD PLUMBI...	007-034-5308-0000	367.43
PEARSON READY-MIX, LLC	255990	1016 W 5TH - SUNFLOWER P...	007-034-5308-0000	955.32
SUPERIOR AUTO CARE	21394	2015 GMC SIERRA - 4 WHEEL...	007-034-5207-0000	144.15
GRABER ACE HARDWARE	290844/3	SPRING EXT - PW	007-034-5310-0000	6.99
T & D TIRE AND AUTO REPAIR	26954	BACKHOE- (2) 19.5X24 (2) 12...	007-034-5207-0000	2,400.00
KANSAS ONE-CALL SYSTEM, I...	6010235	2026 JAN LOCATES 128 @ $1...	007-034-5201-0000	56.74
GRABER ACE HARDWARE	290891/3	MULT MAT DRILL BITS	007-034-5302-0000	35.98
1000 BULBS.COM	INV1053746	LIGHT BULBS	007-034-5306-0000	102.48
PEARSON READY-MIX, LLC	256708	6TH & WASHINGTON - PW -	007-034-5308-0000	118.24
PEARSON READY-MIX, LLC	256708	304 S WASHINGTON - ALL SE...	007-034-5308-0000	472.96
GRABER ACE HARDWARE	290965/3 REV	SILICONE	007-034-5310-0000	-12.99
3M COMPANY	9437949134	REFLECTIVE SHEETING WHITE..	007-034-5325-0000	1,729.42
AMAZON CAPITAL SERVICES	1X3R-6Q4Q-RK73	COUNTERSINK DRILL BITS FO...	007-034-5302-0000	32.67
FLINT HILLS FIRE & RESCUE	239163A	ADAPTER FOR STREET SWEE...	007-034-5307-0000	169.00
GRABER ACE HARDWARE	291000/3	AIR COMP OIL/PLUG DECK &...	007-034-5310-0000	17.58
MIDWEST TRUCK EQUIPMEN...	9003	QUICK LINK JAW LATCH/CLEV...	007-034-5307-0000	342.74
AMAZON CAPITAL SERVICES	11QY-14H3-GF1L	(5) PAIRS OF ARIAT JEANS - B...	007-034-5305-0000	299.25
AMAZON CAPITAL SERVICES	1MV6-QY9D-FKCT	PANTS AND BOOTS FOR KYLE...	007-034-5305-0000	353.66
J&A TRAFFIC PRODUCTS	41519	3X8" ALUMINUM BLANKS	007-034-5310-0000	172.50
3M COMPANY	9438007636	1 ROLL - CLEAR FILM - TRAFF...	007-034-5325-0000	443.44
O'REILLY AUTOMOTIVE, INC	0255-125267	CAPSULE - TRUCK 1532	007-034-5307-0000	50.34
PEARSON READY-MIX, LLC	256923	HAVERHILL & 6TH - PW - 7.25..	007-034-5308-0000	1,064.27
PEARSON READY-MIX, LLC	256923	1002 SHELDON - SUNFLOWE...	007-034-5308-0000	183.49
SHAWS PEST CONTROL, LLC	3190531	MONTHLY SERVICES	007-034-5201-0000	75.00

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
HILTI INC	4625644111	HAND HELD GAS SAW REPAIR..	007-034-5207-0000	544.00
HILTI INC	4625644117	HAND-HELD GAS SAW REPAIR..	007-034-5207-0000	728.14
GRABER ACE HARDWARE	291055/3	LAWN/GARDEN SPRAYER - ...	007-034-5302-0000	19.99
WHEAT STATE RENTAL, INC.	I-004488	ASPHALT ROLLER RENTAL	007-034-5210-0000	252.00
INTRUST CARD CENTER	INV0053621	WSV3 - LIGHTNING DATA AD...	007-034-5211-0000	10.75
INTRUST CARD CENTER	INV0053621	UPS - SHIPPING	007-034-5213-0000	25.57
INTRUST CARD CENTER	INV0053621	UPS - SHIPPING	007-034-5213-0000	19.06
INTRUST CARD CENTER	INV0053621	ROCK AUTO	007-034-5307-0000	136.30
INTRUST CARD CENTER	INV0053622	DAYLIGHT DONUTS-DEPT ME...	007-034-5213-0000	20.19
INTRUST CARD CENTER	INV0053622	SUNNY STOP- FUEL	007-034-5303-0000	31.81
INTRUST CARD CENTER	INV0053622	MENARDS - ELECTRICAL SUP...	007-034-5306-0000	61.58
INTRUST CARD CENTER	INV0053622	MENARDS-OUTLET COVERS...	007-034-5306-0000	92.89
INTRUST CARD CENTER	INV0053622	AMAZON - BRAKE KIT	007-034-5307-0000	229.69
INTRUST CARD CENTER	INV0053623	OPEN AI - CHAT GPT	007-034-5201-0000	20.00
AMAZON CAPITAL SERVICES	1Q1L-CT6N-V1DD	HI-VIS RAIN SUIT - TRACE - S...	007-034-5305-0000	37.99
GRABER ACE HARDWARE	291072/3	FASTENERS	007-034-5310-0000	106.96
BUMPER TO BUMPER OF EL ...	954342	AIR AND OIL FILTER	007-034-5307-0000	26.05
PEARSON MATERIALS, LLC	10548	500 & 600 BLK E 10TH - PUBL...	007-034-5308-0000	76.76
PEARSON MATERIALS, LLC	10548	HAVERHILL & 6TH - PUBLIC ...	007-034-5308-0000	354.75
PEARSON MATERIALS, LLC	10548	304 S WASHINGTON - ALL SE...	007-034-5308-0000	96.75
T-MOBILE USA INC.	210232397 FEB 2026	PW STREETS TABLET 01	007-034-5205-0000	21.57
T-MOBILE USA INC.	210232397 FEB 2026	PW STREETS TABLET 03	007-034-5205-0000	21.57
T-MOBILE USA INC.	210232397 FEB 2026	BRAD MEYER TABLET	007-034-5205-0000	21.57
T-MOBILE USA INC.	210232397 FEB 2026	PW MAINTENANCE TABLET	007-034-5205-0000	21.57
T-MOBILE USA INC.	210232397 FEB 2026	PW STREETS TABLET 02	007-034-5205-0000	21.57
GRABER ACE HARDWARE	291093/3	LED CRD WORK LT	007-034-5302-0000	149.99
GRABER ACE HARDWARE	291093/3	COVERALLS POLY	007-034-5310-0000	8.99
EVERGY	4155258089 FEB 2026	330 N GRIFFITH ST SVC 1/22/...	007-034-5205-0000	184.37
EVERGY	6598910015 FEB 2026	222 E 2ND AVE SVC 1/22/20...	007-034-5205-0000	643.49
EVERGY	7060231402 FEB 2026	2509 PIONEER DR SIGN SVC 1..	007-034-5205-0000	43.65
EVERGY	9121837204 FEB 2026	320 N GRIFFITH ST TKBRN SV...	007-034-5205-0000	298.37
GRAINGER	9818260136	CAR WASH MOTOR	007-034-5307-0000	729.91
FOLEY INDUSTRIES	CRLB-46030	CREDIT	007-034-5307-0000	-29.25
MULTI SERVICE TECHNOLOGY..	ff8e9255	14 INCH DIAMOND CUT BLA...	007-034-5302-0000	389.97
BUMPER TO BUMPER OF EL ...	954531	HEATER HOSE CONNECTOR - ...	007-034-5310-0000	17.07
FOLEY INDUSTRIES	PS000403515	FILTERS/ELEMENTS	007-034-5307-0000	274.06
SUTHERLAND LUMBER TALL...	007556	MAINTENANCE SUPPLIES	007-034-5310-0000	17.86
SUTHERLAND LUMBER TALL...	007559	BUNGEY CORD MINI 4 PK	007-034-5310-0000	2.79
GADES SALES CO	0089368-IN	(2) LED LENS 8" RED - LED LE...	007-034-5325-0000	385.00
SUTHERLAND LUMBER TALL...	007571	KNEEPAD NON SKID	007-034-5310-0000	26.99
AMAZON CAPITAL SERVICES	19PD-HKLT-64MF	HEAVY DUTY GARAGE HOOKS	007-034-5310-0000	213.72
PEARSON READY-MIX, LLC	257192	1016 W 5TH - SUNFLOWER P...	007-034-5308-0000	171.45
PEARSON READY-MIX, LLC	257192	304 S WASHINGTON - ALL SE...	007-034-5308-0000	114.30
GRIMCO INC	35199864-01	YELLOW LATEX INK - RETURN	007-034-5325-0000	-130.00

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
BILL'S ELECTRIC, INC	I7780	CHANGE PRESSURE WASHER...	007-034-5206-0000	285.93
ASSURED OCCUPATIONAL SO...	2026-251	PRE-EMPLOYMENT 7 POST A...	007-034-5201-0000	75.00
KANSAS ONE-CALL SYSTEM, I...	6020235	2026 FEB LOCATES 222 @ $1...	007-034-5201-0000	98.42
GEOTAB USA, INC	IN476043	FEBRUARY 2026	007-034-5205-0000	173.25
GFL ENVIRONMENTAL SERVI...	LQ03308612	PARTS WASHER SERVICE	007-034-5201-0000	290.13
XEROX CORPORATION	025216244	FEBRUARY MONTHLY USAGE	007-034-5210-0000	180.67
TOWANDA BATTERY COMPA...	1814	(4) SRM-24 BATTERIES	007-034-5307-0000	539.80
AMAZON CAPITAL SERVICES	1JHV-JG6C-J3FJ	(2) - CONCRETE DRILL BITS	007-034-5302-0000	49.38
AMAZON CAPITAL SERVICES	1RT9-PKJ4-P9CJ	FACE MASK FILTERS/CARTID...	007-034-5312-0000	292.00
AMAZON CAPITAL SERVICES	1YWT-4VHK-NHRW	FUEL TRANSFER PUMP	007-034-5302-0000	53.70
GRABER ACE HARDWARE	291162/3	SCRAPER BAR 9" STANLEY - ...	007-034-5302-0000	11.99
GRABER ACE HARDWARE	291165/3	FASTENERS	007-034-5310-0000	2.68
GRABER ACE HARDWARE	291172/3	BALLCOCK ADJ 9-14"	007-034-5310-0000	10.99
DIRE TRUCK PARTS, INC.	47225	HUB CAP - TRUCK #167	007-034-5307-0000	42.96
SHERWIN-WILLIAMS CO	82569128240326	PAINT	007-034-5310-0000	30.75
BUMPER TO BUMPER OF EL ...	954802	FUEL LINE HOSE/HOSE CLAMP	007-034-5310-0000	20.02
BUMPER TO BUMPER OF EL ...	954804	AIR FILTER	007-034-5307-0000	47.84
BUMPER TO BUMPER OF EL ...	954806	FUEL FILTER - SCREEN M	007-034-5307-0000	6.60
BUMPER TO BUMPER OF EL ...	954866	GEAR OIL SYNTHETIC (4)	007-034-5303-0000	67.04
SUTHERLAND LUMBER TALL...	007589	WALL PLATES - MAINT	007-034-5310-0000	3.38
AMAZON CAPITAL SERVICES	1NWN-3HY9-7V16	7" MINI HDMI MONITOR - (2)	007-034-5302-0000	85.98
AMAZON CAPITAL SERVICES	1NWN-3HY9-7WK3	SIGNS & SIGNALS - MALE PL...	007-034-5310-0000	5.59
GRABER ACE HARDWARE	291184/3	CUTTER DREMEL 8 DISK - MA...	007-034-5302-0000	9.99
XEROX FINANCIAL SERVICES	41702373	2/25/26-3/24/26 - SERVICES	007-034-5210-0000	97.20
PITNEY BOWES BANK INC RE...	INV0053684	POSTAGE ALLOCATION FOR ...	007-034-5213-0000	125.00
FOLEY INDUSTRIES	PS000404278	#1541 - REPAIR SUPPLIES	007-034-5307-0000	443.76
SUTHERLAND LUMBER TALL...	007597	EOC SUPPLIES	007-034-5306-0000	19.86
SUPERIOR AUTO CARE	22113	WINDSHIELD	007-034-5207-0000	941.93
GRABER ACE HARDWARE	291198/3	PAINT TRAY/BRUSHES - MAI...	007-034-5310-0000	18.58
SUTHERLAND LUMBER TALL...	007605	MAINT SUPPLIES	007-034-5306-0000	38.92
R & R INDUSTRIES, INC.	710388	UNIFORM SWEATERS/COATS...	007-034-5305-0000	331.82
FOLEY INDUSTRIES	PS000404574	TUBE/LATCH/SEAL O'RING	007-034-5307-0000	201.07
EMPAC, INC.	17850	2ND QTR 2026 EAP SERVICES	007-034-5201-0000	325.21
SUTHERLAND LUMBER TALL...	007622	MAINT SUPPLIES	007-034-5306-0000	42.97
SUTHERLAND LUMBER TALL...	007627	POWER STRIP/WHITEWOOD ...	007-034-5306-0000	27.28
SUTHERLAND LUMBER TALL...	007629	TRAFFIC LIGHT SUPPLIES	007-034-5302-0000	21.97
SUTHERLAND LUMBER TALL...	007630	PREFERRED CUT 2X4	007-034-5310-0000	62.32
SUTHERLAND LUMBER TALL...	007632	EOC SUPPLIES	007-034-5306-0000	85.98
AMAZON CAPITAL SERVICES	13KQ-NY64-GT31	(3) REUSABLE RESPIRATORS	007-034-5310-0000	280.68
AMAZON CAPITAL SERVICES	1GXJ-KNCY-JK1R	ARZERPOWERMASTER	007-034-5307-0000	149.50
AMAZON CAPITAL SERVICES	1JQQ-7NRN-JF3X	CABLE CUTTERS (2)	007-034-5302-0000	78.38
AMAZON CAPITAL SERVICES	1JQQ-7NRN-JF3X	MOUSE PAD	007-034-5310-0000	17.98
AMAZON CAPITAL SERVICES	1LQ7-QDTN-HJP7	HEAVY DUTY CABLE CUTTERS	007-034-5302-0000	37.99
AMAZON CAPITAL SERVICES	1LQ7-QDTN-HKDX	2 CONDUCTORS ELECTRICAL...	007-034-5307-0000	219.93

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
AMAZON CAPITAL SERVICES	1V31-YMNJ-JPCQ	(4) ARIAT MEN'S BOOT CUT J...	007-034-5305-0000	259.80
KANSAS GAS SERVICE	510469962 1492273 82 FEB ...	222 E 2ND AVE	007-034-5205-0000	96.98
AMAZON CAPITAL SERVICES	1TWX-LF4D-HNVH	CABLE CLAMPS/SPARK PLUG...	007-034-5307-0000	157.35
PEARSON READY-MIX, LLC	257452	521 W 4TH - PD PLUMBING -...	007-034-5308-0000	370.75
GRABER ACE HARDWARE	291247/3	CM FILTER RED PUSH ON - M...	007-034-5312-0000	26.99
VERIZON WIRELESS	6138283395	MAINTENANCE PHONE	007-034-5205-0000	41.56
VERIZON WIRELESS	6138283395	HOWARD GOLDSMITH	007-034-5205-0000	43.96
AMAZON CAPITAL SERVICES	1FGV-JPH6-73RN	SOLENOID VALVE RETURN	007-034-5307-0000	-20.21
AMAZON CAPITAL SERVICES	1GL1-DQG9-LLYN	1-WAY LIVESTOCK GATE LAT...	007-034-5310-0000	25.81
WOODRIVER ENERGY LLC	491718	222 E 2ND AVE	007-034-5205-0000	208.35
BUMPER TO BUMPER OF EL ...	955380	CABLE LUG - SHOP	007-034-5310-0000	23.16
FOLEY INDUSTRIES	PC000054719	FILTER	007-034-5307-0000	-35.91
FOLEY INDUSTRIES	PS000405113	FILTER	007-034-5307-0000	43.53
AMAZON CAPITAL SERVICES	11V1-VWD1-KTHJ	FLAGS	007-034-5213-0000	205.19
AMAZON CAPITAL SERVICES	14DD-RL4D-GHCV	ARIATS BOOT CUT JEANS RE...	007-034-5305-0000	-291.26
AMAZON CAPITAL SERVICES	1C6T-DJ6M-D1VL	JUSTIN - WORK JEANS (4)	007-034-5305-0000	119.96
AMAZON CAPITAL SERVICES	1VP6-NQQF-CY1H	HEAVY DUTY GATE LATCH	007-034-5310-0000	25.99
AMAZON CAPITAL SERVICES	1XHP-164G-D7DM	FILTER RETAINER LOT OF 2	007-034-5312-0000	33.75
GRABER ACE HARDWARE	291271/3	STREET SIGN SUPPLIES	007-034-5310-0000	60.92
AMAZON CAPITAL SERVICES	1YTQ-LF1G-H6H4	GENE - WORK BOOTS	007-034-5305-0000	239.95
GFL ENVIRONMENTAL SERVI...	LQ03323593	USED OIL	007-034-5201-0000	181.18
COX COMMUNICATIONS	028608401 MAR 2026	PUBLIC WORKS	007-034-5205-0000	562.29
LKQ MID-AMERICA AUTO PA...	173825380	CREDIT - RETURNED WHEEL	007-034-5307-0000	-282.00
GRABER ACE HARDWARE	291286/3	PLATINUM OIL 1 GALLON (3)	007-034-5310-0000	89.97
MULTI SERVICE TECHNOLOGY..	40716ec3	KNEE PADS/2 TAPE MEASUR...	007-034-5302-0000	41.97
KANSAS BG, LLC	PI0073461	FUEL SPLIT	007-034-5303-0000	158.40
SUTHERLAND LUMBER TALL...	007683	TRAFFIC SIGN SUPPLIES	007-034-5302-0000	27.95
SHAWS PEST CONTROL, LLC	3190958	MONTHLY SERVICES	007-034-5201-0000	75.00
FOLEY INDUSTRIES	PS000404573	FILTER - #1541	007-034-5307-0000	75.91
			Fund 007 - MAJOR STREET FUND Total:	**26,471.00**
Fund: 009 - STORMWATER FUND				
MCPHERSON CONCRETE PR...	12828	SEALANT/7.4 SF RCP HE CLAS...	009-011-5310-0000	2,732.08
DAVE'S TOWING LLC	26-02-15482	MOVE FROM OSAGE TO SHOP	009-011-5201-0000	250.00
USIC LOCATING SERVICES, LLC	792980	2026 FEB USIC LOCATES	009-011-5201-0000	1,180.48
			Fund 009 - STORMWATER FUND Total:	**4,162.56**
Fund: 011 - BRADFORD MEMORIAL LIBRARY				
CENGAGE LEARNING/GALE	999101712012	2 BOOKS - OUTREACH DEPAR...	011-011-5313-0000	50.23
INGRAM LIBRARY SERVICES L...	93748034	3 BOOKS - JUVENILE DEPAR...	011-011-5313-0000	43.74
LOOKOUT BOOKS	ARL2301491	4 BOOKS - JUVENILE DEPAR...	011-011-5313-0000	96.92
CENTER POINT, INC	2224372	2 LARGE PRINT BOOKS - OUT...	011-011-5313-0000	47.94
CENGAGE LEARNING/GALE	999102309862	5 LARGE PRINT BOOKS - OUT...	011-011-5313-0000	146.95
CENGAGE LEARNING/GALE	999102331882	1 LARGE PRINT BOOK - OUTR...	011-011-5313-0000	27.74
CENGAGE LEARNING/GALE	999102347773	3 LARGE PRINT BOOKS - OUT...	011-011-5313-0000	77.97

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
ARKANSAS CITY LIBRARY	ACPL02/2026	FOR INTERLIBRARY LOAN NO...	011-011-5313-0000	11.99
INGRAM LIBRARY SERVICES L...	94405750	21 BOOKS - 8 YOUNG ADULT...	011-011-5313-0000	266.17
INGRAM LIBRARY SERVICES L...	94418715	1 BOOK - ADULT DEPARTME...	011-011-5313-0000	19.53
KANSAS PUBLIC TELECOMM...	KPTSMMBRSHP2026	MEMBERSHIP PASS FOR PAT...	011-011-5323-0000	50.00
AMAZON CAPITAL SERVICES	16PX-LGQF-KJD9	1 BOOK - ADULT DEPARTME...	011-011-5313-0000	7.45
BLACKSTONE PUBLISHING	2226081	3 AUDIOBOOKS - ADULT DEP...	011-011-5318-0000	145.53
SHAWS PEST CONTROL, LLC	3190531	MONTHLY SERVICES	011-011-5201-0000	100.00
LIBRARY IDEAS, LLC	124155	1 BOOK w/AUDIO VERSION - ...	011-011-5318-0000	51.88
BLACKSTONE PUBLISHING	2226200	1 AUDIOBOOK - ADULT DEPA...	011-011-5318-0000	56.85
DIGITAL OFFICE SYSTEMS	IN881699	SERVICE CONTRACT FOR CHI...	011-011-5212-0000	125.07
INTRUST CARD CENTER	INV0053605	CUSTOM INK - BML T-SHIRTS...	011-011-5212-0000	285.75
INTRUST CARD CENTER	INV0053605	US POSTAL SERVICE - POSTA...	011-011-5213-0000	4.25
INTRUST CARD CENTER	INV0053605	US POSTAL SERVICE - POSTA...	011-011-5213-0000	4.25
INTRUST CARD CENTER	INV0053605	MAILCHIMP - ESSENTIALS PL...	011-011-5213-0000	75.00
INTRUST CARD CENTER	INV0053605	US POSTAL SERVICE - POSTA...	011-011-5213-0000	9.21
INTRUST CARD CENTER	INV0053605	WAL-MART - ASPIRIN x 2 FOR...	011-011-5213-0000	6.72
INTRUST CARD CENTER	INV0053605	DILLON'S - REFRESHMENTS F...	011-011-5323-0000	21.18
INTRUST CARD CENTER	INV0053605	ALL INDIAN MUSEUM-MMB...	011-011-5323-0000	50.00
INTRUST CARD CENTER	INV0053605	OLD COWTOWN MUSEUM -...	011-011-5323-0000	77.54
INTRUST CARD CENTER	INV0053605	ALL INDIAN MUSEUM-MMB...	011-011-5323-0000	25.00
INTRUST CARD CENTER	INV0053605	KANSAS AVIATION MUSEUM ...	011-011-5323-0000	85.00
INTRUST CARD CENTER	INV0053605	HUMANITIES KANSAS - BOOK...	011-011-5323-0000	100.00
INTRUST CARD CENTER	INV0053605	DILLON'S - REFRESHMENTS F...	011-011-5323-0000	29.79
INTRUST CARD CENTER	INV0053605	EXPLORATION PLACE - MEM...	011-011-5323-0000	300.00
INTRUST CARD CENTER	INV0053605	WAL-MART - MATERIALS FOR...	011-011-5324-0000	50.07
AMAZON CAPITAL SERVICES	1Q1L-CT6N-WF93	MATERIALS FOR CHILDREN'S...	011-011-5213-0000	91.75
BUG HOUNDS LLC	2504	K9 BEDBUG INSPECTION OF L...	011-011-5201-0000	350.00
CENGAGE LEARNING/GALE	999102408440	2 BOOKS - OUTREACH DEPAR...	011-011-5313-0000	56.23
AMAZON CAPITAL SERVICES	1K4C-KY1P-FTX4	7 BOOKS - 2 JUV. & 5 ADULT ...	011-011-5313-0000	149.13
AMAZON CAPITAL SERVICES	1K4C-KY1P-FTX4	YOUNG ADULT PROGRAMMI...	011-011-5323-0000	7.99
MIDWEST TAPE	508472132	1 DVD - ADULT DEPARTMENT	011-011-5318-0000	37.49
MIDWEST TAPE	508472133	1 DVD - ADULT DEPARTMENT	011-011-5318-0000	22.49
MIDWEST TAPE	508472134	4 DVDs - 1 JUVENILE DEPT & ...	011-011-5318-0000	85.46
MIDWEST TAPE	508472136	1 DVD - ADULT DEPARTMENT	011-011-5318-0000	25.49
INGRAM LIBRARY SERVICES L...	94649017	1 BOOK - ADULT DEPARTME...	011-011-5313-0000	21.40
CENGAGE LEARNING/GALE	999102416217	4 LARGE PRINT BOOKS - OUT...	011-011-5313-0000	98.96
LEASE FINANCE PARTNERS	LFP02/2026	MONTHLY LEASE - PATRON &...	011-011-5210-0000	317.22
AMAZON CAPITAL SERVICES	1XFC-9VQT-QY37	1 BOOK - JUVENILE DEPART...	011-011-5313-0000	19.98
AMAZON CAPITAL SERVICES	1V6M-3MGH-1HWD	14 MEMORIAL BOOKS - ADU...	011-011-5321-0000	265.80
AMAZON CAPITAL SERVICES	1F39-TCLF-P43K	1 MEMORIAL BOOK - JUVENI...	011-011-5321-0000	29.16
EVERGY	3045086372 FEB 2026	611 S WASHINGTON ST SVC ...	011-011-5205-0000	969.55
QUILL CORPORATION	47894019	BNDR CLIPS, SCTCH TP, CALC...	011-011-5301-0000	31.92
QUILL CORPORATION	47894019	KLEENEXES, ROLLED PPR TO...	011-011-5310-0000	51.04
WILLIAMS JANITORIAL	0695281-IN	SMALL TRASH CAN LINERS x 1...	011-011-5310-0000	46.00

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
KANSAS GAS SERVICE	510264198 1003301 64 FEB ...	611 S WASHINGTON	011-011-5205-0000	445.15
INTRUST CARD CENTER	CM0000983	CREDIT FOR ACCIDENTAL CH...	011-011-5323-0000	-25.00
KIMBERLY NOLLER	KNM07092026	SRP PRGRM - JUVENILE DEPT ...	011-011-5324-0000	350.00
SHRED-IT USA	8013545226	SHREDDING SERVICES = OFF-...	011-011-5201-0000	136.82
DIGITAL OFFICE SYSTEMS	IN882656	SERVICE CONTRACT - FRONT...	011-011-5212-0000	50.50
DIGITAL OFFICE SYSTEMS	IN882657	OVERAGE CHARGES FOR LEA...	011-011-5212-0000	123.64
QUILL CORPORATION	47944265	CARDSTOCK PAPER x 1 REAM	011-011-5301-0000	20.89
QUILL CORPORATION	47951377	COPY PAPER x 10 REAMS, FIL...	011-011-5301-0000	48.53
MIDWEST TAPE	508502330	1 DVD SET - ADULT DEPART...	011-011-5318-0000	22.49
MIDWEST TAPE	508502332	2 DVDs - ADULT DEPARTMENT	011-011-5318-0000	41.98
CENGAGE LEARNING/GALE	999102443445	4 BOOKS - OUTREACH DEPAR...	011-011-5313-0000	94.50
WILLOW LANE EDUCATION	ARR2603252	7 BOOKS - JUVENILE DEPAR...	011-011-5313-0000	175.93
AMAZON CAPITAL SERVICES	1FR4-3XWN-9DLT	3 BOOKS - JUVENILE DEPAR...	011-011-5313-0000	37.67
AMAZON CAPITAL SERVICES	1LQR-1YKQ-GXTC	8 BOOKS - ADULT DEPARTM...	011-011-5313-0000	156.02
AMAZON CAPITAL SERVICES	19NC-CGG6-7VKD	10 BOOKS - ADULT DEPART...	011-011-5313-0000	237.81
AMAZON CAPITAL SERVICES	1LDH-CXJH-747Y	CLOROX DSNFCTG SPRAY, RM...	011-011-5310-0000	57.61
AMAZON CAPITAL SERVICES	1LDH-CXJH-747Y	2 BOOKS - 1 YOUNG ADULT &...	011-011-5313-0000	18.58
CENTER POINT, INC	2230017	14 LARGE PRINT BOOKS - OU...	011-011-5213-0000	351.18
ISERVE	8115	ROUTINE CLEANING OF THE L...	011-011-5201-0000	1,637.00
AMAZON CAPITAL SERVICES	1176-PWKL-FQL9	11 MEMORIAL BOOKS - MIX...	011-011-5321-0000	240.91
AMAZON CAPITAL SERVICES	17YK-T7FW-NLHG	1 BOOK - JUVENILE DEPART...	011-011-5313-0000	24.99
AMAZON CAPITAL SERVICES	1DF9-QHT3-6PP1	1 MEMORIAL BOOK - ADULT ...	011-011-5321-0000	13.21
WILLIAMS JANITORIAL	0695754-IN	HAND SOAP REFILL - GALLON...	011-011-5310-0000	23.04
AMAZON CAPITAL SERVICES	1KDC-DTLC-HYWF	17 BOOKS - ADULT DEPART...	011-011-5313-0000	266.58
AMAZON CAPITAL SERVICES	1MG1-JYWX-K93R	2 MEMORIAL BOOKS - JUVEN...	011-011-5321-0000	43.55
AMAZON CAPITAL SERVICES	1P3G-GPJ4-KKX3	1 BOOK - JUVENILE DEPART...	011-011-5313-0000	11.69
AMAZON CAPITAL SERVICES	1PPT-J7RD-HRGX	1 BOOK - ADULT DEPARTME...	011-011-5313-0000	14.85
GRAPHIC CONCEPTS INC	59062	DIE CUT DECAL - ADDRESS #'s...	011-011-5201-0000	38.10
AMANDA ASH	AASH02/2026	MILEAGE FOR LIBRARY ERRA...	011-011-5211-0000	50.41
BOTANICA, INC.	BOTANICAMMBRSHP2026	PASSES AS PROGRAMMING -...	011-011-5323-0000	95.00
AMAZON CAPITAL SERVICES	1WXT-QFJW-77P1	3 BOOKS - JUVENILE DEPAR...	011-011-5313-0000	31.51
FUN EXPRESS,LLC	74139378701	SUPPLIES FOR JUVENILE DEP...	011-011-5324-0000	560.67
PENWORTHY COMPANY	0615840-IN	18 BOOKS - JUVENILE DEPAR...	011-011-5313-0000	372.95
QUILL CORPORATION	48047798	PKG TAPE FOR ILLs, MASKING...	011-011-5301-0000	52.22
QUILL CORPORATION	48047798	TOILET TISSUE, 6 IN. PAPER P...	011-011-5310-0000	107.08
QUILL CORPORATION	48056096	GLUE STICKS - FOR POSTAGE	011-011-5301-0000	6.26
AMAZON CAPITAL SERVICES	19QF-3JHK-VR7F	5 BOOKS - ADULT DEPARTM...	011-011-5313-0000	63.40
AMAZON CAPITAL SERVICES	19QF-3JHK-VR7F	CD PLAYER x 3 - OUTREACH ...	011-011-5315-0000	105.42
AMAZON CAPITAL SERVICES	19QF-3JHK-VR7F	STICKERS - 300 COUNT - YO...	011-011-5323-0000	8.99
MIDWEST TAPE	508539586	3 DVDs - 2 JUVENILE & 1 AD...	011-011-5318-0000	59.97
MIDWEST TAPE	508539587	3 AUDIOBOOKS - JUVENILE D...	011-011-5318-0000	59.97
MIDWEST TAPE	508539589	1 DVD - JUVENILE DEPARTM...	011-011-5318-0000	23.24
MIDWEST TAPE	508539620	1 DVD - ADULT DEPARTMENT	011-011-5318-0000	26.99
INGRAM LIBRARY SERVICES L...	94996531	18 BOOKS - ADULT DEPART...	011-011-5313-0000	315.46

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
INGRAM LIBRARY SERVICES L...	95010912	2 BOOKS - ADULT DEPARTM...	011-011-5313-0000	37.35
TANGANYIKA WILDLIFE PARK	69325	SEASONAL PASS x 2 - PROGR...	011-011-5323-0000	1,000.00
SEDGWICK COUNTY ZOO	259603	COMMUNITY MEMBERSHIP ...	011-011-5323-0000	1,150.00
DEMCO	7776729	BOOK BAGS FOR SRP, STICKE...	011-011-5324-0000	87.77
DEMCO	7776729	BOOK JACKETS x 300, BOOK ...	011-011-5326-0000	307.50
CENGAGE LEARNING/GALE	999102489257	5 LARGE PRINT BOOKS - OUT...	011-011-5313-0000	146.95
INGRAM LIBRARY SERVICES L...	95136762	29 BOOKS - 14 ADULT, 11 YO...	011-011-5313-0000	427.38
INGRAM LIBRARY SERVICES L...	95162177	1 BOOK - JUVENILE DEPART...	011-011-5313-0000	12.79
INGRAM LIBRARY SERVICES L...	95162178	3 BOOKS - 1 ADULT & 2 YOU...	011-011-5313-0000	49.75
COX COMMUNICATIONS	028608401 MAR 2026	LIBRARY	011-011-5205-0000	410.11
SHAWS PEST CONTROL, LLC	3190958	MONTHLY SERVICES	011-011-5201-0000	100.00
PETTY CASH	PCASH03/2026	PETTY CASH	011-011-5213-0000	20.00
INTRUST CARD CENTER	INV0053785	MAILCHIMP - ESSENTIALS PL...	011-011-5201-0000	75.00
INTRUST CARD CENTER	INV0053785	CHICAGO BKS & JRNLS - BOO...	011-011-5212-0000	70.50
INTRUST CARD CENTER	INV0053785	USPS - POSTAGE TO SEND IN...	011-011-5213-0000	10.63
INTRUST CARD CENTER	INV0053785	USPS - POSTAGE TO SEND IN...	011-011-5213-0000	9.92
INTRUST CARD CENTER	INV0053785	USPS - POSTAGE TO SEND IN...	011-011-5213-0000	5.67
INTRUST CARD CENTER	INV0053785	ETSY - STAFF SRP SHRTS, FA...	011-011-5213-0000	469.84
INTRUST CARD CENTER	INV0053785	USPS - ROLL OF 100 STAMPS ...	011-011-5213-0000	156.00
INTRUST CARD CENTER	INV0053785	NOTARY STAMP - ADDITION...	011-011-5213-0000	53.27
INTRUST CARD CENTER	INV0053785	MEADOWLARK PRESS - SBSC...	011-011-5313-0000	132.45
INTRUST CARD CENTER	INV0053785	FIELD STATION DINOSAURS -...	011-011-5323-0000	99.00
INTRUST CARD CENTER	INV0053785	ETSY - GEODES FOR YOUNG ...	011-011-5323-0000	43.48
INTRUST CARD CENTER	INV0053785	DILLON'S - REFRESHMENTS F...	011-011-5323-0000	15.99
INTRUST CARD CENTER	INV0053785	WALMART - GIFT CARD AS P...	011-011-5323-0000	25.00
INTRUST CARD CENTER	INV0053785	WALMART - SUPPLIES FOR J...	011-011-5324-0000	53.70
INTRUST CARD CENTER	INV0053785	WALMART - PRIZES FOR JUV...	011-011-5324-0000	87.21
			Fund 011 - BRADFORD MEMORIAL LIBRARY Total:	**16,781.80**
Fund: 014 - INDUSTRIAL MILL LEVY FUND				
EL DORADO INC.	4138	2ND QTR 2026 GENERAL FU...	014-061-5201-0000	17,125.00
			Fund 014 - INDUSTRIAL MILL LEVY FUND Total:	**17,125.00**
Fund: 018 - SELF INSURANCE RESERVE FUND				
IMA FINANCIAL GROUP, INC.	540394	2Q 2026 EMPLOYEE BENEFIT...	018-011-5201-0000	7,500.00
			Fund 018 - SELF INSURANCE RESERVE FUND Total:	**7,500.00**
Fund: 019 - COMMUNITY DEVELOPMENT DISTRICT				
HRSP LLC	INV0053701	FEB '26 MONTHLY PYMT PER...	019-011-5213-0000	5,094.30
GUFFEY ZUMWALT PROPERT...	INV0053702	FEB '26 MONTHLY PYMT PER...	019-011-5213-0000	2,861.70
BISWAS PROPERTIES LLC	INV0053703	FEB '26 MONTHLY PYMT PER...	019-011-5213-0000	402.87
SUPER 8	INV0053704	FEB '26 MONTHLY PYMT PER...	019-011-5213-0000	527.25
EL DORADO PLAZA SHOPPIN...	INV0053705	FEB '26 MONTHLY PYMT PER...	019-011-5213-0000	5,753.39
			Fund 019 - COMMUNITY DEVELOPMENT DISTRICT Total:	**14,639.51**

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
Fund: 020 - SALES TAX FUND				
KANSAS DEPARTMENT OF RE...	004-486035394-F02 FEB 2026	SALES TAX PERIOD 2/1/2026...	020-011-5209-0000	2,028.52
			Fund 020 - SALES TAX FUND Total:	**2,028.52**
Fund: 021 - CUSTOMER DEPOSIT FUND				
INTRUST CARD CENTER	INV0053859	WALMART - NOTEBOOK/MA...	021-011-5213-0000	11.96
			Fund 021 - CUSTOMER DEPOSIT FUND Total:	**11.96**
Fund: 024 - TOURISM TAX FUND				
DESTINATION TRAVEL NETW...	INV00184258	TRAVELKS.COM SPOTLIGHT ...	024-011-5212-0000	1,200.00
WALNUTS BASEBALL INC	0103	ANNUAL PARTNERSHIP AGRE...	024-011-5213-0000	10,000.00
INTRUST CARD CENTER	INV0053604	WIX ANNUAL SUBSCRIPTION ...	024-011-5201-0000	468.00
INTRUST CARD CENTER	INV0053604	HOTEL TOPEKA - KATE	024-011-5211-0000	113.42
INTRUST CARD CENTER	INV0053604	SONIC - DESTINATION STATE...	024-011-5211-0000	20.94
INTRUST CARD CENTER	INV0053604	RAISING CANES - DESTINATI...	024-011-5211-0000	10.49
INTRUST CARD CENTER	INV0053604	PASSPORT PARKING - DESTI...	024-011-5211-0000	6.15
INTRUST CARD CENTER	INV0053604	HOTEL TOPEKA - OLIVIA	024-011-5211-0000	113.42
INTRUST CARD CENTER	INV0053604	PASSPORT PARKING - DESTI...	024-011-5211-0000	5.75
INTRUST CARD CENTER	INV0053604	BAKERY 177 - DESTINATION ...	024-011-5213-0000	46.00
INTRUST CARD CENTER	INV0053604	MICHAELS - DESTINATION ST...	024-011-5213-0000	23.97
ODP BUSINESS SOLUTIONS, L...	457629845001	SHEET PROTECTORS	024-011-5301-0000	23.98
PITNEY BOWES BANK INC RE...	INV0053684	POSTAGE ALLOCATION FOR ...	024-011-5213-0000	125.00
COX COMMUNICATIONS	028608401 MAR 2026	CVB	024-011-5205-0000	112.46
INTRUST CARD CENTER	INV0053859	HOBBY LOBBY - AMERICA 250...	024-011-5213-0000	79.88
INTRUST CARD CENTER	INV0053859	WALMART - NOTEBOOK/MA...	024-011-5301-0000	14.05
			Fund 024 - TOURISM TAX FUND Total:	**12,363.51**
Fund: 027 - EXPENDABLE TRUST FUND				
BYTESPEED, LLC	INV0183905	IT - BYTESPEED SERVER	027-135-5315-0000	9,439.24
INTRUST CARD CENTER	INV0053609	SLIDE ADVERTISING JAN-DEC...	027-151-5213-0000	1,275.00
INTRUST CARD CENTER	INV0053610	RICO DOG FOOD CHEWY.COM	027-152-5310-0000	93.17
INTRUST CARD CENTER	INV0053622	CHARLEYS - WASHER/DRYER ...	027-160-5315-0000	1,993.10
BYTESPEED, LLC	INV0183981	PD - MDT LAPTOPS	027-124-5315-0000	22,200.00
2nd CHANCE BEGINNINGS IN...	2026-001	8-PANEL DRUG TEST	027-151-5213-0000	672.00
SUTHERLAND LUMBER TALL...	007560	HYDRANTS FOR COMMUNITY...	027-129-5310-0000	389.96
DOG WASTE DEPOT	804497	4 NEW DOG WASTE STATIONS	027-129-5310-0000	1,239.00
SUBSTANCE ABUSE CENTER ...	INV0053628	FUNDING REQUEST OPIOID ...	027-151-5213-0000	500.00
SUTHERLAND LUMBER TALL...	007585	COMMUNITY GARDEN WAT...	027-129-5310-0000	130.10
GRABER ACE HARDWARE	291166/3	COMMUNITY GARDEN WAT...	027-129-5310-0000	37.10
EL DORADO POLICE BENEVO...	INV0053685	MOVE DONATED FUNDS FOR...	027-114-5213-0000	5,107.54
GRABER ACE HARDWARE	291177/3	COMMUNITY GARDEN	027-129-5310-0000	18.36
SUTHERLAND LUMBER TALL...	007623	COMMUNITY GARDEN	027-129-5310-0000	314.87
SUTHERLAND LUMBER TALL...	007640	COMMUNITY GARDEN	027-129-5310-0000	548.98
SUNLIGHT CHILDREN'S SERVI...	3/16/2026	2026 BUCKAROO BALL BRON...	027-154-5213-0000	3,000.00
INTRUST CARD CENTER	INV0053783	RICO TRAINING TOOLS	027-152-5310-0000	58.30

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
INTRUST CARD CENTER	INV0053784	PACKTRACK-RICO	027-152-5211-0000	140.00
			Fund 027 - EXPENDABLE TRUST FUND Total:	**47,156.72**
Fund: 028 - EXCESS SALES TAX				
PHILLIPS SOUTHERN ELECTRI...	2500425-00	TRAFFIC SIGNAL IMPROVEM...	028-011-5201-0000	11,890.00
HOLIDAY OUTDOOR DECOR	INV23459	NEW DOWNTOWN CHRISTM...	028-011-5315-0000	24,396.36
			Fund 028 - EXCESS SALES TAX Total:	**36,286.36**
Fund: 030 - CONSTRUCTION FUND				
THIRD GENERATION ELECTRI...	Invoice #1	LIGHTING PROJECT AT AIRPO...	030-011-5315-0624	111,285.90
JEO CONSULTING GROUP, IN...	171724	12TH AVE PAT CONCEPT TH...	030-011-5201-0641	3,375.00
THIRD GENERATION ELECTRI...	#1 REVERSE	SHOULD BE FY 2025	030-011-5315-0624	-111,285.90
SHERWIN-WILLIAMS CO	79474128240226	PAINT FOR DOWNTOWN BE...	030-011-5308-0620	54.79
INTRUST CARD CENTER	INV0053603	BANNERS - FABRIC BANNERS	030-011-5213-0634	852.25
INTRUST CARD CENTER	INV0053699	INTRUST BANK CREDIT CARD...	030-011-5308-0620	336.05
JEO CONSULTING GROUP, IN...	171801	SS4A ACTION PLAN THRU 2/...	030-011-5201-0635	16,661.25
SITEONE LANDSCAPE SUPPLY,..	162610790-001	EAST IRRIGATION	030-011-5310-0606	6,637.95
SITEONE LANDSCAPE SUPPLY,..	162613934-001	EAST IRRIGATION	030-011-5310-0606	2,422.00
ODP BUSINESS SOLUTIONS, L...	457977388001	CHAIRS FOR MEDIA ROOM (...	030-011-7402-0634	270.98
SITEONE LANDSCAPE SUPPLY,..	162720322-001	IRRIGATION SUPPLIES RETU...	030-011-5310-0606	-1,945.76
SITEONE LANDSCAPE SUPPLY,..	162720573-001	EAST PARK IRRIAGATION	030-011-5310-0606	1,945.76
PROFESSIONAL ENGINEERING..	536542	27 CCLIP CENTRAL (HAVERHI...	030-011-5201-0637	11,250.00
AMAZON CAPITAL SERVICES	1LWY-XMTG-7C4K	FENCE SLATS FOR SNELL FIELD	030-011-5310-0606	2,296.00
GRABER ACE HARDWARE	291200/3	HARDWARE FOR DOWNTO...	030-011-5308-0620	37.99
COLUMN SOFTWARE PBC	7B937DAD-0152	ADLESPERGER SMITH ASSES...	030-011-5212-0601	41.19
COLUMN SOFTWARE PBC	7B937DAD-0152	ADLESPERGER SMITH ASSES...	030-011-5212-0602	41.18
SHANNON BROTHERS LLC	1279	DOWNTOWN BENCHES & FL...	030-011-5308-0620	1,989.00
GRABER ACE HARDWARE	2910208/3	HARDWARE FOR DOWNTO...	030-011-5308-0620	37.18
BENESCH	354644	E RIVER PUMP STATION - KE...	030-011-5201-0630	63.50
SHORT-ELLIOTT-HENDRICKS...	505718	CEDAR RIDGE PH 1 THRU 2/2...	030-011-5201-0625	24,660.00
INTRUST CARD CENTER	INV0053864	FENCE CAP FOR SNELL FIELD	030-011-5310-0606	779.47
JEO CONSULTING GROUP, IN...	172542	12TH AVE PATH CONCEPT T...	030-011-5201-0641	10,125.00
			Fund 030 - CONSTRUCTION FUND Total:	**81,930.78**
Fund: 031 - BUILDING DEMOLITION				
KANSAS SECURED TITLE, INC. ..	5149965	TITLE REPORT 109 S POPLAR	031-027-5201-0000	200.00
KANSAS SECURED TITLE, INC. ..	5149967	TITLE REPORT 1118 W TOW...	031-027-5201-0000	200.00
KANSAS SECURED TITLE, INC. ..	5149968	TITLE REPORT 230 JONES	031-027-5201-0000	200.00
KANSAS SECURED TITLE, INC. ..	5149969	TITLE REPORT 1241 SHELDEN	031-027-5201-0000	200.00
			Fund 031 - BUILDING DEMOLITION Total:	**800.00**
Fund: 060 - WATER FUND				
EMC INSURANCE	Y00004101	CLAIM NUMBER Y00004101	060-001-5204-0000	500.00
EVERGY	1884951385 MAR 2025	1403 DOUGLASS RD HF-2 SVC..	060-003-5205-0000	27.99
EVERGY	5860869292 FEB 2025	2355 W ENTERPRISE AVE SVC...	060-002-5205-0000	26.81
EVERGY	1884951385 FEB 2025	1403 DOUGLASS RD HF-2 SVC..	060-003-5205-0000	27.84

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
EVERGY	1884951385 APR 2025	1403 DOUGLASS RD HF-2 SVC..	060-003-5205-0000	27.79
T & D TIRE AND AUTO REPAIR	26776	#6020 - TIRE REPAIR	060-003-5207-0000	35.00
CORE & MAIN LP	Y038788	#3338 ORD#1464 - HYMAX C...	060-000-0410-0000	1,032.34
CORE & MAIN LP	Y326257	#2009 ORD#1456 - 2" X 12" ...	060-000-0410-0000	274.86
CORE & MAIN LP	Y326257	DISTR - 2" MJ ACC SET	060-003-5308-0000	141.04
CORE & MAIN LP	Y333255	#4111 ORD#1455 - FC CLAMP..	060-000-0410-0000	785.12
CORE & MAIN LP	Y333255	#2006 ORD#1455 - 4" x 12" ...	060-000-0410-0000	353.40
HACH COMPANY	14825936	WTP - LAB SUPPLIES	060-002-5304-0000	744.42
CORE & MAIN LP	Y180499	#6746 ORD#1457 - TAP SAD...	060-000-0410-0000	295.59
CORE & MAIN LP	Y391880	#5301 ORD#1458 - PVC MET...	060-000-0410-0000	1,235.04
CORE & MAIN LP	Y391880	#5303 ORD#1458 - PVC MET...	060-000-0410-0000	1,748.76
CORE & MAIN LP	Y392526	DISTR - 821 W CARR-UPGRA...	060-003-5308-0000	61.13
MOUNTAINLAND SUPPLY C...	S107560174 001	#3330 ORD#1454 - BELL JOIN...	060-000-0410-0000	674.30
BRENNTAG SOUTHWEST, INC	BSW675151	#60001 ORD#1449 - LIME	060-000-0410-0000	6,000.00
BRENNTAG SOUTHWEST, INC	BSW675151	#60001 ORD#1449 - LIME SH...	060-002-5304-0000	210.00
CORE & MAIN LP	Y419659	#3330 ORD#1459 - BELL JOIN...	060-000-0410-0000	1,413.90
KANSAS ONE-CALL SYSTEM, I...	6010235	2026 JAN LOCATES 128 @ $1...	060-003-5201-0000	56.75
CORE & MAIN LP	X822898	#5422 ORD#1460 - 11.5" ME...	060-000-0410-0000	6,273.00
POWERPLAN	2609828	#6024 - SEAT ADJUSTERS(2)	060-003-5307-0000	249.06
BOB BERGKAMP CONSTRUCT...	37022	DISTR - SHOP ROCK 133.15T...	060-003-5308-0000	1,551.20
BRENNTAG SOUTHWEST, INC	BSW677674	#60005 ORD#1450 - CHLORI...	060-000-0410-0000	8,320.00
BRENNTAG SOUTHWEST, INC	BSW677674	#60005 ORD#1450 - CHLORI...	060-002-5304-0000	210.00
SUTHERLAND LUMBER TALL...	007434	DISTR - RWD#6 METER CON...	060-003-5308-0000	9.49
PEARSON READY-MIX, LLC	256708	233 JONES - PU - 2 YDS	060-003-5308-0000	315.30
BUCKEYE CORPORATION	SO-3-84112	DISTR - 6TH/SUMMIT NEW 2"	060-003-5308-0000	73.17
BUCKEYE CORPORATION	SO-3-84133	DISTR - 6TH/SUMMIT SERVIC...	060-003-5308-0000	9.51
CORE & MAIN LP	Y465502	#4120 ORD#1461 - FC CLAMP..	060-000-0410-0000	276.58
CORE & MAIN LP	Y465502	#4100 ORD#1461 - FC CLAMP..	060-000-0410-0000	265.95
WHITE STAR	05339141	#6005 - PIN & TOOTH TIP (65...	060-003-5307-0000	218.47
AMAZON CAPITAL SERVICES	1D3Q-N4QW-FL3X	WTP - RETURNED 2 OF 2 DEF...	060-002-5306-0000	-112.99
AMAZON CAPITAL SERVICES	1YNV-X7Y3-FK9D	WTP - RETURNED 1 OF 2 DEF...	060-002-5306-0000	-112.99
VERMEER GREAT PLAINS	P41717	#6019 - PULLING GRIPS (2)	060-003-5307-0000	199.36
SUTHERLAND LUMBER TALL...	007490	#6050 - TAILGATE PINS	060-003-5307-0000	10.08
POWERPLAN	2617104	#6024 - TEETH & PINS (8)	060-003-5307-0000	217.04
USA BLUEBOOK	INV00964450	WTP - LAB SUPPLIES	060-002-5304-0000	230.58
CORE & MAIN LP	Y426519	#3330 ORD#1462 - BELL JOIN...	060-000-0410-0000	471.30
PEARSON READY-MIX, LLC	256923	500 BLK N MAIN - PU - 1.25 ...	060-003-5308-0000	183.49
SHAWS PEST CONTROL, LLC	3190531	MONTHLY SERVICES	060-003-5201-0000	55.00
BOMGAARS SUPPLY INC.	319115	DISTR - WELDING APRON, C...	060-003-5310-0000	67.89
HACH COMPANY	14880629	WTP - LAB SUPPLIES	060-002-5304-0000	241.00
AMAZON CAPITAL SERVICES	1HTJ-MRRW-WYYH	DISTR - 18" TRAFFIC CONES (...	060-003-5312-0000	80.10
GRABER ACE HARDWARE	291050/3	DISTR - INSIDE SHOP FAUCET...	060-003-5306-0000	11.99
EUROFINS EATON ANALYTIC...	8100162667	WTP - LAB TESTING TOC	060-002-5201-0000	390.40
BUMPER TO BUMPER OF EL ...	954289	WTP - COAGULANT SYS BELT...	060-002-5307-0000	60.52

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
INTRUST CARD CENTER	INV0053626	PU1 - SAMS/COFFEE PODS, B...	060-003-5310-0000	87.94
INTRUST CARD CENTER	INV0053626	PU1 - HARBOR FR/ DUST FAC...	060-003-5312-0000	3.96
INTRUST CARD CENTER	INV0053627	PU3 - CHAT GPT SUBSCRIPTI...	060-001-5201-0000	20.00
INTRUST CARD CENTER	INV0053627	PU3 - KTA TOLLS 12/01/25 - ...	060-002-5211-0000	9.70
EVERGY	1884951385 FEB 2026	1403 DOUGLAS RD HF-2 SVC ...	060-003-5205-0000	31.01
SUTHERLAND LUMBER TALL...	007524	DISTR - EXTEND POWER WA...	060-003-5308-0000	46.96
PEARSON MATERIALS, LLC	10548	333 JONES - 1 TON - PUBLIC ...	060-003-5308-0000	64.50
PEARSON MATERIALS, LLC	10548	500 BLK N MAIN - PUBLIC UTI...	060-003-5308-0000	32.25
GRABER ACE HARDWARE	291085/3	#6015 - REED PUMP HOSE E...	060-003-5307-0000	24.95
CORE & MAIN LP	Y544784	#4100 ORD#1463 - FC CLAMP...	060-000-0410-0000	88.65
CORE & MAIN LP	Y561924	DISTR - REEDSTICK PUMP & ...	060-003-5302-0000	272.60
PEREGRINE CORPORATION	0080163	FEBRUARY 2026 NEWSLETTER	060-001-5212-0000	241.20
PEREGRINE CORPORATION	0080253	FEBRUARY 2026 BILLING	060-001-5201-0000	123.28
PEREGRINE CORPORATION	0080253	FEBRUARY 2026 POSTAGE	060-001-5213-0000	921.51
EVERGY	1039863941 FEB 2026	386 E CENTRAL AVE SVC 1/21...	060-002-5205-0000	26.32
EVERGY	1186297746 FEB 2026	905 SE RIVER RD WTR SVC 1/...	060-002-5205-0000	393.63
EVERGY	1862776022 FEB 2026	703 STONE RD SVC 1/22/202...	060-002-5205-0000	29.14
EVERGY	1929398122 FEB 2026	1204 E 12TH ST SPRNK SVC 1...	060-003-5205-0000	30.89
EVERGY	2408492822 FEB 2026	1776 LAKELAND DR IRRIG SV...	060-003-5205-0000	250.90
EVERGY	2773853948 FEB 2026	380 E CENTRAL AVE SAL SVC ...	060-002-5205-0000	167.90
GRABER ACE HARDWARE	291099/3	DISTR - SHOP TOOLS	060-003-5302-0000	18.16
EVERGY	3040995134 FEB 2026	360 E CENTRAL AVE SVC 1/22...	060-002-5205-0000	150.95
EVERGY	3174924178 FEB 2026	220 E 1ST AVE SVC 1/22/202...	060-001-5205-0000	657.35
EVERGY	3185044216 FEB 2026	525 W 6TH AVE WATER SVC ...	060-002-5205-0000	114.53
EVERGY	3420376908 FEB 2026	2030 E 12TH ST PWS-8 SVC 1...	060-003-5205-0000	27.49
EVERGY	3488787769 FEB 2026	384 E CENTRAL AVE SHED SV...	060-003-5205-0000	32.57
EVERGY	3632433707 FEB 2026	1004 S MAIN ST RWD-6-2 SV...	060-003-5205-0000	29.14
EVERGY	3756991495 FEB 2026	902 MCCOLLUM RD TOWER ...	060-002-5205-0000	41.64
EUROFINS EATON ANALYTIC...	8100163629	WTP - LAB TESTING TOC	060-002-5201-0000	1,247.60
O'REILLY AUTOMOTIVE, INC	0255-126715	DISTR - MISC TRACTOR GREA...	060-003-5303-0000	66.90
EVERGY	1103668703 FEB 2026	2501 PIONEER RD SVC 1/22/...	060-002-5205-0000	2,034.67
EVERGY	3110820331 FEB 2026	1355 SW HAVERHILL RD PU...	060-002-5205-0000	27.49
KANSAS GAS SERVICE	510264198 1003301 64 FEB ...	2501 W PIONEER DR	060-002-5205-0000	76.98
HACH COMPANY	14892164	WTP - LAB SUPPLIES	060-002-5304-0000	146.00
HACH COMPANY	14894043	WTP - LAB SUPPLIES	060-002-5304-0000	152.00
CENTRAL POWER SYSTEMS &...	R119021728 01	WTP - 2509 PIONEER DR/GE...	060-002-5207-0000	557.85
CENTRAL POWER SYSTEMS &...	R119021728 01	WTP - 380 E CENTRAL/GENE...	060-002-5207-0000	1,230.95
CORE & MAIN LP	Y570288	#3330 ORD#1467 - BELL JOIN...	060-000-0410-0000	471.30
CORE & MAIN LP	Y595108	#6470 ORD#1466 - 3/4" COP...	060-000-0410-0000	190.80
CORE & MAIN LP	Y595108	#6310 ORD#1466 - 1" CORP ...	060-000-0410-0000	1,196.76
CORE & MAIN LP	Y597459	#6746 ORD#1465 -TAP SADD...	060-000-0410-0000	165.35
CORE & MAIN LP	Y597459	#6310 ORD#1465 - 1" CORP ...	060-000-0410-0000	99.73
GLOBAL PAYMENTS INTEGRA...	4128 FEB 2026	4128 FEB 2026 MERCHANT C...	060-001-5203-0000	3,648.75
GLOBAL PAYMENTS INTEGRA...	4129 FEB 2026	4129 FEB 2026 MERCHANT C...	060-001-5203-0000	9,825.31

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
KANSAS ONE-CALL SYSTEM, I...	6020235	2026 FEB LOCATES 222 @ $1...	060-003-5201-0000	98.42
USIC LOCATING SERVICES, LLC	792980	2026 FEB USIC LOCATES	060-003-5201-0000	2,951.20
TYLER TECHNOLOGIES, INC	CI100-00257691	SUPPORT & HOST WEBSITE/...	060-001-5201-0000	96.00
GEOTAB USA, INC	IN476043	FEBRUARY 2026	060-001-5205-0000	19.25
GEOTAB USA, INC	IN476043	FEBRUARY 2026	060-002-5205-0000	38.50
BEVERAGE CARBONATION S...	R171730	WTP - 2026 FEB EQUIP CHAR...	060-002-5210-0000	35.00
AMAZON CAPITAL SERVICES	13VH-7J7G-K39V	WTP - N95 MASKS (250)	060-002-5312-0000	62.45
AMAZON CAPITAL SERVICES	1JHV-JG6C-JCDF	WTP - 2ND SET/SHOP HOSE ...	060-002-5306-0000	249.54
GRABER ACE HARDWARE	291153/3	DISTR - REPAIR REC BROOM ...	060-003-5307-0000	0.75
GRABER ACE HARDWARE	291155/3	DISTR - REPAIR REC BROOM ...	060-003-5307-0000	0.89
VERIZON CONNECT FLEET US...	386000078812	MONTHLY SERVICES	060-003-5205-0000	367.97
BUMPER TO BUMPER OF EL ...	954805	WTP - FLOC GEAR BOX BELTS...	060-002-5307-0000	44.73
MOUNTAINLAND SUPPLY C...	S107652980 001	#4130 ORD#1468 - FC CLAMP..	060-000-0410-0000	232.05
MOUNTAINLAND SUPPLY C...	S107652980 001	#6310 ORD#1468 - 1" CORP ...	060-000-0410-0000	936.00
MOUNTAINLAND SUPPLY C...	S107652980 001	#6735 ORD#1468 - TAP SAD...	060-000-0410-0000	1,020.00
MOUNTAINLAND SUPPLY C...	S107652980 001	#6471 ORD#1468 - 3/4" COP...	060-000-0410-0000	612.00
PITNEY BOWES BANK INC RE...	INV0053684	POSTAGE ALLOCATION FOR ...	060-001-5213-0000	375.00
SUTHERLAND LUMBER TALL...	007596	WTP - FENCE CONCRETE PAD...	060-002-5306-0000	120.05
O'REILLY AUTOMOTIVE, INC	0255-128248	DISTR - #6015 OIL, MISC	060-003-5303-0000	14.98
O'REILLY AUTOMOTIVE, INC	0255-128248	DISTR - #6015 OIL, MISC	060-003-5307-0000	23.99
BOMGAARS SUPPLY INC.	323627	DISTR - TAPE MEASURE	060-003-5302-0000	9.99
BOMGAARS SUPPLY INC.	323627	DISTR - SHOPVAC FILTER	060-003-5310-0000	16.99
EVERGY	9331453189 FEB 2026	380 E CENTRAL AVE SVC 2/2/...	060-000-1198-0000	8,313.24
EVERGY	9331453189 FEB 2026	380 E CENTRAL AVE SVC 2/2/...	060-002-5205-0000	9,726.50
BEVERAGE CARBONATION S...	H268124	WTP - BULK CARBON DIOXID...	060-002-5304-0000	52.24
BILL'S ELECTRIC, INC	I7785	WTP - RWD#6 METER WIRIN...	060-002-5206-0000	179.89
EMPAC, INC.	17850	2ND QTR 2026 EAP SERVICES	060-002-5201-0000	52.45
EMPAC, INC.	17850	2ND QTR 2026 EAP SERVICES	060-003-5201-0000	125.89
AMAZON CAPITAL SERVICES	1KGL-L1YR-WYNF	DISTR -JOBSITE POSTS/STAK...	060-003-5308-0000	89.98
BUMPER TO BUMPER OF EL ...	955138	WTP - FLOC GEAR BOX BELTS...	060-002-5307-0000	44.73
CORE & MAIN LP	Y638221	DISTR - TRACER WIRE	060-003-5308-0000	460.00
AMAZON CAPITAL SERVICES	1CLM-XXWM-HRQV	DISTR - JUMBO MARKERS	060-003-5310-0000	15.08
GRABER ACE HARDWARE	291236/3	WTP - TAP MEASURE, JUMPE...	060-002-5302-0000	137.98
GRABER ACE HARDWARE	291236/3	WTP - TAP MEASURE, JUMPE...	060-002-5306-0000	49.99
KANSAS GAS SERVICE	510469962 1492273 82 FEB ...	216/220 E FIRST AVE	060-001-5205-0000	91.16
KANSAS GAS SERVICE	510469962 1492273 82 FEB ...	380 E CENTRAL AVE	060-002-5205-0000	433.35
KANSAS GAS SERVICE	510469962 1492273 82 FEB ...	390 E CENTRAL AVE	060-003-5205-0000	273.83
VERIZON WIRELESS	6138283395	WTP ONCALL	060-002-5205-0000	51.56
VERIZON WIRELESS	6138283395	METER READER	060-003-5205-0000	41.56
EUROFINS EATON ANALYTIC...	8100165048	WTP - LAB TESTING TOC	060-002-5201-0000	390.40
BOB BERGKAMP CONSTRUCT...	37507	DISTR - FILL SAND 41.85T @ ...	060-003-5308-0000	711.45
BOB BERGKAMP CONSTRUCT...	37507	DISTR - PACKED SAND 98.8T...	060-003-5308-0000	1,185.60
BUTLER COUNTY PRINTING	43021	WTP - DAILY OPERATIONS SH...	060-002-5212-0000	349.00
WOODRIVER ENERGY LLC	491718	380 E CENTRAL-WTP	060-002-5205-0000	1,210.13

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
WOODRIVER ENERGY LLC	491718	390 E CENTRAL AVE-DIST & ...	060-003-5205-0000	681.17
EVERGY	5860869292 FEB 2026	2355 W ENTERPRISE AVE SVC...	060-002-5205-0000	29.07
BOB BERGKAMP CONSTRUCT...	37523	DISTR - SHOP ROCK 56.75T @..	060-003-5308-0000	672.50
EVERGY	8408164822 FEB 2026	780 W CENTRAL SBA MAG3 ...	060-003-5205-0000	29.39
EVERGY	3358593996 FEB 2026	1701 SUNSET RD SVC 2/11/2...	060-002-5205-0000	27.51
METROCOURIER INC.	81968	WTP - KDHE SAMPLE POSTA...	060-002-5213-0000	31.94
COX COMMUNICATIONS	028608401 MAR 2026	WATER TREAT/MAINT	060-002-5205-0000	393.60
COX COMMUNICATIONS	028608401 MAR 2026	WATER MAINT	060-003-5205-0000	35.55
KANSAS BG, LLC	PI0073461	FUEL SPLIT	060-003-5303-0000	158.40
SHAWS PEST CONTROL, LLC	3190958	MONTHLY SERVICES	060-003-5201-0000	55.00
INTRUST CARD CENTER	INV0053871	PU1 - SAMS/PT(30),TP(45), S...	060-002-5309-0000	35.83
INTRUST CARD CENTER	INV0053871	PU1 - SAMS/PT(30),TP(45), S...	060-003-5309-0000	26.83
INTRUST CARD CENTER	INV0053871	PU1 - WALMART/STORAGE ...	060-003-5310-0000	97.89
INTRUST CARD CENTER	INV0053871	PU1 - SAMS/PT(30),TP(45), S...	060-003-5310-0000	24.96
INTRUST CARD CENTER	INV0053873	PU2 - KDHE/BECKER,STEVIE ...	060-002-5211-0000	20.00
INTRUST CARD CENTER	INV0053873	PU2 - HARBOR FR/BLADES, B...	060-002-5302-0000	4.97
INTRUST CARD CENTER	INV0053873	PU2 - WALMART/SAMPLE JA...	060-002-5304-0000	25.92
INTRUST CARD CENTER	INV0053873	PU2 - WALMART/SAMPLE JA...	060-002-5310-0000	112.96
INTRUST CARD CENTER	INV0053873	PU2 - TONERBUZZ/HP414X(4...	060-002-5310-0000	835.00
INTRUST CARD CENTER	INV0053873	PU2 - HARBOR FR/BLADES, B...	060-002-5310-0000	71.35
INTRUST CARD CENTER	INV0053877	PU3 - CHAT GPT SUBSCRIPTI...	060-001-5201-0000	20.00
INTRUST CARD CENTER	INV0053877	PU3 - GRAMMARLY ANNUAL ...	060-001-5201-0000	144.00
INTRUST CARD CENTER	INV0053877	PU3 - WALMART/CLOTHING...	060-001-5305-0000	46.98
EVERGY	1884951385 MAR 2026	1403 DOUGLAS RD HF-2 SVC ...	060-003-5205-0000	30.84
EVERGY	2133013898 MAR 2026	3130 EL DORADO AVE MAG ...	060-003-5205-0000	29.14
EVERGY	3488917010 MAR 2026	980 W 6TH ST SVC 3/6/2026-...	060-002-5205-0000	29.14
EVERGY	5860869292 MAR 2026	2355 W ENTERPRISE AVE SVC...	060-002-5205-0000	29.75
			Fund 060 - WATER FUND Total:	**95,525.59**
Fund: 061 - WATER EQUIPMENT RESERVE				
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	EWT71883 3/1/2026-3/31/2...	061-002-7508-0000	981.89
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	EWD72254 3/1/2026-3/31/2...	061-003-7508-0000	981.89
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	00006052 3/1/2026-3/31/20...	061-003-7508-0000	1,200.77
			Fund 061 - WATER EQUIPMENT RESERVE Total:	**3,164.55**
Fund: 063 - SEWER FUND				
APPLIED MOTION PRODUCTS	376968	ADAPTER KIT-23/NON NEMA...	063-002-5307-0000	220.00
APPLIED MOTION PRODUCTS	377023	CREDIT FOR STM23Q-3AN RE...	063-002-5315-0000	-357.60
PRAIRIELAND PARTNERS	10081354	WWTP - INVOICE CREDIT CO...	063-002-5207-0000	-0.80
CORE & MAIN LP	Y366480	#632070 ORD#1451 - 8" CLAY..	063-000-0410-0000	43.24
CORE & MAIN LP	Y401182	SEWER - MAIN LIFT HOOKS (2)	063-003-5302-0000	106.34
CORE & MAIN LP	Y419157	#632070 ORD#1452 - 8" CLAY..	063-000-0410-0000	259.44
POLYDYNE INC.	1997144	#63001 ORD#1448 - CLARIFL...	063-000-0410-0000	15,916.00
O'REILLY AUTOMOTIVE, INC	0255-121497	#6028 - GALLEY PLUG/HOSE ...	063-002-5307-0000	12.04
BUMPER TO BUMPER OF EL ...	953345	#6028 - TRANS MOUNT ANC...	063-002-5307-0000	11.62

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
KANSAS ONE-CALL SYSTEM, I...	6010235	2026 JAN LOCATES 128 @ $1...	063-003-5201-0000	56.75
SMITH & LOVELESS, INC	202347	LIFT ST - PRISON(+)/CHECK V...	063-003-5307-0000	2,856.46
SUTHERLAND LUMBER TALL...	007462	SEWER - CONCRETE/TOWAN...	063-003-5308-0000	22.76
SUTHERLAND LUMBER TALL...	007464	SEWER - CONCRETE MIX/TO...	063-003-5308-0000	34.14
SUTHERLAND LUMBER TALL...	007489	#6335 - SPRAY NOZZLE REPA...	063-003-5307-0000	83.99
SUTHERLAND LUMBER TALL...	007492	#6335 - PRESSURE WASHER ...	063-003-5307-0000	70.98
BOMGAARS SUPPLY INC.	318779	#6335 - SITE TUBES	063-003-5307-0000	6.99
CORE & MAIN LP	Y505928	#632070 ORD#1453 - 8" CLAY..	063-000-0410-0000	216.20
SUTHERLAND LUMBER TALL...	007500	SEWER - MANHOLE LID REPA...	063-003-5308-0000	22.76
O'REILLY AUTOMOTIVE, INC	0255-125215	#6336 - BLUE DEF (2) 2.5G @...	063-003-5307-0000	22.90
GRABER ACE HARDWARE	291038/3	SLS - STONE RD BLDG REPAIR	063-003-5306-0000	118.03
SHAWS PEST CONTROL, LLC	3190531	MONTHLY SERVICES	063-003-5201-0000	60.00
MERIDIAN ANALYTICAL LABS,...	6000422	WWTP - PERMIT SAMPLES (0...	063-002-5201-0000	643.00
AMAZON CAPITAL SERVICES	1HTJ-MRRW-WYYH	DISTR - 18" TRAFFIC CONES (...	063-003-5312-0000	80.10
GRABER ACE HARDWARE	291047/3	SEWER - MANHOLE LID REPA...	063-003-5308-0000	12.49
MERIDIAN ANALYTICAL LABS,...	6000434	WWTP - PERMIT SAMPLES (2...	063-002-5201-0000	386.00
INTRUST CARD CENTER	INV0053618	WWTP-RICKARD-LUNCH ME...	063-001-5211-0000	42.51
INTRUST CARD CENTER	INV0053623	AA AUTOMOTIVE	063-002-5207-0000	1,143.89
INTRUST CARD CENTER	INV0053626	PU1 - SAMS/COFFEE PODS, B...	063-002-5310-0000	34.98
INTRUST CARD CENTER	INV0053627	PU3 - WWTP FIELD PH LAB C...	063-002-5201-0000	72.00
INTRUST CARD CENTER	INV0053627	PU3 - KTA TOLLS 12/01/25 - ...	063-002-5211-0000	1.72
INTRUST CARD CENTER	INV0053627	PU3 - MEAL/TEAM WELCOM...	063-002-5211-0000	9.94
INTRUST CARD CENTER	INV0053627	PU3 - MEAL/CURT & RYLIE	063-002-5211-0000	56.94
INTRUST CARD CENTER	INV0053627	PU3 - MEAL/TEAM WELCOM...	063-002-5211-0000	61.71
INTRUST CARD CENTER	INV0053627	PU3 - SAFETY MTG MEAL	063-002-5211-0000	75.04
INTRUST CARD CENTER	INV0053627	PU3 - CLOTHING/JONES, JAR...	063-002-5305-0000	95.92
INTRUST CARD CENTER	INV0053627	PU3 - CLOTHING/JONES, JAR...	063-002-5305-0000	259.99
INTRUST CARD CENTER	INV0053627	PU3 - CLOTHING/AUSTIN, RYL..	063-002-5305-0000	259.99
INTRUST CARD CENTER	INV0053627	PU3 - CLOTHING/PRINGLE, L...	063-002-5305-0000	329.97
INTRUST CARD CENTER	INV0053627	PU3 - CLOTHING/MONEY, KA...	063-002-5305-0000	124.95
SUTHERLAND LUMBER TALL...	007514	#6335 - REPAIR	063-003-5307-0000	24.47
O'REILLY AUTOMOTIVE, INC	0255-125678	#6051 - SCREWDRIVER SET	063-003-5302-0000	13.99
AMAZON CAPITAL SERVICES	1PQ1-DWGT-JPKC	PU - CLOTHING/MONEY, KAL...	063-002-5305-0000	35.87
BOMGAARS SUPPLY INC.	319765	#6051 - SOCKETS, HEX KEYS,...	063-003-5302-0000	48.97
RED EQUIPMENT, LLC	P02594	#6335 #6336 - JETTER TOOL ...	063-003-5307-0000	287.43
RED EQUIPMENT, LLC	P02603	#6335 - SPRAY GUN REPAIR/...	063-003-5307-0000	430.26
MAYER SPECIALTY SERVICES, ...	2026081	SEWER - 203 N SUMMIT/TEL...	063-003-5201-0000	875.00
USEMCO INC.	IN19827	LIFT ST - PRISON/CHECK VAL...	063-003-5307-0000	2,899.60
T-MOBILE USA INC.	210232397 FEB 2026	WD TABLET 01	063-001-5205-0000	8.93
T-MOBILE USA INC.	210232397 FEB 2026	WD TABLET 02	063-001-5205-0000	8.93
PEREGRINE CORPORATION	0080163	FEBRUARY 2026 NEWSLETTER	063-001-5212-0000	221.10
PEREGRINE CORPORATION	0080253	FEBRUARY 2026 BILLING	063-001-5201-0000	113.00
PEREGRINE CORPORATION	0080253	FEBRUARY 2026 POSTAGE	063-001-5213-0000	844.72
EVERGY	0315639966 FEB 2026	105 W WETLANDS DR GATE ...	063-002-5205-0000	36.70

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
EVERGY	1757173444 FEB 2026	2512 KACY CT SWRLF SVC 1/...	063-003-5205-0000	136.28
R.E. PEDROTTI COMPANY	18673	WWTP - BLOWER 2/TRBLSHT...	063-002-5207-0000	472.00
SPACE STATION STORAGE	20752	WWTP - 2026 1ST QTR (2)/B...	063-002-5213-0000	225.26
SPACE STATION STORAGE	20755	WWTP - 2026 1ST QTR (1)/B...	063-002-5213-0000	50.23
EVERGY	2297197769 FEB 2026	1275 SW TRAFFIC WAY SWRL...	063-003-5205-0000	120.72
GRABER ACE HARDWARE	291099/3	#6051 - MISC SUPPLIES	063-003-5310-0000	28.56
EVERGY	3064311210 FEB 2026	1362 GLENVIEW DR SWRLF S...	063-003-5205-0000	185.67
EVERGY	3082990620 FEB 2026	3098 W CENTRAL AVE SWR 5...	063-003-5205-0000	162.22
EVERGY	3185905492 FEB 2026	1460 W 6TH AVE SEWER SVC...	063-003-5205-0000	108.67
EVERGY	3187535774 FEB 2026	150 E 8TH AVE SWRLF SVC 1/...	063-003-5205-0000	568.64
EVERGY	4497626547 FEB 2026	3180 W TOWANDA AVE SVC ...	063-003-5205-0000	364.54
EVERGY	6047077383 FEB 2026	2551 PIONEER RD SVC 1/22/...	063-003-5205-0000	37.10
EVERGY	8428490544 FEB 2026	905 SE RIVER RD SEWER SVC ...	063-003-5205-0000	138.75
EVERGY	8610708791 FEB 2026	1634 E 112TH AVE SVC 1/22/...	063-003-5205-0000	247.85
TOWANDA BATTERY COMPA...	1813	SLS - STONE RD (2)4D-XHD	063-003-5307-0000	449.90
EVERGY	3124170175 FEB 2026	791 STONE RD SWRLF SVC 1/...	063-003-5205-0000	927.74
DIRE TRUCK PARTS, INC.	46996	#6335 - FIX AIRLEAKS	063-003-5307-0000	49.24
KANSAS GAS SERVICE	510264198 1003301 64 FEB ...	112 E 8TH AVE	063-002-5205-0000	52.32
MID-AMERICAN RESEARCH ...	0871742-IN	WWTP - (056W04 X40) REM...	063-002-5308-0000	996.54
INTERSTATE BATTERIES OF C...	830998	WWTP - GEN105 BATTERY R...	063-002-5307-0000	1,439.70
INTERSTATE BATTERIES OF C...	830998	WWTP - GEN1550 BATTERY ...	063-002-5307-0000	409.90
INTERSTATE BATTERIES OF C...	830998	WWTP - GEN MISC SURCHARE	063-002-5307-0000	36.00
INTERSTATE BATTERIES OF C...	830998	WWTP - GEN CORE CHARGES	063-002-5307-0000	400.00
NAPA AUTO PARTS OF EL DO...	053857	LIFT ST - STONE RD/GENERA...	063-003-5307-0000	36.56
INTERSTATE BATTERIES OF C...	830118	WWTP - GENERATOR CORE R...	063-002-5307-0000	-400.00
BILL'S ELECTRIC, INC	I7779	LIFT ST - PRISON/HEATER RE...	063-003-5206-0000	963.63
CENTRAL POWER SYSTEMS &...	R119021728 01	WWTP - 1550 S HIGH/GENE...	063-002-5207-0000	563.32
CENTRAL POWER SYSTEMS &...	R119021728 01	WWTP - 105 WETLANDS/GE...	063-002-5207-0000	985.59
CENTRAL POWER SYSTEMS &...	R119021728 01	LIFT ST - 112 E 8TH/GENERA...	063-003-5207-0000	455.86
CENTRAL POWER SYSTEMS &...	R119021728 01	LIFT ST - 733 STONE PRISON...	063-003-5207-0000	356.43
GLOBAL PAYMENTS INTEGRA...	4128 FEB 2026	4128 FEB 2026 MERCHANT C...	063-001-5203-0000	5,017.02
GLOBAL PAYMENTS INTEGRA...	4129 FEB 2026	4129 FEB 2026 MERCHANT C...	063-001-5203-0000	13,509.80
KANSAS ONE-CALL SYSTEM, I...	6020235	2026 FEB LOCATES 222 @ $1...	063-003-5201-0000	98.42
USIC LOCATING SERVICES, LLC	792980	2026 FEB USIC LOCATES	063-003-5201-0000	1,770.72
TYLER TECHNOLOGIES, INC	CI100-00257691	SUPPORT & HOST WEBSITE/...	063-001-5201-0000	132.00
GEOTAB USA, INC	IN476043	FEBRUARY 2026	063-003-5205-0000	19.25
AMAZON CAPITAL SERVICES	1KYH-T3RT-JPYM	PU - CLOTHING/MONEY, KAL...	063-002-5305-0000	55.73
EVERGY	2526367502 FEB 2026	105 W WETLANDS DR SVC 2/...	063-002-5205-0000	15,872.18
GRABER ACE HARDWARE	291171/3	WWTP - POLYMER PUMP BA...	063-002-5307-0000	2.99
VELOCITY	4412000 MAR 2026	ACT 4412000 MARCH 2026 S...	063-002-5201-0000	185.70
PITNEY BOWES BANK INC RE...	INV0053684	POSTAGE ALLOCATION FOR ...	063-001-5213-0000	375.00
O'REILLY AUTOMOTIVE, INC	0255-128248	DISTR - #6015 OIL, MISC	063-003-5310-0000	5.49
RED EQUIPMENT, LLC	P02644	#6335 #6336 - JETTER TOOL ...	063-003-5307-0000	268.73
BILL'S ELECTRIC, INC	I7786	WWTP - B#2 & B#3 REPAIRS	063-002-5207-0000	691.70

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
EMPAC, INC.	17850	2ND QTR 2026 EAP SERVICES	063-002-5201-0000	52.46
RED EQUIPMENT, LLC	P02653	#6335 #6336 - JETTER TOOL ...	063-003-5307-0000	-287.43
SUTHERLAND LUMBER TALL...	007626	#6051 - RAKE, STRINGLINE	063-003-5302-0000	24.99
SUTHERLAND LUMBER TALL...	007626	#6051 - RAKE, STRINGLINE	063-003-5310-0000	8.99
SUTHERLAND LUMBER TALL...	007631	#8401 - ANNUAL MAINT/OIL	063-002-5303-0000	19.98
SUTHERLAND LUMBER TALL...	007637	#8401 - ANNUAL MAINT/OIL ...	063-002-5307-0000	11.99
VERIZON WIRELESS	6138283395	WD HOTSPOT 2	063-001-5205-0000	12.87
VERIZON WIRELESS	6138283395	METER READER	063-001-5205-0000	46.56
VERIZON WIRELESS	6138283395	WD HOTSPOT 1	063-001-5205-0000	12.87
VERIZON WIRELESS	6138283395	WD ONCALL 2	063-001-5205-0000	41.56
VERIZON WIRELESS	6138283395	METER READER	063-001-5205-0000	41.56
VERIZON WIRELESS	6138283395	WD ON CALL 1	063-001-5205-0000	41.56
VERIZON WIRELESS	6138283395	WTP TELEMETRY 1	063-002-5205-0000	40.01
VERIZON WIRELESS	6138283395	INDUSTRIAL TELEMETRY 1	063-002-5205-0000	40.01
VERIZON WIRELESS	6138283395	6TH STREET TELEMETRY 1	063-002-5205-0000	40.01
VERIZON WIRELESS	6138283395	AMI METER	063-002-5205-0000	40.01
VERIZON WIRELESS	6138283395	WWTP SCADA DIALER	063-002-5205-0000	40.01
VERIZON WIRELESS	6138283395	WWTP ONCALL	063-002-5205-0000	51.56
VERIZON WIRELESS	6138283395	MC COLLUM TELEMETRY 1	063-002-5205-0000	40.01
VERIZON WIRELESS	6138283395	CURT JOHNSON	063-002-5205-0000	41.56
VERIZON WIRELESS	638278571	ACT 942026139-00001 SVC 2...	063-002-5205-0000	25.16
GRABER ACE HARDWARE	291270/3	WWTP - 8" HD CABLE TIES	063-002-5310-0000	31.98
MERIDIAN ANALYTICAL LABS,...	6000806	WWTP - PERMIT SAMPLES (R...	063-002-5201-0000	643.00
EVERGY	6645301244 MAR 2026	1550 S HIGH ST DISIN SVC 2/...	063-002-5205-0000	2,043.05
KANSAS BG, LLC	PI0073461	FUEL SPLIT	063-003-5303-0000	158.40
SHAWS PEST CONTROL, LLC	3190958	MONTHLY SERVICES	063-003-5201-0000	60.00
GOOD TO BE CLEAN	392391-1	SEWER - 331 N TOPEKA/BAS...	063-003-5201-0000	2,611.17
MERIDIAN ANALYTICAL LABS,...	6000912	WWTP - PERMIT SAMPLES	063-002-5201-0000	386.00
INTRUST CARD CENTER	INV0053861	PU-FOARDS/#8401-(2) 1168...	063-002-5307-0000	444.73
INTRUST CARD CENTER	INV0053877	PU3 - KTA TOLLS 01/01/26 - ...	063-002-5211-0000	1.72
INTRUST CARD CENTER	INV0053877	PU3 - TEAM MEETING DONU...	063-002-5211-0000	22.66
INTRUST CARD CENTER	INV0053877	PU3 - WALMART/CLOTHING...	063-002-5305-0000	17.98
INTRUST CARD CENTER	INV0053877	PU3 - HARBOR FR/HOSE REP...	063-002-5307-0000	98.96
INTRUST CARD CENTER	INV0053877	PU3 - WALMART/CLOTHING...	063-002-5310-0000	64.93
INTRUST CARD CENTER	INV0053877	PU3 - SAMS/CREAMER	063-002-5310-0000	7.98
			Fund 063 - SEWER FUND Total:	**84,875.16**
Fund: 064 - SEWER EQUIPMENT RESERVE				
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	EWW71832 3/1/2026-3/31/...	064-002-7508-0000	981.89
			Fund 064 - SEWER EQUIPMENT RESERVE Total:	**981.89**
Fund: 066 - REFUSE FUND				
T & D TIRE AND AUTO REPAIR	26949	ROLL OFF TRUCK #76 - 2 REP	066-001-5207-0000	70.00
T & D TIRE AND AUTO REPAIR	27003	2 DISMT/MNT - ROLL OFF #76	066-001-5207-0000	60.00
AMAZON CAPITAL SERVICES	191N-DGGF-THWD	DESK TOP ORGANIZER - HOL...	066-001-5301-0000	18.59

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
T-MOBILE USA INC.	210232397 FEB 2026	REFUSE TABLET 01	066-001-5205-0000	8.93
T-MOBILE USA INC.	210232397 FEB 2026	REFUSE TABLET 06	066-001-5205-0000	12.51
T-MOBILE USA INC.	210232397 FEB 2026	REFUSE TABLET 04	066-001-5205-0000	12.25
T-MOBILE USA INC.	210232397 FEB 2026	REFUSE TABLET 02	066-001-5205-0000	12.25
T-MOBILE USA INC.	210232397 FEB 2026	REFUSE TABLET 05	066-001-5205-0000	12.51
T-MOBILE USA INC.	210232397 FEB 2026	REFUSE TABLET 03	066-001-5205-0000	12.25
PEREGRINE CORPORATION	0080163	FEBRUARY 2026 NEWSLETTER	066-001-5212-0000	207.70
PEREGRINE CORPORATION	0080253	FEBRUARY 2026 BILLING	066-001-5201-0000	106.15
PEREGRINE CORPORATION	0080253	FEBRUARY 2026 POSTAGE	066-001-5213-0000	793.53
EVERGY	6598910015 FEB 2026	222 E 2ND AVE SVC 1/22/20...	066-001-5205-0000	643.49
EVERGY	7949843848 FEB 2026	222 E LOCUST AVE SVC 1/22/...	066-001-5205-0000	52.31
TRUCK CENTER COMPANIES	XA103277365 01	INTERIOR HAND RELEASES - ...	066-001-5307-0000	35.55
KANSASLAND TIRE WHOLESA...	134103	(1) 11R22.5 / (2) 12R22.5 - T...	066-001-5307-0000	1,944.52
KANSASLAND TIRE WHOLESA...	134104	(2) 11R22.5 / (2) 11R225	066-001-5307-0000	509.04
KANSAS DEPARTMENT OF RE...	004-486035394-F02 FEB 2026	SALES TAX PERIOD 2/1/2026...	066-001-5209-0000	46.03
BUTLER COUNTY LANDFILL	022826	FEBRUARY LANDFILL SERVICES	066-001-5201-0000	31,097.83
GLOBAL PAYMENTS INTEGRA...	4128 FEB 2026	4128 FEB 2026 MERCHANT C...	066-001-5203-0000	2,736.56
GLOBAL PAYMENTS INTEGRA...	4129 FEB 2026	4129 FEB 2026 MERCHANT C...	066-001-5203-0000	7,368.98
TYLER TECHNOLOGIES, INC	CI100-00257691	SUPPORT & HOST WEBSITE/...	066-001-5201-0000	72.00
GEOTAB USA, INC	IN476043	FEBRUARY 2026	066-001-5205-0000	19.25
AMAZON CAPITAL SERVICES	1VLQ-GMGH-FYTM	BRASS TUBE PIPE COMPRESS...	066-001-5307-0000	14.51
T & D TIRE AND AUTO REPAIR	27056	2 DISMT/MNT 22.5 AND 2 DI...	066-001-5207-0000	90.00
VERIZON CONNECT FLEET US...	386000078812	MONTHLY SERVICES	066-001-5205-0000	367.97
FLEETPRIDE	132704649	703PADKIT - REFUSE - TRUCK...	066-001-5307-0000	406.99
PITNEY BOWES BANK INC RE...	INV0053684	POSTAGE ALLOCATION FOR ...	066-001-5213-0000	375.00
TRUCK CENTER COMPANIES	XA10327844801	ROTOR SERVICE KIT - TRUCK ...	066-001-5307-0000	778.38
DIRE TRUCK PARTS, INC.	47347	SEAL SERVICE KIT/AIR DISC B...	066-001-5307-0000	910.11
KANSAS GAS SERVICE	510264198 1615244 36 FEB ...	222 E LOCUST AVE SVC 1/16/...	066-001-5205-0000	24.62
KANSAS GAS SERVICE	510469962 1492273 82 FEB ...	222 E 2ND AVE	066-001-5205-0000	96.98
VERIZON WIRELESS	6138283395	PW REFUSE TABLET 2	066-001-5205-0000	12.87
VERIZON WIRELESS	6138283395	PW REFUSE TABLET	066-001-5205-0000	12.87
WOODRIVER ENERGY LLC	491718	222 E 2ND AVE	066-001-5205-0000	208.35
KANSAS BG, LLC	PI0073461	FUEL SPLIT	066-001-5303-0000	158.40
WILLIAM KING	INV0053768	REFUND ROLL OFF FEE-SET F...	066-000-4449-0000	50.00
WILLIAM KING	INV0053768	REFUND ROLL OFF FEE-PICK ...	066-000-4449-0000	125.00
			Fund 066 - REFUSE FUND Total:	**49,484.28**
Fund: 067 - REFUSE EQUIPMENT RESERVE				
ENTERPRISE FM TRUST	FBN5585652 MAR 2026	EREF1890 3/1/2026-3/31/20...	067-001-7508-0000	981.89
			Fund 067 - REFUSE EQUIPMENT RESERVE Total:	**981.89**
Fund: 069 - COMPRESSED NATURAL GAS STATION FUND				
HEARTLAND ACQUISITION LLC	1859 FEB 2026	1859 FEB 2026 MERCHANT C...	069-001-5203-0000	145.75
MIDWEST ENERGY SOLUTIO...	3857	INSTALL NEW HMI	069-001-5207-0000	1,970.50
MIDWEST ENERGY SOLUTIO...	3858	REPLACE O'RINGS/PISTONS/F...	069-001-5207-0000	1,333.14

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
KANSAS GAS SERVICE	510469962 1492273 82 FEB ...	222 1/2 E 2ND AVE	069-001-5205-0000	315.25
WOODRIVER ENERGY LLC	491718	222 1/2 E 2ND AVE-CNG FUEL..	069-001-5205-0000	1,795.20
			Fund 069 - COMPRESSED NATURAL GAS STATION FUND Total:	**5,559.84**
Fund: 072 - DATA PROCESSING FUND				
CDW GOVERNMENT, INC	ZR01087473	IT-OFFICE 365 LICENSES	072-019-5201-0000	2,199.10
AMAZON CAPITAL SERVICES	11QY-14H3-GFQ4	IT - DOOR CONTROLLER PO...	072-019-5316-0000	58.08
AMAZON CAPITAL SERVICES	1PDN-VPN7-FLMW	IT - DOOR CONTROLLER ENC...	072-019-5316-0000	109.45
ODP BUSINESS SOLUTIONS, L...	457710487001	STICKY TABS, STAPLE REMOV...	072-001-5301-0000	21.38
ODP BUSINESS SOLUTIONS, L...	457710487001	DRAWER ORGANIZERS (2)	072-001-5301-0000	26.20
ODP BUSINESS SOLUTIONS, L...	457710487001	AIR DUSTERS (6)	072-001-5310-0000	49.57
BYTESPEED, LLC	INV0183905	IT - BYTESPEED SERVER	072-019-5315-0000	7,155.76
AMAZON CAPITAL SERVICES	1D99-PH7T-WP1Q	IT - TABLET CASES	072-019-5316-0000	70.77
AMAZON CAPITAL SERVICES	1Q1L-CT6N-1K4X	IT - TABLET CHARGERS	072-019-5316-0000	56.88
INTRUST CARD CENTER	INV0053598	CHAT GPT - DAVID'S SUBSCRI...	072-001-5201-0000	20.00
INTRUST CARD CENTER	INV0053598	GRAMMARLY - CREDIT	072-001-5201-0000	-144.00
INTRUST CARD CENTER	INV0053598	PARKING PASS FOR LOCAL G...	072-001-5211-0000	2.00
INTRUST CARD CENTER	INV0053598	CELTIC FOX - DAVE, LEON & L...	072-001-5211-0000	47.37
INTRUST CARD CENTER	INV0053598	SUNFLOWER STATE - DAVID ...	072-001-5211-0000	180.00
INTRUST CARD CENTER	INV0053598	BREWCO - DAVID LUNCH WI...	072-001-5211-0000	14.70
INTRUST CARD CENTER	INV0053598	DAVID PARKING - AT CAPITOL	072-001-5211-0000	11.00
INTRUST CARD CENTER	INV0053598	PASSPORT PARKING - DAVID ...	072-001-5211-0000	2.50
INTRUST CARD CENTER	INV0053598	WILLIE'S - DAVID LUCH WITH...	072-001-5211-0000	45.57
INTRUST CARD CENTER	INV0053598	BREWCO - DAVID GIFT CARD	072-001-5213-0000	15.00
INTRUST CARD CENTER	INV0053600	WSU MALL - TABITHA	072-001-5211-0000	100.00
INTRUST CARD CENTER	INV0053600	WSU MALL - EMERALD CLER...	072-001-5211-0000	325.00
INTRUST CARD CENTER	INV0053600	ACCT ACADEMY - MARIE & T...	072-001-5211-0000	525.00
INTRUST CARD CENTER	INV0053600	KANSAS WOMEN LEADING ...	072-001-5211-0000	31.53
INTRUST CARD CENTER	INV0053600	BREWCO - DAVID COFFEE W/...	072-001-5211-0000	8.54
INTRUST CARD CENTER	INV0053600	BREWCO - STAFF MEETING	072-001-5213-0000	52.39
INTRUST CARD CENTER	INV0053600	TYLER BUSINESS FORMS - 20...	072-001-5301-0000	39.75
INTRUST CARD CENTER	INV0053600	WALMART - COMMISSION P...	072-001-5310-0000	12.99
INTRUST CARD CENTER	INV0053601	WILLIE'S - INTERVIEW STAFF ...	072-001-5211-0000	98.10
INTRUST CARD CENTER	INV0053601	SOUTHWEST - PERFERED SEA...	072-001-5211-0000	76.00
INTRUST CARD CENTER	INV0053602	HOMEGROWN - KSWLG MTG	072-001-5213-0000	22.01
INTRUST CARD CENTER	INV0053603	VISTAPRINT - WINDOW CLIN...	072-001-5212-0000	30.98
INTRUST CARD CENTER	INV0053623	UBIQUITI STORE - IT - CABLE...	072-019-5310-0000	34.00
INTRUST CARD CENTER	INV0053623	UBIQUITI STORE - IT - DOOR ...	072-019-5315-0000	349.90
INTRUST CARD CENTER	INV0053623	UBIQUITI STORE - IT - DOOR ...	072-019-5315-0000	703.90
INTRUST CARD CENTER	INV0053623	UBIQUITI STORE - IT - DOOR ...	072-019-5315-0000	703.90
INTRUST CARD CENTER	INV0053623	UBIQUITI STORE - IT - ENVIR...	072-019-5316-0000	697.90
AMAZON CAPITAL SERVICES	1FRG-RL76-LH9C	IT - TABLET CASES	072-019-5316-0000	162.33
AMAZON CAPITAL SERVICES	1DVL-VG7J-RRL7	IT - TABLET CASES REFUNDED	072-019-5316-0000	-115.95
AMAZON CAPITAL SERVICES	1Q6Q-CWLM-NRM1	IT - TABLET CASES	072-019-5316-0000	115.95

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
ODP BUSINESS SOLUTIONS, L...	457629845001	SHEET PROTECTORS/BNDRS/...	072-001-5301-0000	73.91
ODP BUSINESS SOLUTIONS, L...	457629845001	PLATES	072-001-5310-0000	14.93
CDW GOVERNMENT, INC	A12G58Q	IT-SERVER STD LICENSING	072-019-5201-0000	827.31
T-MOBILE USA INC.	210232397 FEB 2026	CITY HOTSPOT 02	072-001-5205-0000	12.25
T-MOBILE USA INC.	210232397 FEB 2026	CITY HOTSPOT 03	072-001-5205-0000	12.51
AMAZON CAPITAL SERVICES	14H1-93HN-HGJ3	FIRE-TABLET CASES AND CO...	072-019-5316-0000	27.92
ODP BUSINESS SOLUTIONS, L...	457977394001	DESK ORGANIZERS FOR CASH...	072-001-5301-0000	79.98
ODP BUSINESS SOLUTIONS, L...	457977391001	SIGNATURE STAMP/NAME P...	072-001-5310-0000	20.99
ODP BUSINESS SOLUTIONS, L...	457977391001	SIGNATURE STAMP/NAME P...	072-001-5310-0000	52.28
LEAGUE OF KANSAS MUNICI...	200016762	LKM TRAINING	072-001-5211-0000	50.00
BYTESPEED, LLC	INV0184070	ENGINEERING - PC MEMORY...	072-019-5315-0000	150.00
AMAZON CAPITAL SERVICES	1M99-J1QH-3Q9T	SINK CADDY/DISH DRYING R...	072-001-5213-0000	40.98
GRABER ACE HARDWARE	291128/3	IT SUPPLIES	072-019-5310-0000	17.98
FOUNTAIN AND STUCHLIK TE...	P-251	IT - MEDIA ROOM - LABOR &...	072-019-5201-0000	1,175.43
AMAZON CAPITAL SERVICES	1JHV-JG6C-FHRJ	IT - TABLET CASES	072-019-5316-0000	70.77
AMAZON CAPITAL SERVICES	1VLQ-GMGH-GKR3	IT - BATTERY BACKUPS	072-019-5316-0000	306.55
BARRY SLATER INC.	INV-447	MONTHLY SUBSCRIPTION	072-019-5201-0000	1,000.00
SEVEN K COMPANY	200295	NAME BADGE-EMERALD	072-001-5213-0000	9.25
AMAZON CAPITAL SERVICES	1L9Y-41L4-9YPY	IT - INVERTER FOR PD	072-019-5316-0000	25.64
AMAZON CAPITAL SERVICES	1QRX-X6LY-JTCL	PD - BATTERY BACK UPS	072-019-5316-0000	351.24
AMAZON CAPITAL SERVICES	1YX6-CDJQ-C7NP	PAYROLL OFFICE DESK CHAIR	072-001-7402-0000	141.99
EMPAC, INC.	17850	2ND QTR 2026 EAP SERVICES	072-001-5201-0000	115.40
GOVERNMENT FRAMEWORK...	7073918	IT - LASERFICHE LICENSING	072-019-5201-0000	5,163.13
AMAZON CAPITAL SERVICES	1TCY-M7XL-JN91	IT - MEDIA ROOM DATA PLA...	072-019-5213-0000	21.78
AMAZON CAPITAL SERVICES	1V4G-CCLF-JH31	AIRPORT - VIDEO CABLE	072-019-5316-0000	7.99
AMAZON CAPITAL SERVICES	1YFX-T9P9-J1HD	IT - MEDIA ROOM DEAD BOLT...	072-019-5213-0000	7.59
AMAZON CAPITAL SERVICES	1M31-XP1G-7MFV	AIRPORT - PHONE WALL MO...	072-019-5213-0000	6.86
VERIZON WIRELESS	6138283395	CITY HOTSPOT 2	072-001-5205-0000	40.01
VERIZON WIRELESS	6138283395	CITY HOTSPOT 3	072-001-5205-0000	40.01
VERIZON WIRELESS	6138283395	CITY HOTSPOT 1	072-001-5205-0000	40.01
VERIZON WIRELESS	6138283395	HR DIRECTOR	072-001-5205-0000	41.56
BYTESPEED, LLC	INV0184388	IT - RAM UPGRADES	072-019-5315-0000	930.00
COX COMMUNICATIONS	028608401 MAR 2026	CHAMBER	072-000-1164-0000	56.23
COX COMMUNICATIONS	028608401 MAR 2026	EL DORADO INC	072-000-1164-0000	112.46
AMAZON CAPITAL SERVICES	1MPJ-VV9N-6X3R	ENGINEERING - TV	072-019-5316-0000	247.94
AMAZON CAPITAL SERVICES	14X1-MQ3Y-P3NG	IT - DOOR CONTROLLER PO...	072-019-5316-0000	22.84
AMAZON CAPITAL SERVICES	1HVF-K196-RG7Q	EOC - TV MOUNT	072-019-5316-0000	187.99
INTRUST CARD CENTER	INV0053788	AMERICAN AIRLINES/SOUT...	072-001-5211-0000	759.41
INTRUST CARD CENTER	INV0053788	WALMART - EMPLOYEE GIFT ...	072-001-5213-0000	100.00
INTRUST CARD CENTER	INV0053788	DILLONS-LYSOL WIPES AND S...	072-001-5310-0000	32.96
INTRUST CARD CENTER	INV0053790	CHAT GPT SUBSCRIPTION	072-001-5201-0000	20.00
INTRUST CARD CENTER	INV0053791	WILLIE'S-AIRPORT WORK DAY...	072-001-5213-0000	104.21
INTRUST CARD CENTER	INV0053791	UBIQUITI STORE USA-IT UBI...	072-019-5315-0000	9,501.20
INTRUST CARD CENTER	INV0053794	RADINA'S BAKEHOUSE - CO...	072-001-5211-0000	14.24

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
INTRUST CARD CENTER	INV0053794	RADINA'S BAKEHOUSE - COF...	072-001-5211-0000	13.72
INTRUST CARD CENTER	INV0053794	RAISING CANES - CCMFOA L...	072-001-5211-0000	12.35
INTRUST CARD CENTER	INV0053794	HUHOT - COMFOA DINNER	072-001-5211-0000	22.77
INTRUST CARD CENTER	INV0053794	TACO LUCHA - CCMFOA DIN...	072-001-5211-0000	27.65
INTRUST CARD CENTER	INV0053794	HILTON GARDEN INN - CCM...	072-001-5211-0000	446.37
INTRUST CARD CENTER	INV0053794	WALMART - FOLDERS/POP/C...	072-001-5310-0000	15.91
INTRUST CARD CENTER	INV0053794	WALMART - STORM SHELTER...	072-001-5310-0000	0.97
			Fund 072 - DATA PROCESSING FUND Total:	**36,491.02**
			Grand Total:	**858,175.35**

Report Summary

Fund Summary

Fund	Expense Amount	Payment Amount
001 - GENERAL FUND	173,436.99	163,952.40
002 - EQUIPMENT RESERVE FUND	124,553.32	124,553.32
003 - AIRPORT FUND	5,771.19	5,365.01
005 - EL DORADO SENIOR CENTER FUND	10,091.91	7,749.05
007 - MAJOR STREET FUND	26,471.00	26,808.00
009 - STORMWATER FUND	4,162.56	4,162.56
011 - BRADFORD MEMORIAL LIBRARY	16,781.80	15,399.14
014 - INDUSTRIAL MILL LEVY FUND	17,125.00	17,125.00
018 - SELF INSURANCE RESERVE FUND	7,500.00	7,500.00
019 - COMMUNITY DEVELOPMENT DISTRICT	14,639.51	14,639.51
020 - SALES TAX FUND	2,028.52	2,028.52
021 - CUSTOMER DEPOSIT FUND	11.96	0.00
024 - TOURISM TAX FUND	12,363.51	12,269.58
027 - EXPENDABLE TRUST FUND	47,156.72	46,958.42
028 - EXCESS SALES TAX	36,286.36	36,286.36
030 - CONSTRUCTION FUND	81,930.78	81,151.31
031 - BUILDING DEMOLITION	800.00	800.00
060 - WATER FUND	95,525.59	93,188.20
061 - WATER EQUIPMENT RESERVE	3,164.55	3,164.55
063 - SEWER FUND	84,875.16	84,294.60
064 - SEWER EQUIPMENT RESERVE	981.89	981.89
066 - REFUSE FUND	49,484.28	49,484.28
067 - REFUSE EQUIPMENT RESERVE	981.89	981.89
069 - COMPRESSED NATURAL GAS STATION FUND	5,559.84	5,559.84
072 - DATA PROCESSING FUND	36,491.02	25,419.26
Grand Total:	**858,175.35**	**829,822.69**

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
001-000-1014-0000	JUDICIAL EDUCATION FE...	151.00	151.00
001-000-1016-0000	COMMUNITY CORRECTI...	805.05	805.05
001-000-1017-0000	RESTITUTIONS PAYABLE	398.50	398.50
001-000-1018-0000	LAW ENFORCEMENT TRA..	3,405.95	3,405.95
001-000-1019-0000	REINSTATEMENT FEES	638.00	638.00
001-000-4462-0000	LOT SALES	500.00	500.00
001-000-4470-0000	RECREATION FEES	350.00	350.00
001-000-4524-0000	COURT BONDS	1,500.00	1,500.00
001-000-4621-0000	RENTALS	250.00	250.00
001-011-5201-0000	PROFESSIONAL SERVICES	10,428.72	10,328.72
001-011-5203-0000	BANK SERVICE CHARGES	590.63	590.63

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
001-011-5204-0000	INSURANCE & BONDS	20.00	20.00
001-011-5205-0000	UTILITIES	2,686.01	2,686.01
001-011-5211-0000	TRAVL,TRAIN,MEMBERS...	46.93	46.93
001-011-5212-0000	PUBLICATION AND PRINT..	38.28	38.28
001-011-5213-0000	OTHER CHARGES	2,403.90	1,280.37
001-011-5306-0000	MAINT &REPAIR-BLDGS...	218.88	218.88
001-011-5310-0000	GENERAL SUPPLIES	19.44	0.00
001-012-5201-0000	PROFESSIONAL SERVICES	4,580.19	4,480.19
001-012-5203-0000	BANK SERVICE CHARGES	823.96	823.96
001-012-5205-0000	UTILITIES	18,949.79	18,804.19
001-012-5210-0000	RENTALS	547.29	547.29
001-012-5211-0000	TRAVL,TRAIN,MEMBERS...	1,401.53	545.73
001-012-5212-0000	PUBLICATION AND PRINT..	95.20	95.20
001-012-5305-0000	CLOTHING	551.48	8.00
001-012-5310-0000	GENERAL SUPPLIES	131.28	131.28
001-013-5201-0000	PROFESSIONAL SERVICES	12,226.25	12,226.25
001-013-5203-0000	BANK SERVICE CHARGES	1,574.08	1,574.08
001-013-5210-0000	RENTALS	168.13	168.13
001-013-5211-0000	TRAVL,TRAIN,MEMBERS...	100.00	100.00
001-013-5301-0000	OFFICE SUPPLIES	30.89	30.89
001-013-5311-0000	PRISONER CARE	18,430.66	18,430.66
001-014-5201-0000	PROFESSIONAL SERVICES	6,767.00	6,767.00
001-014-5310-0000	GENERAL SUPPLIES	968.15	968.15
001-021-5201-0000	PROFESSIONAL SERVICES	3,041.22	3,866.22
001-021-5203-0000	BANK SERVICE CHARGES	1,574.07	1,574.07
001-021-5205-0000	UTILITIES	3,482.58	3,482.58
001-021-5210-0000	RENTALS	219.76	219.76
001-021-5211-0000	TRAVL,TRAIN,MEMBERS...	5,459.31	4,228.08
001-021-5213-0000	OTHER CHARGES	7,914.14	7,668.77
001-021-5302-0000	SMALL TOOLS	497.39	0.00
001-021-5303-0000	MOTOR FUELS AND LUB...	295.12	158.40
001-021-5305-0000	CLOTHING	4,987.49	4,987.49
001-021-5306-0000	MAINT &REPAIR-BLDGS...	1,250.00	1,250.00
001-021-5307-0000	MAINTENANCE AND RE...	-88.82	-88.82
001-021-5310-0000	GENERAL SUPPLIES	704.71	0.00
001-021-5315-0000	NON-CAPITALIZED ASSE...	5,370.40	5,370.40
001-023-5201-0000	PROFESSIONAL SERVICES	1,635.96	793.71
001-023-5205-0000	UTILITIES	3,432.38	3,432.38
001-023-5206-0000	MAINT & REPAIR-BLDGS...	229.00	229.00
001-023-5210-0000	RENTALS	348.00	348.00
001-023-5211-0000	TRAVL,TRAIN,MEMBERS...	533.82	533.82
001-023-5213-0000	OTHER CHARGES	125.00	125.00

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
001-023-5302-0000	SMALL TOOLS	517.90	317.91
001-023-5303-0000	MOTOR FUELS AND LUB…	619.86	430.47
001-023-5305-0000	CLOTHING	1,294.25	1,294.25
001-023-5306-0000	MAINT &REPAIR-BLDGS…	141.97	141.97
001-023-5307-0000	MAINTENANCE AND RE…	66.62	66.62
001-023-5309-0000	JANITORIAL & HOUSEHO…	119.97	70.81
001-023-5310-0000	GENERAL SUPPLIES	628.06	522.17
001-023-5312-0000	SAFETY MATERIALS AND…	129.54	129.54
001-023-5315-0000	NON-CAPITALIZED ASSE…	319.00	319.00
001-023-7402-0000	OFFICE EQUIPMENT & F…	1,196.12	1,196.12
001-033-5201-0000	PROFESSIONAL SERVICES	82.80	82.80
001-033-5205-0000	UTILITIES	3,140.60	2,516.38
001-033-5207-0000	MAINTENANCE AND RE…	304.00	304.00
001-033-5302-0000	SMALL TOOLS	198.91	198.91
001-033-5303-0000	MOTOR FUELS AND LUB…	158.40	158.40
001-033-5305-0000	CLOTHING	576.20	202.40
001-033-5307-0000	MAINTENANCE AND RE…	1,266.96	1,266.96
001-033-5308-0000	MAINT & REPAIR-OTHER ..	100.16	100.16
001-033-5309-0000	JANITORIAL & HOUSEHO…	96.11	96.11
001-033-5310-0000	GENERAL SUPPLIES	282.21	57.30
001-041-5201-0000	PROFESSIONAL SERVICES	857.52	797.52
001-041-5205-0000	UTILITIES	1,477.30	1,477.30
001-041-5206-0000	MAINT & REPAIR-BLDGS…	1,902.75	1,902.75
001-041-5211-0000	TRAVL,TRAIN,MEMBERS…	65.00	65.00
001-041-5302-0000	SMALL TOOLS	74.99	74.99
001-041-5304-0000	CHEMICALS / LAB SUPPL…	132.90	132.90
001-041-5305-0000	CLOTHING	99.95	99.95
001-041-5306-0000	MAINT &REPAIR-BLDGS…	1,604.19	1,604.19
001-041-5310-0000	GENERAL SUPPLIES	1,133.47	1,133.47
001-042-5204-0000	INSURANCE & BONDS	45.00	45.00
001-042-5205-0000	UTILITIES	1,153.74	1,153.74
001-042-5206-0000	MAINT & REPAIR-BLDGS…	-354.00	-354.00
001-042-5210-0000	RENTALS	462.45	462.45
001-042-5213-0000	OTHER CHARGES	147.00	147.00
001-042-5301-0000	OFFICE SUPPLIES	25.03	25.03
001-042-5307-0000	MAINTENANCE AND RE…	422.91	422.91
001-042-5308-0000	MAINT & REPAIR-OTHER ..	87.79	87.79
001-051-5201-0000	PROFESSIONAL SERVICES	1,075.89	820.89
001-051-5203-0000	BANK SERVICE CHARGES	862.27	862.27
001-051-5204-0000	INSURANCE & BONDS	302.00	302.00
001-051-5205-0000	UTILITIES	6,266.49	6,173.65
001-051-5206-0000	MAINT & REPAIR-BLDGS…	2,142.74	2,142.74

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
001-051-5210-0000	RENTALS	2,107.95	1,769.02
001-051-5211-0000	TRAVL,TRAIN,MEMBERS…	1,850.00	1,850.00
001-051-5212-0000	PUBLICATION AND PRINT..	293.59	0.00
001-051-5213-0000	OTHER CHARGES	199.25	199.25
001-051-5302-0000	SMALL TOOLS	445.34	165.35
001-051-5306-0000	MAINT &REPAIR-BLDGS…	358.72	358.72
001-051-5307-0000	MAINTENANCE AND RE…	1,282.40	1,282.40
001-051-5308-0000	MAINT & REPAIR-OTHER ..	9.18	9.18
001-051-5309-0000	JANITORIAL & HOUSEHO…	622.79	622.79
001-051-5310-0000	GENERAL SUPPLIES	670.00	140.64
001-051-5331-0000	ATHLETIC SUPPLIES	766.26	766.26
001-051-7402-0000	OFFICE EQUIPMENT & F…	149.91	149.91
001-052-5201-0000	PROFESSIONAL SERVICES	225.00	225.00
001-052-5205-0000	UTILITIES	207.33	207.33
001-052-5308-0000	MAINT & REPAIR-OTHER ..	66.55	66.55
001-052-5310-0000	GENERAL SUPPLIES	147.00	0.00
002-012-7508-0000	LEASE-FLEET	1,032.03	1,032.03
002-021-7508-0000	LEASE-FLEET	6,071.08	6,071.08
002-023-7508-0000	LEASE-FLEET	1,177.49	1,177.49
002-033-7401-0000	MACHINERY & AUTOMO…	31,050.00	31,050.00
002-034-7401-0000	MACHINERY & AUTOMO…	65,000.00	65,000.00
002-034-7508-0000	LEASE-FLEET	5,432.58	5,432.58
002-041-7508-0000	LEASE-FLEET	976.30	976.30
002-042-7508-0000	LEASE-FLEET	1,116.82	1,116.82
002-051-7401-0000	MACHINERY & AUTOMO…	10,800.00	10,800.00
002-051-7508-0000	LEASE-FLEET	1,897.02	1,897.02
003-011-5203-0000	BANK SERVICE CHARGES	356.14	356.14
003-011-5205-0000	UTILITIES	1,585.34	1,585.34
003-011-5209-0000	TAX PAYMENT	435.63	435.63
003-011-5211-0000	TRAVL,TRAIN,MEMBERS…	180.00	180.00
003-011-5212-0000	PUBLICATION AND PRINT..	269.95	0.00
003-011-5213-0000	OTHER CHARGES	37.56	37.56
003-011-5306-0000	MAINT &REPAIR-BLDGS…	41.86	41.86
003-011-5310-0000	GENERAL SUPPLIES	519.63	383.40
003-011-7402-0000	OFFICE EQUIPMENT & F…	2,345.08	2,345.08
005-000-4694-0000	REIMBURSEMENTS	175.00	175.00
005-011-5201-0000	PROFESSIONAL SERVICES	161.50	153.33
005-011-5202-0000	PAYMENTS TO CONTRA…	884.00	884.00
005-011-5205-0000	UTILITIES	997.17	997.17
005-011-5210-0000	RENTALS	209.00	209.00
005-011-5211-0000	TRAVL,TRAIN,MEMBERS…	398.00	299.00
005-011-5213-0000	OTHER CHARGES	78.00	78.00

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
005-011-5301-0000	OFFICE SUPPLIES	39.96	39.96
005-011-5302-0000	SMALL TOOLS	199.99	199.99
005-011-5307-0000	MAINTENANCE AND RE...	273.68	273.68
005-011-5309-0000	JANITORIAL & HOUSEHO...	272.84	79.49
005-011-5310-0000	GENERAL SUPPLIES	4,092.58	2,247.43
005-011-5315-0000	NON-CAPITALIZED ASSE...	1,799.00	1,799.00
005-011-5323-0000	PROGRAM EXPENSES - ...	447.19	250.00
005-011-7402-0000	OFFICE EQUIPMENT & F...	64.00	64.00
007-000-4694-0000	REIMBURSEMENTS	230.92	0.00
007-034-5201-0000	PROFESSIONAL SERVICES	1,196.68	1,121.68
007-034-5205-0000	UTILITIES	2,404.12	2,404.12
007-034-5206-0000	MAINT & REPAIR-BLDGS...	285.93	285.93
007-034-5207-0000	MAINTENANCE AND RE...	4,758.22	4,758.22
007-034-5210-0000	RENTALS	529.87	529.87
007-034-5211-0000	TRAVL,TRAIN,MEMBERS...	10.75	10.75
007-034-5213-0000	OTHER CHARGES	395.01	395.01
007-034-5302-0000	SMALL TOOLS	1,047.90	1,047.90
007-034-5303-0000	MOTOR FUELS AND LUB...	2,116.07	2,116.07
007-034-5305-0000	CLOTHING	1,351.17	1,351.17
007-034-5306-0000	MAINT &REPAIR-BLDGS...	471.96	471.96
007-034-5307-0000	MAINTENANCE AND RE...	3,288.05	3,800.97
007-034-5308-0000	MAINT & REPAIR-OTHER ..	4,346.47	4,346.47
007-034-5310-0000	GENERAL SUPPLIES	1,257.28	1,257.28
007-034-5312-0000	SAFETY MATERIALS AND...	352.74	352.74
007-034-5325-0000	TRAFFIC SIGNS,SIGNALS...	2,427.86	2,557.86
009-011-5201-0000	PROFESSIONAL SERVICES	1,430.48	1,430.48
009-011-5310-0000	GENERAL SUPPLIES	2,732.08	2,732.08
011-011-5201-0000	PROFESSIONAL SERVICES	2,436.92	2,261.92
011-011-5205-0000	UTILITIES	1,824.81	1,824.81
011-011-5210-0000	RENTALS	317.22	317.22
011-011-5211-0000	TRAVL,TRAIN,MEMBERS...	50.41	50.41
011-011-5212-0000	PUBLICATION AND PRINT..	655.46	584.96
011-011-5213-0000	OTHER CHARGES	1,267.69	562.36
011-011-5301-0000	OFFICE SUPPLIES	159.82	159.82
011-011-5310-0000	GENERAL SUPPLIES	284.77	284.77
011-011-5313-0000	PRINT MATERIALS	3,770.94	3,638.49
011-011-5315-0000	NON-CAPITALIZED ASSE...	105.42	105.42
011-011-5318-0000	AUDIOVISUAL MATERIA...	659.83	659.83
011-011-5321-0000	MEMORIALS - BOOKS, E...	592.63	592.63
011-011-5323-0000	PROGRAM EXPENSES - ...	3,158.96	3,000.49
011-011-5324-0000	PROGRAM EXPENSES - C...	1,189.42	1,048.51
011-011-5326-0000	LIBRARY PROCESSING C...	307.50	307.50

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
014-061-5201-0000	PROFESSIONAL SERVICES	17,125.00	17,125.00
018-011-5201-0000	PROFESSIONAL SERVICES	7,500.00	7,500.00
019-011-5213-0000	OTHER CHARGES	14,639.51	14,639.51
020-011-5209-0000	TAX PAYMENT	2,028.52	2,028.52
021-011-5213-0000	OTHER CHARGES	11.96	0.00
024-011-5201-0000	PROFESSIONAL SERVICES	468.00	468.00
024-011-5205-0000	UTILITIES	112.46	112.46
024-011-5211-0000	TRAVL,TRAIN,MEMBERS...	270.17	270.17
024-011-5212-0000	PUBLICATION AND PRINT..	1,200.00	1,200.00
024-011-5213-0000	OTHER CHARGES	10,274.85	10,194.97
024-011-5301-0000	OFFICE SUPPLIES	38.03	23.98
027-114-5213-0000	OTHER CHARGES	5,107.54	5,107.54
027-124-5315-0000	NON-CAPITALIZED ASSE...	22,200.00	22,200.00
027-129-5310-0000	GENERAL SUPPLIES	2,678.37	2,678.37
027-135-5315-0000	NON-CAPITALIZED ASSE...	9,439.24	9,439.24
027-151-5213-0000	OTHER CHARGES	2,447.00	2,447.00
027-152-5211-0000	TRAVL,TRAIN,MEMBERS...	140.00	0.00
027-152-5310-0000	GENERAL SUPPLIES	151.47	93.17
027-154-5213-0000	OTHER CHARGES	3,000.00	3,000.00
027-160-5315-0000	NON-CAPITALIZED ASSE...	1,993.10	1,993.10
028-011-5201-0000	PROFESSIONAL SERVICES	11,890.00	11,890.00
028-011-5315-0000	NON-CAPITALIZED ASSE...	24,396.36	24,396.36
030-011-5201-0625	PROFESSIONAL SERVICES	24,660.00	24,660.00
030-011-5201-0630	PROFESSIONAL SERVICES	63.50	63.50
030-011-5201-0635	PROFESSIONAL SERVICES	16,661.25	16,661.25
030-011-5201-0637	PROFESSIONAL SERVICES	11,250.00	11,250.00
030-011-5201-0641	PROFESSIONAL SERVICES	13,500.00	13,500.00
030-011-5212-0601	PUBLICATION AND PRINT..	41.19	41.19
030-011-5212-0602	PUBLICATION AND PRINT..	41.18	41.18
030-011-5213-0634	OTHER CHARGES	852.25	852.25
030-011-5308-0620	MAINT & REPAIR-OTHER ..	2,455.01	2,455.01
030-011-5310-0606	GENERAL SUPPLIES	12,135.42	11,355.95
030-011-5315-0624	NON-CAPITALIZED ASSE...	0.00	0.00
030-011-7402-0634	OFFICE EQUIPMENT & F...	270.98	270.98
031-027-5201-0000	PROFESSIONAL SERVICES	800.00	800.00
060-000-0410-0000	INVENTORY	34,432.78	34,432.78
060-000-1198-0000	HOLLYFRONTIER ELECTR...	8,313.24	8,313.24
060-001-5201-0000	PROFESSIONAL SERVICES	403.28	239.28
060-001-5203-0000	BANK SERVICE CHARGES	13,474.06	13,474.06
060-001-5204-0000	INSURANCE & BONDS	500.00	0.00
060-001-5205-0000	UTILITIES	767.76	767.76
060-001-5212-0000	PUBLICATION AND PRINT..	241.20	241.20

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
060-001-5213-0000	OTHER CHARGES	1,296.51	1,296.51
060-001-5305-0000	CLOTHING	46.98	0.00
060-002-5201-0000	PROFESSIONAL SERVICES	2,080.85	2,080.85
060-002-5205-0000	UTILITIES	15,059.17	14,918.08
060-002-5206-0000	MAINT & REPAIR-BLDGS...	179.89	179.89
060-002-5207-0000	MAINTENANCE AND RE...	1,788.80	1,788.80
060-002-5210-0000	RENTALS	35.00	35.00
060-002-5211-0000	TRAVL,TRAIN,MEMBERS...	29.70	9.70
060-002-5212-0000	PUBLICATION AND PRINT..	349.00	349.00
060-002-5213-0000	OTHER CHARGES	31.94	31.94
060-002-5302-0000	SMALL TOOLS	142.95	137.98
060-002-5304-0000	CHEMICALS / LAB SUPPL...	2,012.16	1,986.24
060-002-5306-0000	MAINT &REPAIR-BLDGS...	193.60	193.60
060-002-5307-0000	MAINTENANCE AND RE...	149.98	149.98
060-002-5309-0000	JANITORIAL & HOUSEHO...	35.83	0.00
060-002-5310-0000	GENERAL SUPPLIES	1,019.31	0.00
060-002-5312-0000	SAFETY MATERIALS AND...	62.45	62.45
060-003-5201-0000	PROFESSIONAL SERVICES	3,342.26	3,287.26
060-003-5205-0000	UTILITIES	1,975.07	1,800.46
060-003-5207-0000	MAINTENANCE AND RE...	35.00	35.00
060-003-5302-0000	SMALL TOOLS	300.75	300.75
060-003-5303-0000	MOTOR FUELS AND LUB...	240.28	240.28
060-003-5306-0000	MAINT &REPAIR-BLDGS...	11.99	11.99
060-003-5307-0000	MAINTENANCE AND RE...	944.59	944.59
060-003-5308-0000	MAINT & REPAIR-OTHER ..	5,607.57	5,607.57
060-003-5309-0000	JANITORIAL & HOUSEHO...	26.83	0.00
060-003-5310-0000	GENERAL SUPPLIES	310.75	187.90
060-003-5312-0000	SAFETY MATERIALS AND...	84.06	84.06
061-002-7508-0000	LEASE-FLEET	981.89	981.89
061-003-7508-0000	LEASE-FLEET	2,182.66	2,182.66
063-000-0410-0000	INVENTORY	16,434.88	16,434.88
063-001-5201-0000	PROFESSIONAL SERVICES	245.00	245.00
063-001-5203-0000	BANK SERVICE CHARGES	18,526.82	18,526.82
063-001-5205-0000	UTILITIES	214.84	214.84
063-001-5211-0000	TRAVL,TRAIN,MEMBERS...	42.51	42.51
063-001-5212-0000	PUBLICATION AND PRINT..	221.10	221.10
063-001-5213-0000	OTHER CHARGES	1,219.72	1,219.72
063-002-5201-0000	PROFESSIONAL SERVICES	2,368.16	2,368.16
063-002-5205-0000	UTILITIES	18,362.59	18,362.59
063-002-5207-0000	MAINTENANCE AND RE...	3,855.70	3,856.50
063-002-5211-0000	TRAVL,TRAIN,MEMBERS...	229.73	205.35
063-002-5213-0000	OTHER CHARGES	275.49	275.49

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
063-002-5303-0000	MOTOR FUELS AND LUB…	19.98	19.98
063-002-5305-0000	CLOTHING	1,180.40	1,162.42
063-002-5307-0000	MAINTENANCE AND RE…	2,687.93	1,924.24
063-002-5308-0000	MAINT & REPAIR-OTHER ..	996.54	996.54
063-002-5310-0000	GENERAL SUPPLIES	139.87	66.96
063-002-5315-0000	NON-CAPITALIZED ASSE…	-357.60	0.00
063-003-5201-0000	PROFESSIONAL SERVICES	5,532.06	5,472.06
063-003-5205-0000	UTILITIES	3,017.43	3,017.43
063-003-5206-0000	MAINT & REPAIR-BLDGS…	963.63	963.63
063-003-5207-0000	MAINTENANCE AND RE…	812.29	812.29
063-003-5302-0000	SMALL TOOLS	194.29	194.29
063-003-5303-0000	MOTOR FUELS AND LUB…	158.40	158.40
063-003-5306-0000	MAINT &REPAIR-BLDGS…	118.03	118.03
063-003-5307-0000	MAINTENANCE AND RE…	7,200.08	7,200.08
063-003-5308-0000	MAINT & REPAIR-OTHER ..	92.15	92.15
063-003-5310-0000	GENERAL SUPPLIES	43.04	43.04
063-003-5312-0000	SAFETY MATERIALS AND…	80.10	80.10
064-002-7508-0000	LEASE-FLEET	981.89	981.89
066-000-4449-0000	INDUSTRIAL SALES	175.00	175.00
066-001-5201-0000	PROFESSIONAL SERVICES	31,275.98	31,275.98
066-001-5203-0000	BANK SERVICE CHARGES	10,105.54	10,105.54
066-001-5205-0000	UTILITIES	1,509.41	1,509.41
066-001-5207-0000	MAINTENANCE AND RE…	220.00	220.00
066-001-5209-0000	TAX PAYMENT	46.03	46.03
066-001-5212-0000	PUBLICATION AND PRINT..	207.70	207.70
066-001-5213-0000	OTHER CHARGES	1,168.53	1,168.53
066-001-5301-0000	OFFICE SUPPLIES	18.59	18.59
066-001-5303-0000	MOTOR FUELS AND LUB…	158.40	158.40
066-001-5307-0000	MAINTENANCE AND RE…	4,599.10	4,599.10
067-001-7508-0000	LEASE-FLEET	981.89	981.89
069-001-5203-0000	BANK SERVICE CHARGES	145.75	145.75
069-001-5205-0000	UTILITIES	2,110.45	2,110.45
069-001-5207-0000	MAINTENANCE AND RE…	3,303.64	3,303.64
072-000-1164-0000	CHAMBER AND EL DOR…	168.69	168.69
072-001-5201-0000	PROFESSIONAL SERVICES	11.40	-8.60
072-001-5205-0000	UTILITIES	186.35	186.35
072-001-5211-0000	TRAVL,TRAIN,MEMBERS…	2,813.82	1,517.31
072-001-5212-0000	PUBLICATION AND PRINT..	30.98	30.98
072-001-5213-0000	OTHER CHARGES	343.84	139.63
072-001-5301-0000	OFFICE SUPPLIES	241.22	241.22
072-001-5310-0000	GENERAL SUPPLIES	200.60	150.76
072-001-7402-0000	OFFICE EQUIPMENT & F…	141.99	141.99

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
072-019-5201-0000	PROFESSIONAL SERVICES	10,364.97	10,364.97
072-019-5213-0000	OTHER CHARGES	36.23	36.23
072-019-5310-0000	GENERAL SUPPLIES	51.98	51.98
072-019-5315-0000	NON-CAPITALIZED ASSE...	19,494.66	9,993.46
072-019-5316-0000	COMPUTER SUPPLIES	2,404.29	2,404.29
	Grand Total:	**858,175.35**	**829,822.69**

Project Account Summary

Project Account Key		Expense Amount	Payment Amount
None		858,175.35	829,822.69
	Grand Total:	**858,175.35**	**829,822.69**

Payroll	
03/04/2026	$ 259,269.66
03/18/2026	$ 259,812.26
Expenses	$ 858,175.35
Total	$1,377,257.27

EL DORADO
KANSAS

TO:	City Commission
FROM:	David Dillner, City Manager
SUBJ:	Consideration of a Resolution adopting a Land Bank Policy governing the administration of the Land Bank of the City of El Dorado, Kansas
DATE:	April 20, 2026

Summary:
Established under Ordinance No. G-1339 in 2020 and pursuant to Kansas Statutes Annotated (K.S.A.) 12-5901 et seq., the El Dorado Land Bank serves as a public tool for managing vacant, abandoned, or underutilized properties. The proposed policy provides structure for property management, aligns with the City's Comprehensive Plan and other strategic plans, and integrates code compliance, zoning, and redevelopment priorities.

Properties may be acquired through government transfers, foreclosure, donation, purchase, or land banking agreements. All acquisitions require marketable title and a title insurance policy. Donation acceptance is subject to strict evaluation, including redevelopment alignment, code compliance, and environmental review.

Property transfers prioritize uses that maximize community benefit and potential property value. Other considerations include public safety, infrastructure efficiency, and green space. All dispositions are subject to public notice, adjacent owner notification, and Board discretion. Acceptable uses for property disposition include: housing and economic development, community gardens or public space, environmental cleanup (with mitigation), historic preservation, demolition or assemblage for future use.

Attachments:
1. Land Bank Policy Resolution
2. Ordinance No. G-1339

Funding Source:
The proposed policy has not been reviewed by an advisory board of the City. Presently, the City of El Dorado does not have an advisory board tasked with reviewing proposed policies concerning the Land Bank.

Operation Impact:
The City of El Dorado seeks to formalize the operations of its Land Bank through a comprehensive policy framework. This policy is intended to clarify acquisition and disposition procedures, prioritize redevelopment goals, and guide staff and Board of Trustees decisions in alignment with city planning objectives.

Options/Alternatives:
The proposed policies have minimal fiscal impact to the City's operations other than the potential revenue from the sale of land held by the Land Bank. All land sale revenue would be deposited to the Land Bank for future acquisitions and operational expenses. These expenses could include title work, legal work, property maintenance, and other expenses necessary for the administration of the Land Bank.

Staff Recommendation:
The proposed Land Bank Policy establishes a transparent, criteria-driven framework for managing City-owned properties. It integrates community development goals with legal safeguards and administrative clarity. The City Manager recommends adoption of the proposed policy to enable the Land Bank to serve as a proactive tool for neighborhood stabilization, affordable housing, and strategic redevelopment.

Commission Action:
Commissioner ___ moves to approve a resolution adopting a Land Bank Policy governing the administration of the Land Bank of the City of El Dorado, Kansas.

Commissioner ___ seconded the motion.

CITY OF EL DORADO, KANSAS

RESOLUTION NO. ____

A RESOLUTION ADOPTING A LAND BANK POLICY GOVERNING THE ADMINISTRATION OF THE LAND BANK OF THE CITY OF EL DORADO, KANSAS

WHEREAS, the City Commission of the City of El Dorado, Kansas, recognizes the importance of establishing clear and consistent policies to guide municipal operations and decision-making; and

WHEREAS, the City Commission periodically adopts new policies or revises existing policies to improve efficiency, accountability, and service delivery in accordance with the City's mission and values; and

WHEREAS, the Land Bank Policy has been prepared and reviewed by City staff to ensure alignment with applicable laws, regulations, and best practices; and

WHEREAS, the City Commission finds that adoption of the Land Bank Policy serves the public interest and promotes the effective governance of the City of El Dorado.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF EL DORADO, KANSAS:

1. **Adoption.** The City Commission hereby adopts the document entitled the Land Bank Policy ("Policy"), attached hereto as *Exhibit A*, as the official policy of the City of El Dorado, Kansas.
2. **Purpose.** The purpose of this Policy is to establish guidelines for the administration of Land Bank of the City of El Dorado, Kansas, and is intended to supplement the provisions of Ordinance No. G-1339.
3. **Supersession.** This Resolution supersedes any prior resolutions or policies that conflict with the provisions of the adopted Policy.
4. **Implementation.** The City Manager, or their designee, is hereby authorized and directed to implement the provisions of the Policy and ensure compliance by all applicable departments and personnel.
5. **Effective Date.** This resolution shall be in full force and effect from and after its adoption by the City Commission.

ADOPTED by the City Commission of the City of El Dorado, Kansas, this 16th day of March, 2026.

_____

Bill Young, Mayor

ATTEST:

_____

Emerald Veatch, City Clerk (SEAL)

Exhibit A

Land Bank Policy
Established: March 16, 2026

1. Establishment

The City of El Dorado, Kansas ("City") established the El Dorado Land Bank ("Land Bank") with the adoption of Ordinance No. G-1339 on November 2, 2020, in accordance with K.S.A. 12-5901, et seq. The following Policies shall supplement and clarify the provisions of Ordinance G-1339.

2. Priorities

The Board of Trustees of the Land Bank shall consider the following priorities, in order of consideration, when considering the acquisition or disposition of property held by the Land Bank.

1. Redevelopment of vacant land;
2. Neighborhood revitalization;
3. Homeownership and affordable housing;
4. Land assemblage for economic development;
5. Banking properties for strategic use; or
6. Any other applicable use as defined in the Comprehensive Plan, a City-wide strategic plan, or an adopted master plan.

3. Definitions

The following terms shall have the meanings set forth below.

a. **Board of Trustees -** The governing body established by Ordinance No. G-1339 responsible for oversight, decision-making, and administration of the El Dorado Land Bank.

b. **City -** The City of El Dorado, Kansas, including its elected officials, staff, departments, and legal subdivisions.

c. **Land Bank -** The El Dorado Land Bank, a municipal entity established by Ordinance No. G-1339 pursuant to K.S.A. 12-5901 et seq., to acquire, manage, and dispose of real property to support community development objectives.

d. **Comprehensive Plan -** The long-range planning document formally adopted by the City Commission that guides development, land use, and infrastructure investment decisions within the City.

e. **Strategic Plan / Master Plan / Redevelopment Plan –** Any City-adopted planning document or initiative identifying community development goals, strategies, and targeted investment priorities.

f. **Acquisition -** The act of obtaining ownership or control of real property by the Land Bank through purchase, donation, transfer, or other lawful means.

g. **Disposition -** The transfer, sale, or conveyance of real property from the Land Bank to another party.

h. **Marketable Title -** Title to real property that is free from significant defects or encumbrances and can be readily sold or mortgaged to a reasonable buyer.

i. **Donation -** The voluntary conveyance of real property to the Land Bank without monetary compensation.

j. **Non-Buildable Lot -** Non-buildable lots are parcels that cannot reasonably meet all applicable zoning district standards (i.e., lot area, width, setbacks), access, floodplain, utility, or easement requirements of the City.

k. **Buildable Residential Property -** A buildable residential property is any parcel that meets the adopted zoning regulations of the City of El Dorado for the intended residential use, with legal access, adequate utilities, and compliance with floodplain requirements.

l. **Buildable Commercial/Industrial Property -** A parcel of real property zoned for commercial or industrial use and suitable for development of commercial or industrial structures in compliance with applicable zoning regulations.

m. **Adjacent Landowner -** The legal owner of a parcel of real property that shares a boundary line with the property in question.

n. **Targeted Development Area -** A geographic area formally designated by the City for focused redevelopment or investment efforts and subject to additional guidelines or procedures established by the City.

o. **Code Enforcement Violations -** Documented violations of City property maintenance, zoning, or building codes as determined by authorized City staff.

4. Conflict

The City will administer this Policy in conjunction with the City's adopted Zoning Regulations, Subdivision Regulations, Building Codes, and Floodplain Management Regulations ("Regulations"). Adopted codes will have precedence over this Policy in the event of a conflict.

5. Acquisition

The Board of Trustees shall consider the following criteria when considering land acquisition decisions for the Land Bank:

- Acquisition supports the priorities of the Land Bank;
- A disposition plan for the property already exists;
- Acquisition supports a relevant City strategic plan, development or redevelopment plan, or master plan; and
- Any other consideration the Board of Trustees may deem appropriate.

Sources of real property for acquisition to the Land Bank shall include, but not be limited to:

- Transfers from federal, state, or local governments;
- Acquisitions made at tax foreclosure sales;
- Donations of real property from non-governmental entities;
- Market purchases;
- Conduit transfers contemplating simultaneous acquisition and disposition of property as part of a transaction agreement; and
- Land banking agreements.

The Board of Trustees requires all real property acquired or donated to the Land Bank to have a marketable title. The Board of Trustees will require a policy of title insurance or other assurance prior to acquiring or accepting for donation a real property.

The Board of Trustees will only accept donated property that will advance the goals of the Land Bank and the City. The Board of Trustees will consider the following criteria when considering the donation of real property to the Land Bank:

- The property owner does not have the resources to properly care for or maintain the property or to comply with orders to correct code violations and evidence of hardship has been presented.
- The property is in an area targeted for redevelopment efforts or in a neighborhood with a several properties already owned by the Land Bank.
- The City of El Dorado or the Land Bank has a written agreement with the owner of an adjoining property to purchase the property from the Land Bank.
- The property is part of an applicable City strategic plan, comprehensive plan, development or redevelopment plan, or master plan.
- The City (or another entity) has agreed to fund the demolition of any structures on the property.
- The following exclusions and exceptions shall apply to these criteria:
    - Property with adverse environmental conditions or maintenance requirements will not be accepted without a satisfactory remediation plan and funding as determined by the City.
    - The City may acquire donated land to have clear and marketable title.
    - Occupied property will not be accepted as a donation.

- The Board of Trustees and City staff will not determine property value for the purpose of tax benefits when a property is donated.
- Any other exceptions must come before the Board of Trustees.
- The Board of Trustees reserves the right to accept or reject any and all donation requests.

6. Disposition

The transfer of land from the Land Bank will be considered on a case-by-case basis. The primary litmus test is determining the highest total potential property value use, but may also take into consideration other factors such as public safety concerns, infrastructure efficiency, stormwater issues, and green space.

All real property will be conveyed without a guarantee as to quality or content. Any parcel failing to meet the requirements listed in the deed may be subject to reversion to the Land Bank. Applicants forfeit any funds spent on the property.

The Board of Trustees reserves the right to accept or reject any or all proposals without cause. Proposals to acquire real property from the Land Bank are subject to review and recommendations by City staff.

Per K.S.A. 12-5907, et seq., City staff will publish a notice of sale in the official City newspaper at least thirty days prior to the transaction. At the time of notice publication, adjacent property owners of the pending property will also be notified.

The Board of Trustees may consider the transfer of real property for the following reasons:

- Homeownership;
- Housing development;
- Economic development;
- Neighborhood revitalization;
- Banking for future use;
- Assemblage for public use;
- Community gardens or green space;
- Public infrastructure;
- Demolition;
- Environmental clean-up (subject to approved mitigation plan and funding);
- Historic preservation; and
- Any other consideration the Land Bank may deem necessary.

7. Procedures

<u>Conditions for Applicants</u>

Prior to Purchase:

- Applicant must not be delinquent on any licenses or taxes in Butler County.
- Applicant must not be delinquent on a utility bill or fine with the City of El Dorado.

- Applicant must not have a history of code enforcement violations at properties they own and not have any outstanding violations.
- A history of three code violations in the previous calendar year or five code violations in the past three calendar years may make an individual ineligible to apply.

After Purchase:

- All applicants' property must be properly maintained with no notices for code violations. Land Bank transferred property that is found in code violation may revert back to the Land Bank, and the applicant at that point would lose all financial investment incurred on said property.
- Applicant must not be delinquent on any licenses or taxes in Butler County.

Minimums

- The City Manager shall have the authority to accept offers to purchase properties held by the Land Bank, subject to the following minimum guidelines:
    - Non-buildable lots will not be sold for less than $250.
    - Buildable lots will not be sold for less than $500.
    - Buildable lots sold for non-buildable purposes (yard expansion, parking, playground area, etc.) will not be sold for less than $10 per front footage.
- The Board of Trustees may may exceptions to these minimum guidelines for lots determined by the Board to align with City-approved redevelopment plans or governing body-approved strategic priorities.
- The Board of Trustees may set a minimum price on commercial/industrial zoned properties and those containing structures.

Definitions and Process

Non-buildable Lots:

a. Non-buildable lots are those that cannot, as configured, meet zoning district requirements, access standards, or utility service needs.
b. Adjacent landowners will have priority for the right of first refusal.
c. Applicants must completely fill out the Land Bank Application.
d. If multiple proposals are received for a specific property, all applicants will be asked to make a best and final offer on the property. No new applicants will be accepted after the best and final offer letter is sent. In addition to the bid price, proposals will be evaluated on the ability to finance and future use as it relates to the City's long-term strategy.
e. Proposed structures must comply with zoning standards (height, setbacks, lot coverage) and any applicable design/site plan standards.
f. The City Manager has the authority to transfer non-buildable lots to qualified adjacent landowners. All transfers will be reported to the Board of Trustees.
g. The deed will be processed when payment of the full sale price is received.

Buildable Residential Property:

a. Buildable residential properties are generally those with more than seventy feet of frontage.
b. Homeownership is the top priority.
c. Applicant must completely fill out the Land Bank Application.
d. Use must comply with applicable zoning regulations.
e. Applicant must exhibit financial ability to complete the project by submitting a letter of credit or a pre-approval letter from a licensed bank.
f. Applicant must attach drawings of any proposed structures for City staff to review. Location of buildings, work proposed, and outside dimensions of the building by floors (and basement if applicable) must be included on building plans for new construction.
g. Structures must be compatible with the existing neighborhood.
h. If multiple proposals are received for a specific property, all applicants will be asked to make a best and final offer on the property. No new applicants will be accepted after the best and final offer letter is sent. In addition to the bid price, proposals will be evaluated on the ability to finance and future use as it relates to the City's long-term strategy and existing neighborhood compatibility.
i. Successful applicants have twelve months from the time of purchase to complete construction. An extension request must be made in writing to the City Manager if construction is not completed within twelve months.
j. Exceptions can be made for Community Development Corporations or Community Housing Development Organizations.
k. The deed will be conveyed after use conditions have been met – including completion of any applicable construction. Final inspection by City staff will be required.

Buildable Commercial/Industrial Property:

a. A minimum price will be established for each parcel. The Board of Trustees may set an alternative price.
b. Applicant must completely fill out the Land Bank Application.
c. Use must comply with applicable zoning regulations.
d. Applicant must exhibit financial ability to complete the project by submitting a letter of credit or a pre-approval letter from a licensed bank.
e. Applicant must attach drawings of any proposed structures for City staff to review. Location of buildings, work proposed, and outside dimensions of the building by floors (and basement if applicable) must be included on building plans for new construction.
f. Structures must be compatible with the existing neighborhood.
g. If multiple proposals are received for a specific property, all applicants will be asked to make a best and final offer on the property. No new applicants will be accepted after the best and final offer letter is sent. In addition to the bid price,

proposals will be evaluated on the ability to finance and future use as it relates to city strategy and existing neighborhood compatibility.

h. Successful applicants have twelve months from the time of purchase to complete construction. An extension request must be made in writing to the City Manager if construction is not completed within twelve months.
i. The deed will be conveyed after use conditions have been met – including completion of any applicable construction. Final inspection by City staff will be required.

Buildings with Structures:

a. Existing structures must be brought up to minimum prevailing building codes.
b. A minimum bid will be placed on each land bank property with a structure on it. The Land Bank Board may set an alternative price.
c. Applicant must completely fill out the Land Bank Application.
d. Use must comply with applicable zoning regulations.
e. Applicant must exhibit financial ability to complete the project by submitting a letter of credit or a pre-approval letter from a licensed bank.
f. Applicant must attach a comprehensive scope of work proposed for the rehabilitation of the proposed structure for City staff review.
g. Structures must be compatible with the existing neighborhood.
h. If multiple proposals are received for a specific property, all applicants will be asked to make a best and final offer on the property. No new applicants will be accepted after the best and final offer letter is sent. In addition to the bid price, proposals will be evaluated on the ability to finance and future use as it relates to the City's long-term strategy and existing neighborhood compatibility.
i. Successful applicants have twelve months from the time of purchase to complete construction. An extension request must be made in writing to the City Manager if construction is not completed within twelve months.
j. Exceptions can be made for Community Development Corporations or Community Housing Development Organizations.
k. The deed will be conveyed after use conditions have been met – including completion of any applicable construction. Final inspection by City staff will be required.

Targeted Development:

a. The City may designate Targeted Development Areas that will have their own set of guidelines and procedures that may or may not be compatible with these policies.

Applicant Responsibility:

a. Applicants are responsible for conducting due diligence prior to purchase.
b. Applicants are responsible for complying with all applicable federal, state, and local regulations and procedures.

ORDINANCE NO. G-1339

AN ORDINANCE ESTABLISHING CHAPTER 15, ARTICLE 50 OF THE MUNICIPAL CODE OF THE CITY OF EL DORADO, KANSAS, PERTAINING TO THE ESTABLISHMENT OF A LAND BANK FOR THE CITY OF EL DORADO, KANSAS

WHEREAS, the City of El Dorado ("City") recognizes that the steady economic decline of areas of the community have the potential of creating vacant and abandoned properties that would stress healthier areas of the community;

WHEREAS, land banking provides the City with a viable tool to address abandoned and tax-delinquent properties; and

WHEREAS, the City desires to establish a Land Bank as a proactive measure to return such properties to productive use.

NOW, THEREFORE, BE IT ORDAINED, BY THE GOVERNING BODY OF THE CITY OF EL DORADO, KANSAS:

Section 1: That Chapter 15, Article 50 of the City Code of the City of El Dorado, Kansas, be established as follows:

15.50.010 **DEFINITIONS.**

For the purposes of this Article, the words set out in this Section shall have the following meanings:
"Bank" shall mean the El Dorado Land Bank established pursuant to this Chapter.
"Board" shall mean the Board of Trustees of the El Dorado Land Bank.
"City" shall mean the City of El Dorado, Kansas.
"County" shall mean Butler County, Kansas.
"Governing Body" shall mean the governing body of the City of El Dorado, Kansas.

15.50.020 **AUTHORITY AND GOVERNANCE.**

The governing body of the City hereby establishes the City of El Dorado Land Bank. The Land Bank shall be governed by a five-member Board of Trustees who each shall serve a three-year term following appointment by the City Commission. Vacancies on the Board shall be filled by appointment for the vacant unexpired term. The City Commission shall serve as the Board until such time as appointments may be made. Primary staff support to the Board will be assigned by the City Manager. City staff will provide technical and professional support for Bank operations; additional support may be contracted as deemed necessary. The City Commission may appropriate operating funds to the Bank to pay the expenses of the Bank. The Bank may be dissolved by ordinance of the governing body for any reason. In such case, all property of the Bank shall be transferred to and held by the City and may be disposed of as otherwise provided by law.

15.50.030 **GOVERNING LAW.**

a. The Bank shall be subject to the provisions of the Kansas cash basis law, K.S.A. 10-1101 et seq., and amendments thereto. The budget of the Bank shall be prepared, adopted and published as provided by law for other political subdivisions of the state. The Board shall keep accurate accounts of all receipts and disbursements. The receipts and disbursements of the Board shall be audited yearly by a certified or licensed public accountant and the report of the audit shall be included and become part of the annual report of the Board. All records and accounts shall be subject to public inspection pursuant to K.S.A. 45-216 et seq., and amendments thereto. All monies of the Bank which are not immediately required for the purposes of the Bank shall be invested in the manner provided by K.S.A. 12-1675, and amendments thereto.

b. The Bank shall make an annual report to the City Commission on or before January 31 of each year, showing the receipts and disbursements from all funds under its control and showing all property transactions occurring in each year. Such report shall include an inventory of all property held by the Bank. A copy of such inventory also shall be published on the official City newspaper on or

15.50.040 **OFFICERS AND MEETINGS.**

a. The Board shall annually select from its membership, a chairperson, vice-chairperson, and secretary. The City's Finance Director shall serve as treasurer, who shall be bonded in such amounts as the governing body may require.

b. The Board shall fix the time and place at which its meetings shall be held.

c. Meetings shall be held within the City and shall be subject to the provisions of the Kansas Open Meetings Act, K.S.A. 75-4317 et seq., and amendments thereto. A majority of the Board shall constitute a quorum for the transaction of business. No action of the Board shall be binding unless taken at a meeting at which at least a quorum is present. The members of the Board shall be subject to the provisions of the laws of the state of Kansas, which relate to conflicts of interest, including, but not limited to, K.S.A. 75-4301 et seq., and amendments thereto.

15.50.050 **BOARD INDEMNIFICATION.**

Subject to the provisions of K.S.A. 75-6101 et seq., and amendments thereto, if any action at law or equity, or other legal proceeding, shall be brought against any member of the Board for any act or omission arising out of the performance of duties as a member of the Board, such member shall be indemnified in whole and held harmless by the Board for any judgment or decree entered against such member and, further, shall be defended at the cost and expense of the Bank in any such proceeding.

15.50.060 **POWERS OF THE BOARD.**

Pursuant to state law, the Board may exercise the following powers: a) sue and be sued; b) enter into contracts; c) acquire, by purchase, gift or donation, and convey any real property, including easements and reversionary interests, and personal property subject to the provisions of state law; e) rebate all, or any portion thereof, the taxes on any property sold or conveyed by the Bank; f) exercise any other power which may be delegated to the Land Bank by the governing body; and g) exercise any other incidental power which is necessary to carry out the purposes of the Land Bank and this Article.

15.50.070 **TRANSFER OF PROPERTY TO THE LAND BANK.**

a. Except as otherwise provided in this Article, any property located within the corporate limits of the City and acquired by the City, Butler County, or other taxing subdivision within Butler County may be transferred to the Bank. The Board may accept or refuse to accept any property authorized to be transferred pursuant to this subsection. The transfer of any property pursuant to this subsection shall not be subject to any bidding requirement and shall be exempt from any provision of law requiring a public sale.

b. The fee simple title to any real estate which is sold to Butler County in accordance with the provisions of K.S.A. 79-2803 and 79-2804, and amendments thereto, and upon acceptance by the Board may be transferred to the Bank by a good and sufficient deed by the County Clerk upon a written order from the Board of County Commissioners.

c. Property subject to a foreclosure sale may only be acquired by the Board if: a) such property is located within a designated Neighborhood Revitalization District, or following a finding, adopted by resolution, by the City Commission that such acquisition serves the public interest; or b) but for acquisition of the property by the Board (at the sole discretion of the Board), the property would not otherwise be put to productive use.

15.50.080 **LAND BANK PROPERTY ADMINISTRATION.**

The Board shall assume possession and control of any property acquired by it under this Article and shall hold and administer such property. In the administration of property, the Board shall: a) manage, maintain and protect or temporarily use for a public purpose such property in the manner the Board deems appropriate; b) compile and maintain a written inventory of all such

property, and make such inventory available for public inspection and distribution at all times; c) study, analyze and evaluate potential, present and future uses for such property which would provide for the effective re-utilization of such property; d) plan for and use the Board's best efforts to consummate the sale or other disposition of such property at such times and upon such terms and conditions deemed appropriate; e) establish and maintain records and accounts reflecting all transactions, expenditures and revenues relating to the Bank's activities, including separate itemizations of all transactions, expenditures and revenues concerning each individual parcel of property acquired; f) no less than thirty days prior to the sale of any property owned by the Bank, publish a notice in the official City publication announcing such sale.

15.50.090 **LAND BANK PROPERTY DISPOSITION.**

The Board, without competitive bidding, may sell any property acquired by the Board at such times, to such persons, and upon such terms and conditions, and subject to such restrictions and covenants deemed necessary or appropriate to assure the property's effective reutilization. The sale of any real property by the Board under the provisions of this Article on which there are delinquent special assessments to finance public improvements levied by the governing body shall be conditioned upon the approval of the governing body. The Board, for purposes of land disposition, may consolidate, assemble or subdivide individual parcels of property acquired by the Bank.

15.50.100 **TAXES AND ASSESSMENTS.**

a. Until sold or otherwise disposed of by the Bank and except for special assessments levied by the City Commission to finance public improvements, any property acquired by the Bank shall be exempt from the payment of ad valorem taxes levied by the state and any other political or taxing subdivision of the state. Except for special assessments levied by the City Commission to finance public improvements, when the Board acquires property pursuant to this Article, the County Treasurer shall remove from the tax rolls all taxes, assessments, charges, penalties and interest that are due and payable on the property at the time of acquisition by the Board.

b. Property held by the Bank shall remain liable for special assessments levied by a municipality to finance public improvements, but no payment thereof shall be required until such property is sold or otherwise conveyed by the Bank.

c. The City Commission may abate part or all of the special assessments it has levied, and the Bank and City Commission may enter into agreements related thereto. Any special assessments that are abated shall be removed from the tax rolls by the County Treasurer as of the effective date of the abatement.

15.50.110 **USE OF PROCEEDS FROM SALE OF LAND BANK PROPERTY.**

Except as provided in this Chapter, any moneys derived from the sale of property by the Bank shall be retained by the Bank for the purposes and operations thereof. The Board may use all or any part of the proceeds from the sale described in this Chapter to reimburse the City's Bond and Interest Fund for delinquent special assessments due on such property.

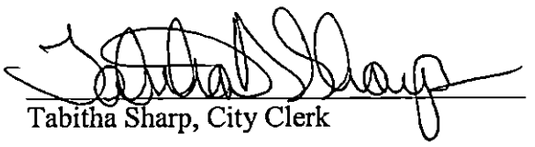
Section 2: This Ordinance shall become effective and in full force and effect from and after its passage, adoption and publication in the official City newspaper one time.

PASSED AND ADOPTED by the Governing Body of the City of El Dorado, Kansas this 2nd day of November, 2020.

CITY OF EL DORADO, KANSAS

Bill Young, Mayor

ATTEST



Tabitha Sharp, City Clerk

APPROVED AS TO FORM:

Ashlyn Lindskog, City Attorney

EL DORADO
KANSAS

TO: City Commission
FROM: Scott Rickard
SUBJ: Consideration of the adoption of the Safe Streets 4 All (SS4A) Safety Action Plan
DATE: April 20, 2026

Summary:
The City Commission previously received a work session presentation on the draft Safe Streets and Roads for All Safety Action Plan. JEO walked the Commission through the major components of the document, including the safety framework, data analysis, engagement process, project prioritization, and implementation approach. The plan is intended to serve as a guiding document to help the City identify, prioritize, and pursue transportation safety improvements over time.

Since that work session, the draft plan has been finalized for consideration by the City Commission. Formal acceptance and approval of the plan would establish the document as the City's adopted safety action plan for future reference, planning, and grant pursuit. Adoption of the plan does not commit the City to any specific construction project. Individual projects, budgets, and funding commitments would still need to come back to the City Commission separately as they are developed.

This item is being presented now so the City Commission may consider formal acceptance of the completed plan and allow staff to use it as a planning and grant support document going forward.

Attachments:
1. El Dorado SS4A

Funding Source:
This item most directly supports the Commission's Infrastructure priority. The SS4A Safety Action Plan provides a framework for identifying, prioritizing, and pursuing transportation safety improvements across the community and helps position the City to make more informed decisions regarding streets, intersections, pedestrian facilities, bicycle accommodations, and related capital needs.

The item also supports Economic Development and Downtown to the extent that safer and more connected transportation facilities improve access to businesses, community destinations, and activity centers. In addition, the plan is consistent with the City's broader transportation and planning efforts by creating a documented basis for future safety investments and helping align future project development with outside funding opportunities.

Operation Impact:
There is no immediate construction expenditure tied to acceptance of the plan. The planning effort itself was funded through the City's previously awarded SS4A planning grant. Adoption of the plan may improve the City's position for future federal, state, and other transportation safety funding opportunities, but any local match or future project cost would be evaluated separately at the time a specific project is brought forward.

Options/Alternatives:

- Accept and approve the plan with specific direction for minor revisions or implementation emphasis. This would allow the City to move forward with adoption while also giving staff and the consultant direction on particular areas the Commission wants emphasized, such as project sequencing, local priorities, or near term implementation strategy.
- Defer action and direct staff to return with additional revisions or information. This option would allow more time for refinement or further discussion, but it would delay formal adoption of the plan and could reduce the City's ability to immediately rely on it for grant support and implementation planning.
- Do not accept the plan at this time. This would maintain the status quo and avoid formal adoption, but the City would lose momentum from the completed planning effort and would have less clarity and less formal support for future transportation safety funding and project development efforts.

Staff Recommendation:

Staff recommends that the City Commission accept and approve the SS4A Safety Action Plan for use as the City's adopted transportation safety planning document.

Commission Action:

Commissioner _____ moved to accept and approve the SS4A Safety Action Plan, and authorize staff to use the plan in support of future safety planning, project development, and grant applications.

Commissioner _____ seconded the motion.

SAFE STREETS 4 ALL
El Dorado, Kansas

El Dorado SS4A

APRIL 2026

TABLE OF CONTENTS

LIST OF FIGURES

ACRONYM GUIDE

ABS	Anti-lock Braking Systems
ADA	Americans with Disabilities Act
ADAS	Advanced Driver Assistance Systems
ADT	Average Daily Traffic
BNSF	Burlington Northern Santa Fe
CMV	Commercial Motor Vehicle
CS	Cantilevered
CSWG	Cantilevered with Gates
CTW	Countermeasures that Work
DUI	Driving Under the Influence
EMS	Emergency Medical Services
FHWA	Federal Highway Administration
FI	Fatal and Injury
FIRR	Fatal and Injury Representation Ratio
HFST	High-friction Surface Treatments
HIN	High Injury Network
HLDI	Highway Loss Data Institute
HRN	High-Risk Network
HSIP	Highway Safety Improvement Program
IIHS	Insurance Institute for Highway Safety
KDOT	Kansas Department of Transportation
KSI	Fatal or Seriously Injured
KTA	Kansas Turnpike Authority
ML	Machine Learning
MUTCD	Manual on Uniform Traffic Control Devices
NHTSA	National Highway Traffic Safety Administration
PDO	Property Damage Only
PHB	Pedestrian Hybrid Beacon
PROWAG	Public Right-of-Way Accessibility Guidelines
PSC	Proven Safety Countermeasures
RRFB	Rectangular Rapid Flashing Beacon
SAFE	Seatbelts Are For Everyone
SAP	Safety Action Plan
SRC	Speed Related Crashes
SRTS	Safe Routes to School
SP	Straight Post
SPWG	Straight Post with Gates
SS4A	Safe Streets and Roads for All
TS	Total Risk Score
USDOT	U.S. Department of Transportation
VRU	Vulnerable Road User

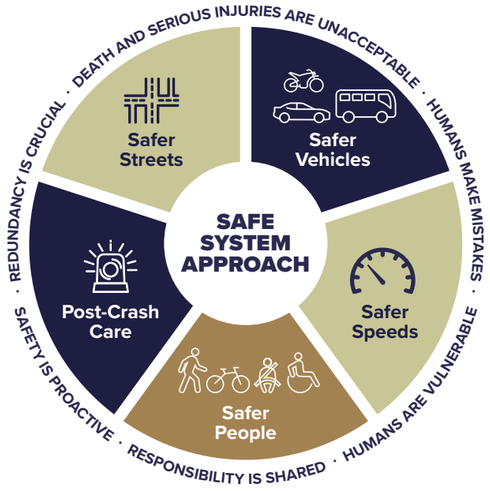
EXECUTIVE SUMMARY

The City of El Dorado, Kansas, is committed to creating a safer transportation system for all residents, workers, and visitors. Through participation in the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program, El Dorado developed this Safety Action Plan (SAP) to identify the community's most pressing transportation safety challenges and establish a framework for reducing fatal and serious injury crashes.

Embracing the Safe System Approach

The Safe Streets 4 All El Dorado SAP is guided by the Federal Highway Administration's Safe System Approach, which recognizes that people make mistakes and that the human body is vulnerable to crash impacts. By designing a transportation system where mistakes are less likely to result in serious injury or death, the City of El Dorado seeks to create a culture of safety. The Safe System Approach is built around five key elements, as outlined in the graphic below.

Five Key Elements of the Safe



Community Engagement

Community engagement played an essential role in shaping the Safe Streets 4 All El Dorado SAP by bringing residents' lived experience into the planning process and grounding the technical analysis in a local context. Public input was gathered through pop-up events, focus groups, online surveys, a project website, and supporting media outreach, helping ensure that the plan reflected community needs, values, and day-to-day travel experiences.

Community members provided valuable insight into the safety challenges they experience across El Dorado's transportation system. Residents consistently identified speeding, distracted driving, and failure to yield as major concerns, while also pointing to sidewalk gaps and poor sidewalk conditions, limited visibility, uncontrolled intersections, and school travel safety issues. This feedback helped confirm patterns seen in the crash analysis while also revealing near misses, mobility barriers, and other concerns that are not always captured in reported crash data.

Public input strengthened the plan by adding a local perspective to the technical analysis and helping highlight issues that crash history alone cannot fully explain. By incorporating those voices, the plan is better grounded in everyday experience and better equipped to guide meaningful, community-responsive safety improvements.

System Approach

1 Safer Vehicles — Expand El Dorado's availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

2 Safer Speeds — Promote safer speeds on all El Dorado streets through a combination of thoughtful, context-appropriate street design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

3 Safer People — Encourage safe, responsible driving and behavior by people who use El Dorado's streets and create conditions that prioritize their ability to reach their destination unharmed.

4 Post-Crash Care — Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

5 Safer Streets — Design street environments in El Dorado to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users in the community.

In addition to those five key elements, the Safe Systems Approach is also characterized by the core principles as described below.

Core Principles of the Safe System Approach

1 Death and Serious Injuries are Unacceptable	Transportation systems must aspire to eliminate catastrophic outcomes.
2 Humans Make Mistakes	Recognizing human error leads to more forgiving street designs and interventions.
3 Humans Are Vulnerable	Reducing high-impact crashes and creating safer conditions protect all users.
4 Responsibility is Shared	Engineers, policymakers, local businesses, enforcement, and the public all play a role.
5 Safety is Proactive	Predicting and preventing risks rather than reacting post-incident.
6 Redundancy is Crucial	Layering safety measures ensures multiple lines of defense.

A Public-Informed Data-Driven Approach

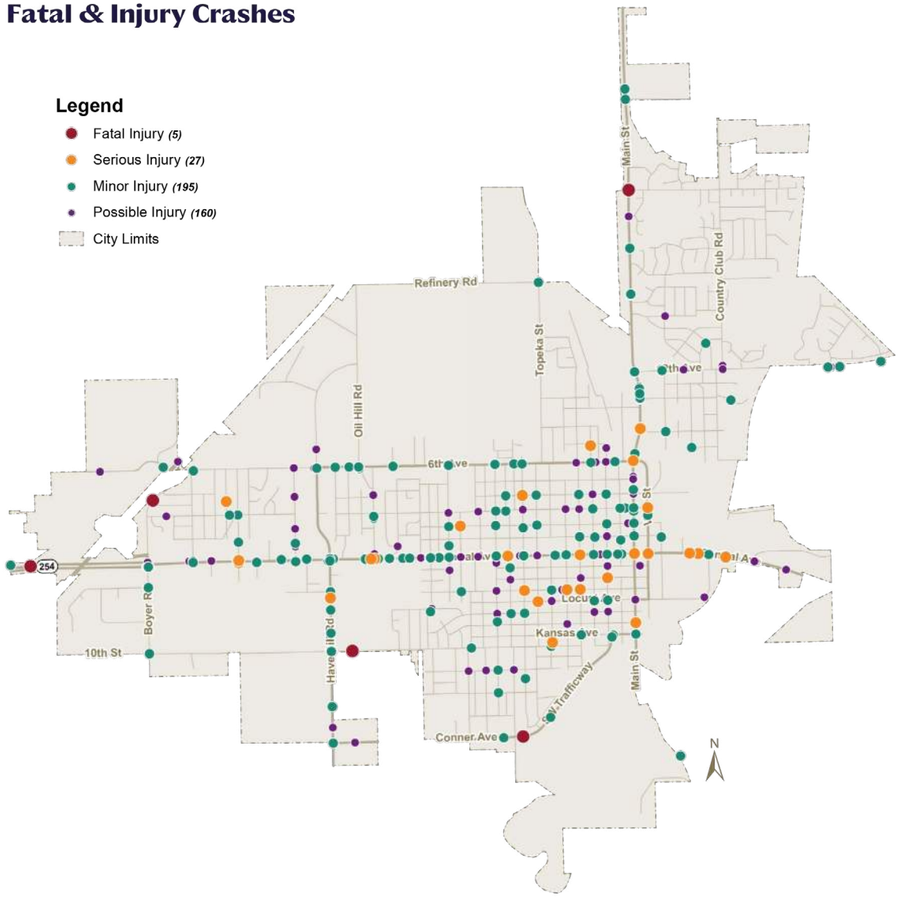
The Safe Streets 4 All El Dorado SAP was developed through a layered, data-driven, and community-informed analysis of transportation safety conditions across the city. As shown in the project workflow graphic (*Figure 23*), the process brought together the High-Injury and High-Risk Networks identified in the El Dorado Transportation Study, a crash-based High-Injury Network showing where severe crashes have already occurred, and a more proactive High-Risk Network shaped by crash patterns, risk factors, and public input to identify where future severe crashes are more likely. This approach moved beyond a purely reactive focus on crash history to also consider underlying roadway conditions, multimodal activity, and residents' lived experience. Together, these layers informed the development of El Dorado's Priority Network, creating a more proactive framework for identifying the corridors and intersections where targeted diagnosis, countermeasure selection, and future safety investments can most effectively reduce fatal and serious-injury crashes and improve safety outcomes for all roadway users.

Problem Diagnosis

Problem diagnosis draws on El Dorado's crash history and community input to identify the city's most pressing safety challenges. Between 2015 and 2024, 2,082 crashes were reported within the city, including 387 fatal-and-injury (FI) crashes and 32 killed-or-seriously-injured (KSI) crashes, with the most serious outcomes concentrated on a relatively focused set of corridors and intersections. Problem diagnosis connects those patterns to the roadway, behavioral, and environmental conditions behind them and helps identify the types of countermeasures best suited to respond.

1692 PDO Crashes
160 Possible Injury
195 Minor Injury
27 Serious Injury
5 Fatal

Fatal & Injury Crashes



Cluster Analysis

A key part of that diagnosis is the cluster analysis, which groups El Dorado's crashes into four recurring patterns that help guide both systemic and location-specific improvements.

Together, the clustering findings show that El Dorado's safety challenges reflect recurring patterns across the transportation system rather than isolated incidents at a few locations. This provides a clear bridge from diagnosis to action by distinguishing the issues best addressed through system-wide strategies from those that require targeted improvements within the Priority Network.

0

Cluster 0: Routine Intersection Crashes

The largest crash pattern, made up mostly of property-damage-only crashes involving angle and turning conflicts at intersections under normal daytime conditions. This cluster points to the need for better intersection operations, visibility, and yielding behavior.

2

Cluster 2: Rear-End & Parking-Related Crashes

A mostly lower-severity pattern tied to queued traffic, stop-and-go conditions, and parking-related conflicts on local and urban streets. This cluster points more toward operational and street-management improvements than major geometric changes.

1

Cluster 1: Speeding & Aggressive Driving Crashes

A smaller but more injury-prone pattern associated with speeding, aggressive lane changes, loss of control, and some head-on crashes, especially on higher-speed corridors during peak periods, weekends, and nighttime.

3

Cluster 3: Nighttime Impaired Driving & Severe Crashes

The smallest but most severe pattern, involving nighttime crashes on higher-speed streets that are often associated with impairment, speeding, and roadway departure. This cluster highlights the need for targeted enforcement and high-severity crash mitigation.

System-Wide Recommendations

System-wide recommendations focus on the recurring safety issues that appear across El Dorado's transportation system, not just at isolated locations. The analysis points most clearly to intersection safety, speed management, visibility, and multimodal access as the city's primary systemic needs.

That includes actions such as reviewing signal timing and left-turn operations, improving signs, markings, and lane guidance, enhancing crosswalk visibility, upgrading lighting and sight distance where darkness or vegetation increases risk, and strengthening sidewalk, crossing, and school-route connections for people walking and biking.

The plan also supports targeted behavioral strategies, including enforcement and education related to distracted driving, failure to yield, speeding, and impaired driving. Together, these recommendations create a citywide safety framework focused on the conditions most closely linked to fatal and serious-injury crashes in El Dorado.

Site Specific Recommendations

Site-specific]recommendations are built from the citywide framework by focusing investment on the Priority Network, where crash history, future risk, and community concerns most clearly overlap. In El Dorado, that includes Central Avenue (K-254), Main Street (US-77), 6th Avenue, and Haverhill Road, along with key intersections such as Central at Oil Hill, Haverhill, Boyer, Main, and Summit, and Main at 6th, 3rd, and McCollum.

Along these corridors and intersections, the recommendations become more targeted and project-oriented. They include corridor speed treatments, signal and turn-movement improvements, upgraded pedestrian crossings, sidewalk gap closure, lighting and visibility improvements, and other intersection-specific operational or geometric changes.

Together, these site-specific recommendations translate the plan's broader safety diagnosis into focused improvement needs on the Priority Network and set the stage for the project identification, prioritization, and implementation strategies.

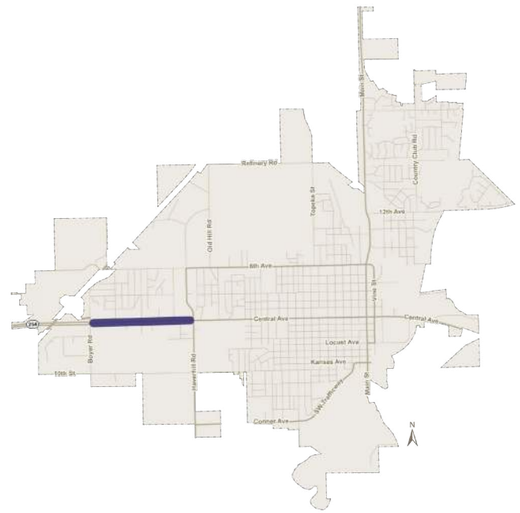
Project Groups

Project identification and implementation are centered on the Priority Network, translating the plan's safety analysis into a focused set of corridor improvements, intersection projects, and action-ready programs. The overall strategy pairs larger capital needs in El Dorado's highest-risk corridors with lower-cost operational and programmatic actions that can begin sooner, creating a practical framework for phased implementation while maintaining focus on the locations and conditions most closely tied to fatal and serious injury crashes.

1

Project 1
Central Avenue
Boyer Road to Haverhill Road

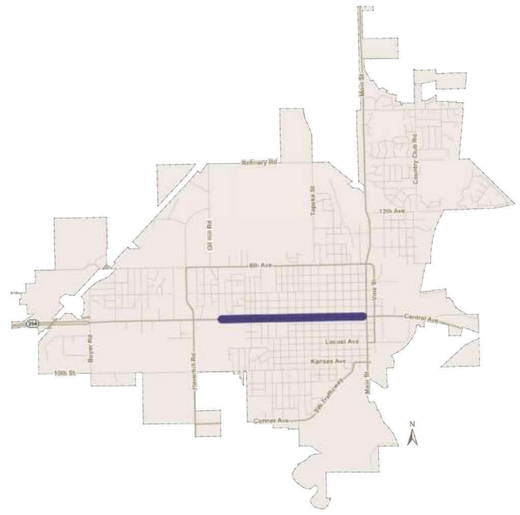
Central Avenue is a top-priority east–west corridor for safety improvement in El Dorado. Central Avenue from Boyer to Haverhill pairs corridor-wide improvements with targeted upgrades at Central & Boyer, Central & Village, and Central & Haverhill. Recommended treatments include signal and turn-movement improvements, clearer lane guidance, access management, pedestrian and ADA/PROWAG upgrades, and lighting and visibility improvements. The corridor may also support a larger future reconstruction that adds a center turn lane, separated bicycle facilities, and protected intersections to improve safety for all users.



2

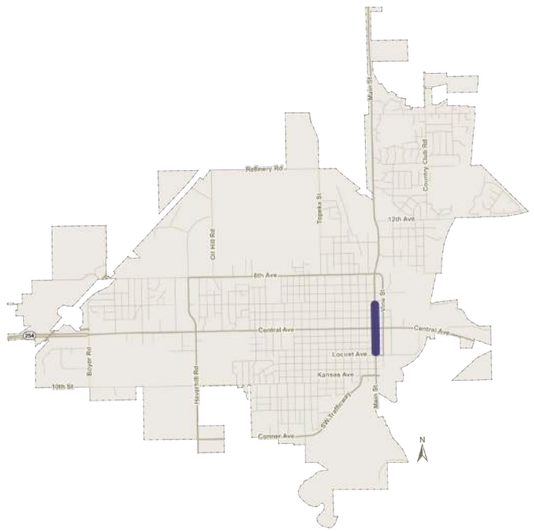
Project 2
Central Avenue
Oil Hill Road to Main Street

Central Avenue remains one of El Dorado's highest-priority safety corridors, and Project 2 focuses on the segment from Oil Hill Road to Main Street, where crash history and intersection risk are heavily concentrated. Recommended improvements include targeted intersection upgrades, clearer turn movements and lane guidance, signal and operational improvements, and pedestrian crossing, lighting, and visibility enhancements. Together, these treatments would improve safety on one of the city's busiest east–west corridors while supporting safer access for people walking, biking, and driving.



3 Project 3
Main Street
Locust Avenue to 3rd Avenue

Main Street is a priority north–south corridor and a key gateway into downtown El Dorado. Project 3 focuses on the segment from Locust Avenue to 3rd Avenue, where the transition from a wider, higher-speed corridor into the downtown street environment contributes to speed carryover and reduced pedestrian comfort. Recommended improvements emphasize traffic calming and multimodal safety, including a potential road diet to a three-lane section, gateway treatments, raised crosswalks or raised intersections, corner extensions, upgraded pavement markings, and other measures to slow traffic and reinforce a lower-speed downtown setting. Targeted improvements at and near 3rd Avenue also include upgrades to signals, pedestrian infrastructure, ADA/PROWAG, visibility, and lane guidance to enhance safety for all users in this active mixed-use area.

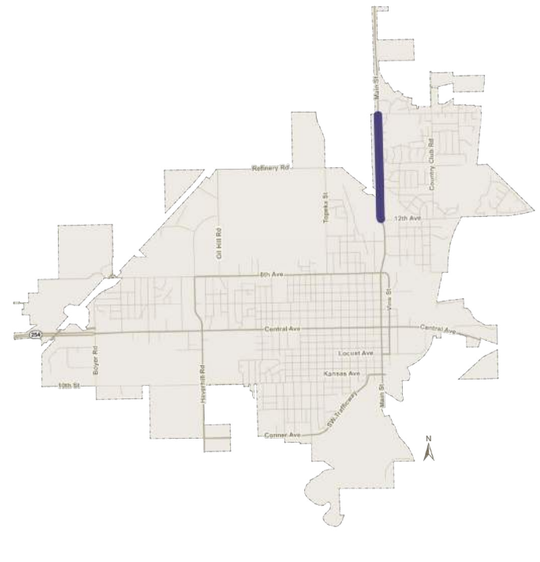


4 Project 4
Main Street at 6th Avenue

Project 4 focuses on the intersection of Main Street and 6th Avenue, a key location where targeted operational and geometric improvements can enhance safety and traffic flow. Recommended treatments include signal upgrades, retroreflective backplates, refreshed pavement markings, improved lane-use guidance, lighting, access management, and evaluation of options such as left-turn phasing, flashing yellow arrows, or a roundabout. The project also builds on previously awarded HSIP funding for corner-radius improvements and signal reconfiguration, helping improve turning movements, reinforce lane discipline, and reduce conflicts at this important north–south and east–west junction.

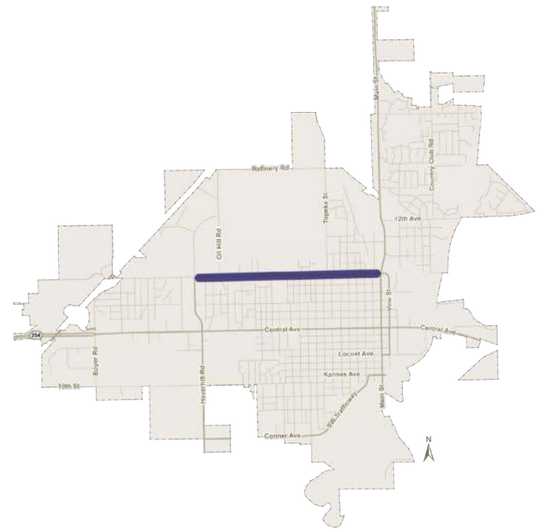
5 Project 5
Main Street
12th Avenue to McCollum Road

Project 5 continues safety improvements along Main Street north of downtown, with focused attention on the intersections at 12th Avenue and McCollum Road. Recommended treatments include signal and lighting upgrades, retroreflective backplates, pavement marking improvements, ADA upgrades, and targeted improvements to sight distance and crossing conditions. At McCollum, the project also includes improved ramp and crosswalk alignment and consideration of a future roundabout concept. Together, these improvements would strengthen safety and access along a key north–south corridor, with added benefits for school travel and everyday pedestrian movement.



6 Project 6
6th Avenue
Haverhill Road to Main Street

Project 6 focuses on improving safety and operations along 6th Avenue between Haverhill Road and Main Street, with particular attention to the intersections at Haverhill and Summit. Recommended treatments include signal upgrades, retroreflective backplates, pavement markings, lighting, ADA/PROWAG improvements, access management, and truck route signing. At 6th and Haverhill, improvements also include upgraded crosswalks, evaluation of left-turn phasing or a roundabout, and geometric changes to better accommodate large trucks. At 6th and Summit, the project calls for improved markings, sight-distance improvements, and evaluation of future signal or roundabout needs. Together, these improvements would strengthen safety and operations along an important east–west corridor while better supporting truck, vehicle, and pedestrian travel.

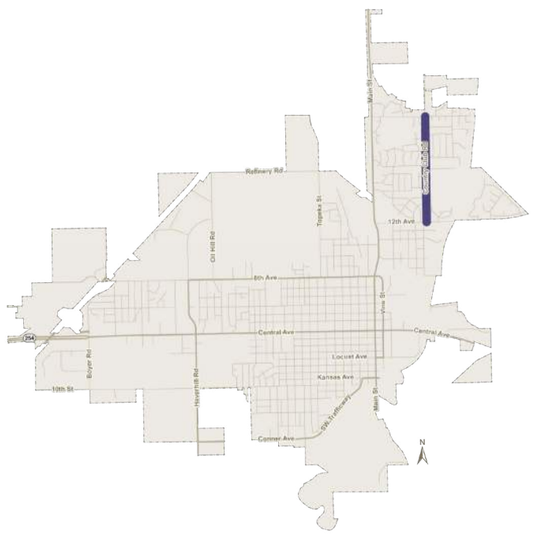


7 Project 7
Haverhill Road at Towanda Avenue

Project 7 focuses on targeted safety improvements at the intersection of Haverhill Road and Towanda Avenue. Recommended treatments include signal upgrades, retroreflective backplates, refreshed pavement markings, ADA/PROWAG improvements, and evaluation of options such as left-turn phasing, or a roundabout. The project also includes an added intersection warning sign on the west approach for eastbound traffic. Together, these improvements would help improve visibility, clarify operations, and reduce conflict at this priority intersection.

8 Project 8
Country Club Road 12th to McCollum

Project 8 focuses on targeted safety improvements on Country Club Road from 12th Avenue to McCollum Street and creates an opportunity to study broader corridor design changes. Recommended treatments include pavement marking upgrades, sight-distance improvements, crosswalk enhancements, and ADA/PROWAG upgrades. The project also considers Country Club Road as a potential demonstration corridor for repurposing an existing 41-foot collector street, which could help inform future design approaches for similar streets in El Dorado.



Policy Recommendations

El Dorado's policy recommendations focus on creating a clearer, more consistent framework for advancing safety citywide. Recommended actions include data-driven enforcement policies for speeding, distracted driving, impaired driving, and failure to yield; review of traffic control and signal operations, including left-turn phasing and warrant evaluation; coordination on truck routes and commercial vehicle safety; and operational policies, such as winter roadway pretreatment, where conditions contribute to crash risk. Together, these policy actions would help the City move from reacting to individual crashes to a more proactive, repeatable approach to safety.

Program Recommendations

El Dorado's program recommendations emphasize education, outreach, and ongoing behavior-based safety efforts that complement physical improvements. Recommended programs include public education on distracted driving, right-of-way awareness, and pedestrian and bicycle safety; teen and older-driver outreach; Safe Routes to School and school-zone awareness initiatives; and education on vehicle safety technology, motorcycle safety, and safe interaction with larger vehicles. Together, these programs would reinforce safer travel behavior, respond directly to concerns raised through community engagement, and extend the benefits of engineering improvements beyond individual project locations.

Areas of further study

El Dorado's further study recommendations focus on moving from system-wide diagnosis to more detailed evaluation of priority locations and issues. Recommended next steps include focused corridor and intersection studies on the Priority Network, detailed review of signal timing and left-turn operations, traffic-control warrant evaluations, additional pedestrian crossing and school-route analysis, and other targeted safety reviews where conditions warrant, such as truck-route, railroad-crossing, or operational studies. Together, these follow-up efforts would help the city refine countermeasures, define project scope, and position high-priority improvements for future design, funding, and implementation.

Together, these projects and recommendations reflect a phased implementation approach that does not rely solely on major capital projects. Near-term strategies such as operational changes, signage and marking upgrades, lighting improvements, speed management, and Safe Routes to School can begin advancing while larger corridor and intersection projects are developed and pursued through future funding opportunities.

Our Collective Responsibility

Everyone has a role to play in creating safer streets in El Dorado. Public officials, transportation professionals, law enforcement, schools, businesses, and community members all share responsibility for improving safety across the transportation network.

This Safety Action Plan reflects El Dorado's commitment to prioritizing safety and quality of life for people who live, work, and travel in the community. By working together and keeping safety at the forefront of transportation decisions, El Dorado can continue building a strong culture of safety and create streets that are safer and more welcoming for all users.

By advancing the strategies identified in this plan, El Dorado can continue to move toward its goal of eliminating fatal crashes and significantly reducing serious injury crashes, while supporting safer travel for people of all ages and abilities.

Implementation & Next Steps

The Safe Streets 4 All El Dorado SAP is intended to serve as a guide for improving transportation safety across the community. The recommendations in this plan provide the City with a range of tools and strategies to address the most pressing safety needs as opportunities, partnerships, and funding resources become available.

Rather than a fixed list of projects, the plan offers flexible solutions that can be implemented individually, combined into corridor improvements, or incorporated into future roadway maintenance, reconstruction, or development projects. This approach allows the City to pursue a variety of funding opportunities while advancing safety improvements in a practical and scalable way.

Regular progress reporting and continued review of crash data will help the City monitor trends, evaluate the effectiveness of implemented improvements, and guide future updates to the plan. Maintaining this data-driven and community-informed approach will help ensure that safety priorities remain aligned with current conditions and emerging needs.

This plan also represents a continued call to prioritize safety in everyday decision-making. By using this plan as a guiding framework and maintaining a strong commitment to implementation, El Dorado can continue making steady progress toward safer streets and a transportation system that better protects all roadway users.

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Plan Purpose

Chapter 1

PLAN PURPOSE

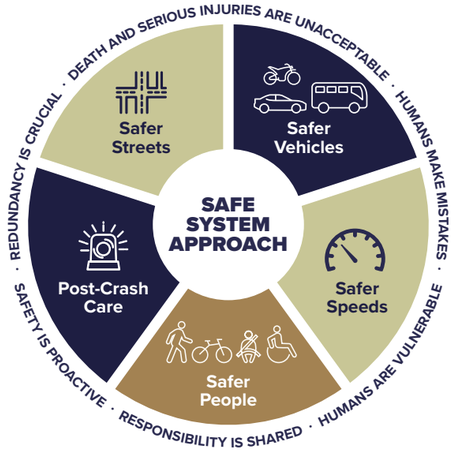
What is a Safety Action Plan?

The U.S. Department of Transportation (USDOT) established the Safe Streets and Roads for All (SS4A) Grant Program in 2022, with $5 billion allocated over five years (2022–2026). In late 2024, the City of El Dorado was awarded an SS4A grant funding and officially launched the development of the Safe Streets 4 All El Dorado Safety Action Plan (SAP) in summer 2025.

The Safe Streets 4 All El Dorado SAP provides data-driven analysis and recommendations to guide future transportation safety efforts. The Safe Streets 4 All El Dorado SAP focuses on identifying risk factors, analyzing crash trends, and establishing strategic safety goals. While the Safe Streets 4 All El Dorado SAP sets the foundation for improving safety, the design and implementation of specific countermeasures will be advanced through future stand-alone projects led by the City.

Serving as the City's roadmap for safer streets, the Safe Streets 4 All El Dorado SAP outlines actionable strategies to reduce and ultimately eliminate fatal and serious injuries across El Dorado's transportation network.

The final Safe Streets 4 All El Dorado SAP includes a community-wide safety analysis, public engagement to identify key concerns, prioritized project recommendations, and an implementation plan to guide the deployment of safety improvements.



Project Timeline

July 2025	August 2025	September 2025	October 2025	November 2025
• Project Launch	• Project Kick-off Meeting	• Pop-Up Event • Progress Meeting	• Progress Meeting	• Progress Meeting

December 2025	January 2026	February 2026	March 2026	April 2026
• Focus Group Meeting • Field Visits	• Focus Group Meetings	• Pop-up Event • Focus Group Meeting	• Progress Meeting • Field Data Collection • Draft & Submit Implementation Plan	• Present Final Plan to City Council

Principles of The Safe System Approach

The Safe System Approach provides the framework for achieving the community's goal of eliminating fatal crashes and reducing serious injury crashes in El Dorado's transportation network. As part of the National Roadway Safety Strategy released in January 2022, the USDOT adopted the Safe System Approach as its guiding framework to address roadway safety challenges nationwide. This approach acknowledges both human mistakes and human vulnerability and is designed to protect all roadway users.

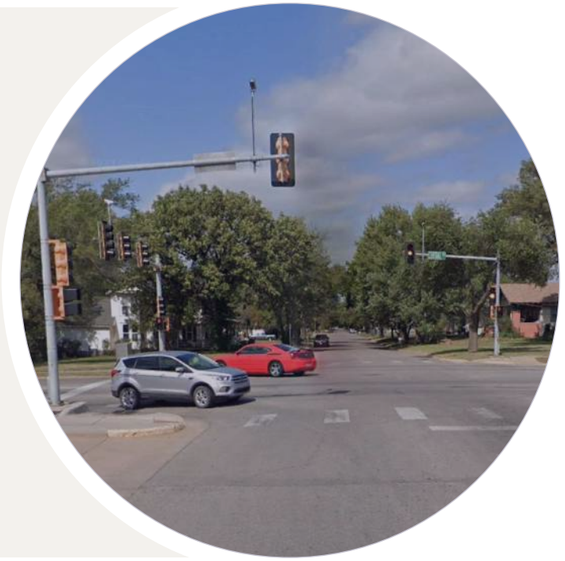
The Safe System Approach is built around the following six principles:

Core Principles of the Safe System Approach

1 Death and Serious Injuries are Unacceptable	The Safe System Approach prioritizes eliminating crashes that result in death and serious injury on roadways.
2 Humans Make Mistakes	People will inevitably make mistakes and decisions that can lead to or contribute to crashes, but the transportation system can be designed to accommodate human error and avoid deaths.
3 Humans Are Vulnerable	People have physical limits in tolerating crash forces before death or serious injury occurs. It is critical to design and operate a transportation system that is human-centric and accommodates human physical vulnerabilities.
4 Responsibility is Shared	All stakeholders – including government at all levels, industry, nonprofit/advocacy, researchers, and the public – are vital to preventing fatalities and serious injuries on our roadways.
5 Safety is Proactive	Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
6 Redundancy is Crucial	Reducing risks requires strengthening all parts of the transportation system so that, if one part fails, the other parts still protect people.

Objectives of The Safe System Approach

There are five objectives of a Safe System Approach: safer people, safer streets, safer vehicles, safer speeds, and post-crash care. To achieve zero fatal and serious injury crashes, all five of these objectives must be strengthened. Strengthening all five objectives provides redundant layers of protection against fatal and serious injuries on the transportation network. The Safe Streets 4 All El Dorado SAP was developed to strengthen the five Safe System objectives defined below through improving the overall transportation system.



Safer People

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

Safer Streets

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

Safer Vehicles

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

Safer Speeds

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

Post-Crash Care

Enhance crash survivability by expediting access to emergency medical care, creating a safe work environment for vital first responders, and preventing secondary crashes through robust traffic incident management practices.

The Need for Safer Streets

A total of 39,345 people are estimated to have died in traffic crashes in 2024 within the United States. This represents a 3.8% decrease from 2023 and marks the first time since 2020 that fatalities fell below 40,000, according to the National Highway Traffic Safety Administration (NHTSA). Traffic crashes remain a leading cause of death for teenagers in the United States and continue to have higher impacts in rural areas and in some communities. In Kansas, 338 people died in traffic crashes in 2024, the lowest number on record and 13% fewer than in 2023.

In the summer of 2025, the City launched the Safe Streets 4 All El Dorado SAP for the community. This project aims to develop an SAP that will eliminate fatal crashes and significantly reduce serious injury crashes for all users of El Dorado's streets, sidewalks, and trails.

The Safe Streets 4 All El Dorado SAP provides an overview of the following:

- Historical crash data for the City of El Dorado
- Community perspective
- Development of applicable countermeasures
- Implementation Plan

39,345 Deaths in U.S.*

338 Deaths in Kansas**

13% Decrease from 2023**

** Insurance Institute for Highway Safety (IIHS)*
*** KDOT data*

El Dorado Safety Action Plan Steering Committee

An Advisory Team composed of community stakeholders was formed early in the planning process to guide the development of the SAP. The team met regularly throughout the project and contributed valuable guidance, feedback, and solutions on safety concerns in El Dorado's transportation system.

Steering Committee Members

David Dillner
City Manager, City of El Dorado

Scott Rickard
City Engineer, City of El Dorado

Michael Holton
Chief of Police, City of El Dorado

Brad Meyer
Director of Public Works, City of El Dorado

Elizabeth Blakely
Management Intern, City of El Dorado

Josh Potter
Engineering Tech City of El Dorado

Julie Clements
Municipal Information Officer City of El Dorado

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Safety Analysis

Chapter 2

SAFETY ANALYSIS

This chapter presents a comprehensive review of transportation safety conditions in El Dorado, Kansas, using a 10-year crash record (2015–2024). The analysis examines historical crash patterns and severity outcomes to better understand where and how crashes occur across the community. This data-driven review establishes a factual baseline to identify key safety concerns and develop a Priority Network to inform targeted strategies to reduce fatalities and serious injuries.

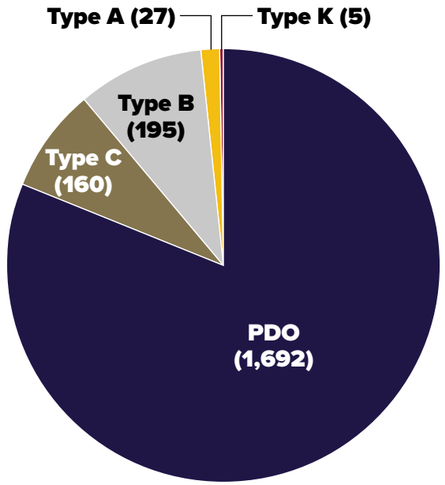
El Dorado Crash Analysis

To support the development of this plan, a series of maps was created to visually depict crashes reported in El Dorado over the study period. These maps illustrate the geographic distribution of crashes and help establish context for documented safety issues and community concerns. The following figures and summaries examine crash patterns in greater detail, highlight priority areas, and guide the City's efforts to create a safer transportation system for all users.

Crash data used in this analysis was downloaded from the Kansas Geoportal and supplemented by the Kansas Department of Transportation (KDOT) crash database. The data includes crashes recorded between January 1, 2015, and December 31, 2024, within the city limits of El Dorado. During this time, a total of 2,079 crashes were reported, as shown in *Figure 1.*

The crash severity breakdown is as follows:

- 1,692 property-damage-only (PDO) crashes
- 160 possible injury (Type C) crashes
- 195 minor injury (Type B) crashes
- 27 serious injury (Type A) crashes
- 5 fatal injury (Type K) crashes



Thirty-Eight (38) crashes involved a vulnerable road user (VRU), defined in this plan as a person who walks, rides a bike, or uses a skateboard, scooter, and mobility device within the transportation network.

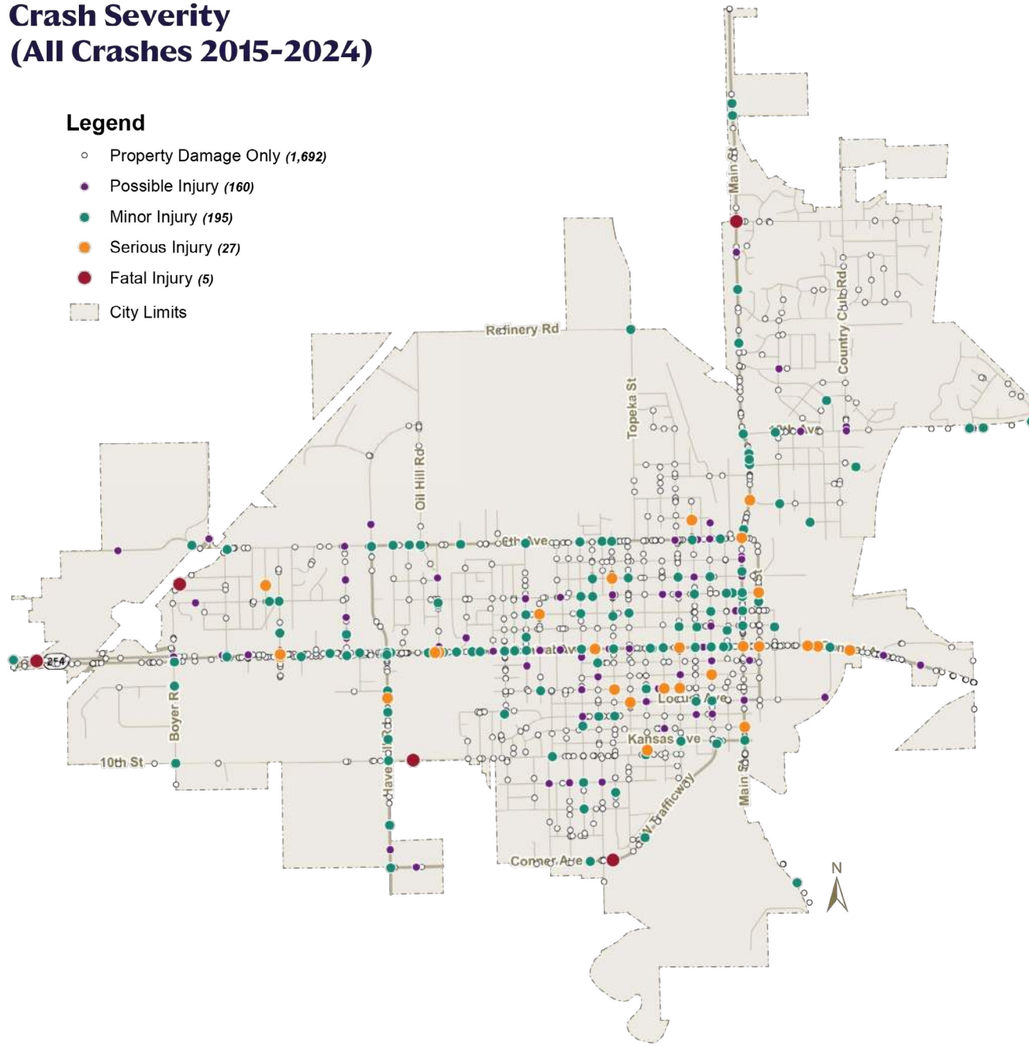


Figure 1: All crashes recorded within the city limits of El Dorado (2015 – 2024)

To illustrate areas where crashes frequently occur, *Figure 2* displays a heat map. Areas highlighted in light blue show locations with fewer crashes than those highlighted in red, which have a higher number of crashes. Areas highlighted in yellow show where the highest density of crashes occurs.

Crash Density Heat Map

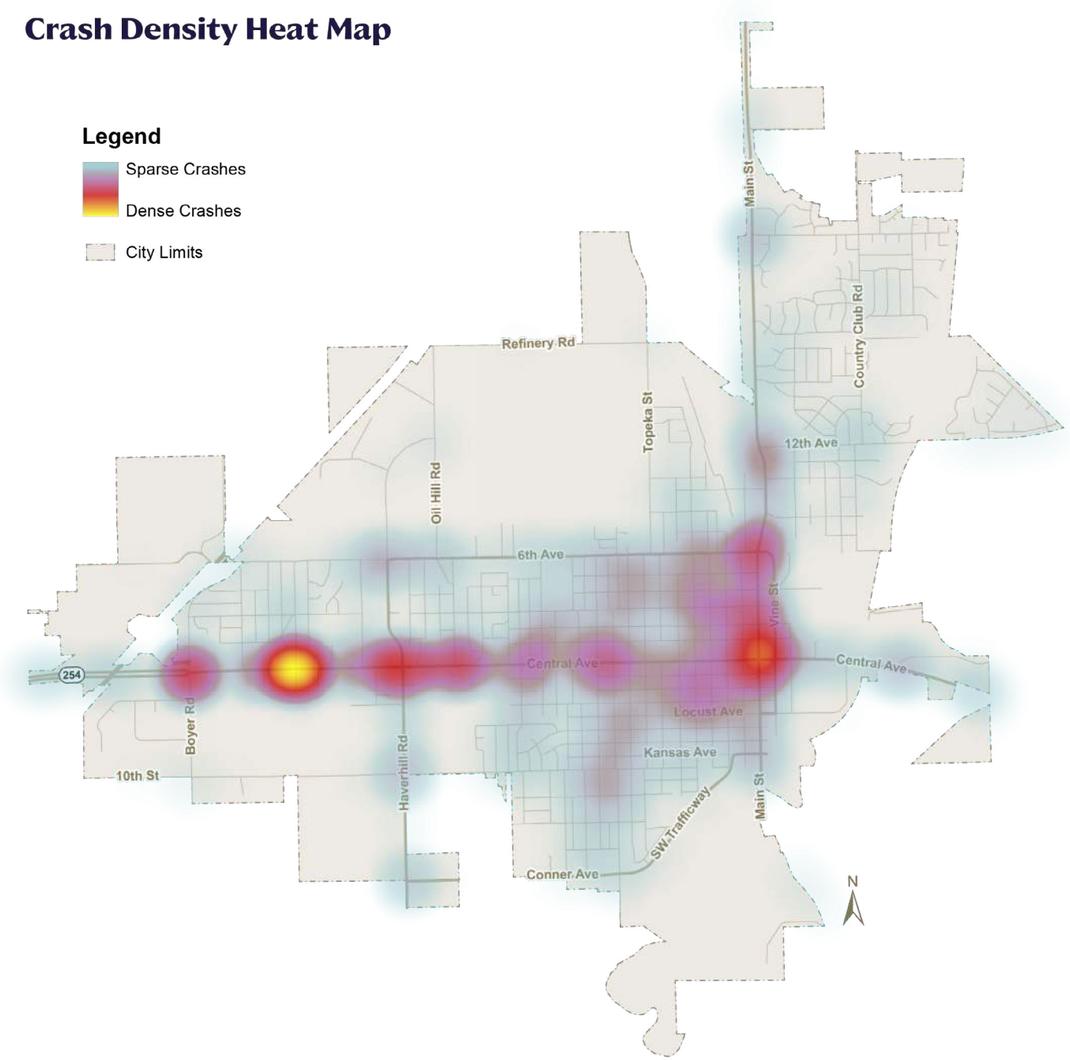


Figure 2: Crash density heat map (2015-2024)

Figure 3 identifies the locations of VRU crashes. Of the 38 VRU crashes, 16 involve pedestrians and 22 involve people on bicycles.

Vulnerable Road User Crashes

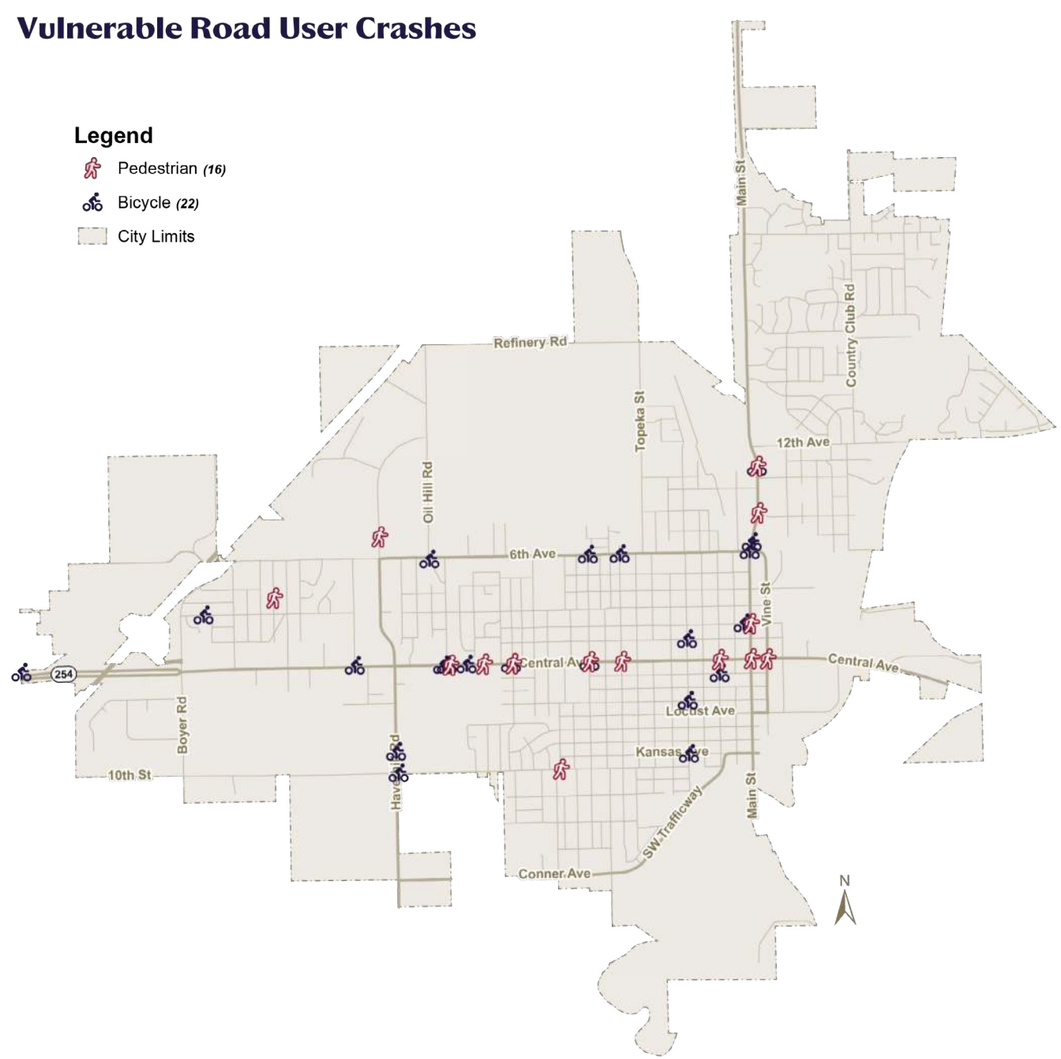


Figure 3: El Dorado VRU crashes (2015-2024)

SUMMARY OF HISTORICAL CRASH DATA

Consistent with the Safe Streets and Roads for All (SS4A) emphasis on reducing the most serious outcomes, this section focuses on crashes that result in fatalities or serious injuries. These crashes are commonly referred to as Fatal or Seriously Injured (KSI) crashes and are a key measure for identifying locations and conditions associated with the greatest safety risk. However, because the number of KSI crashes in El Dorado is relatively low, fatal-plus-injury (FI) crashes are also examined where appropriate to provide a more stable basis for identifying patterns and informing recommendations. Reviewing both KSI and FI crashes helps clarify the circumstances and contributing factors associated with severe outcomes and supports the development of targeted countermeasures and policy actions to reduce future crash severity.

KSI and FI Crashes

Of the 1,692 crashes reported during the 10-year study period, 387 resulted in either a fatality or some level of injury and are classified as FI crashes. Of these, 32 are classified as KSI crashes. *Figure 4* shows the locations of FI crashes, and *Figure 5* shows the KSI crash locations. The remainder of this section provides additional detail on FI and KSI crash patterns.

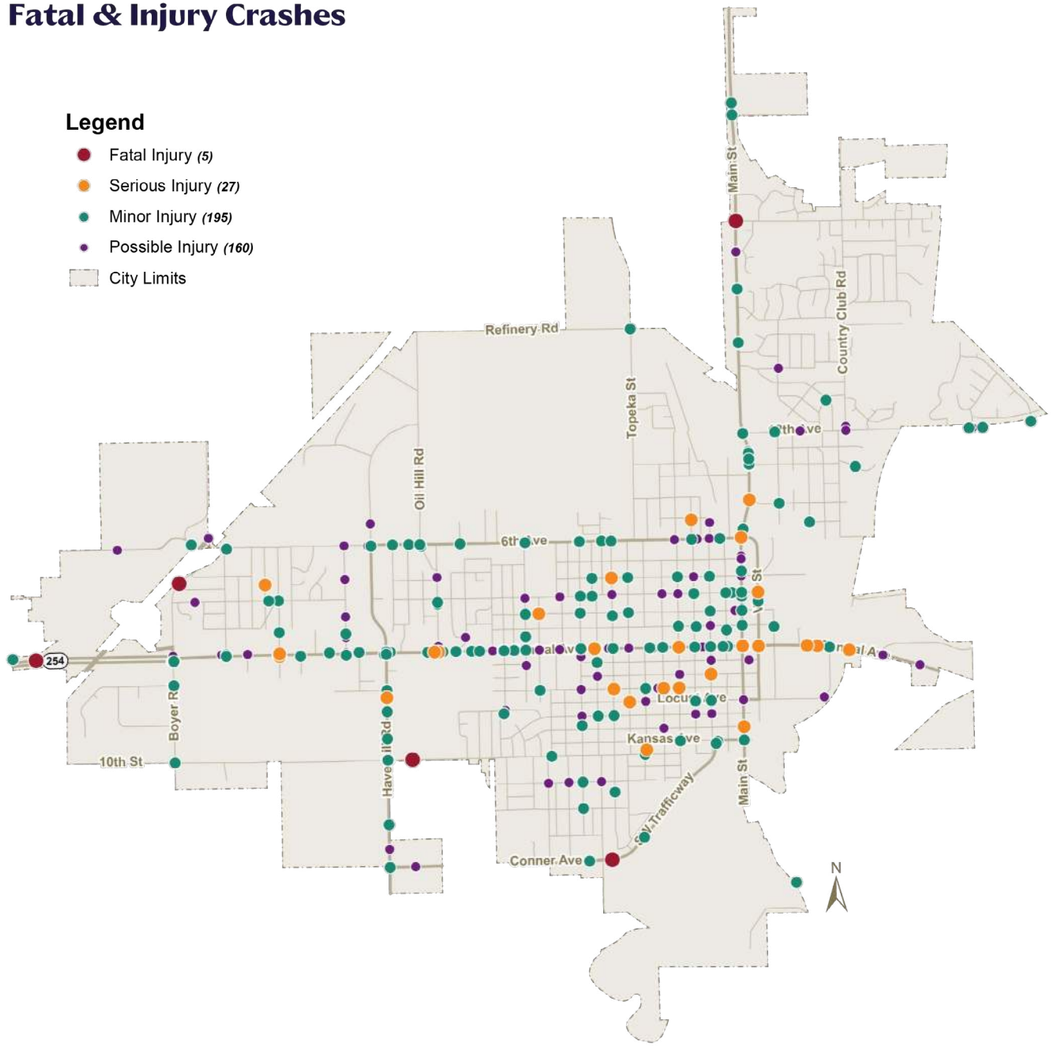


Figure 4: FI crashes in El Dorado (2015-2024)

Fatal & Serious Injury Crashes

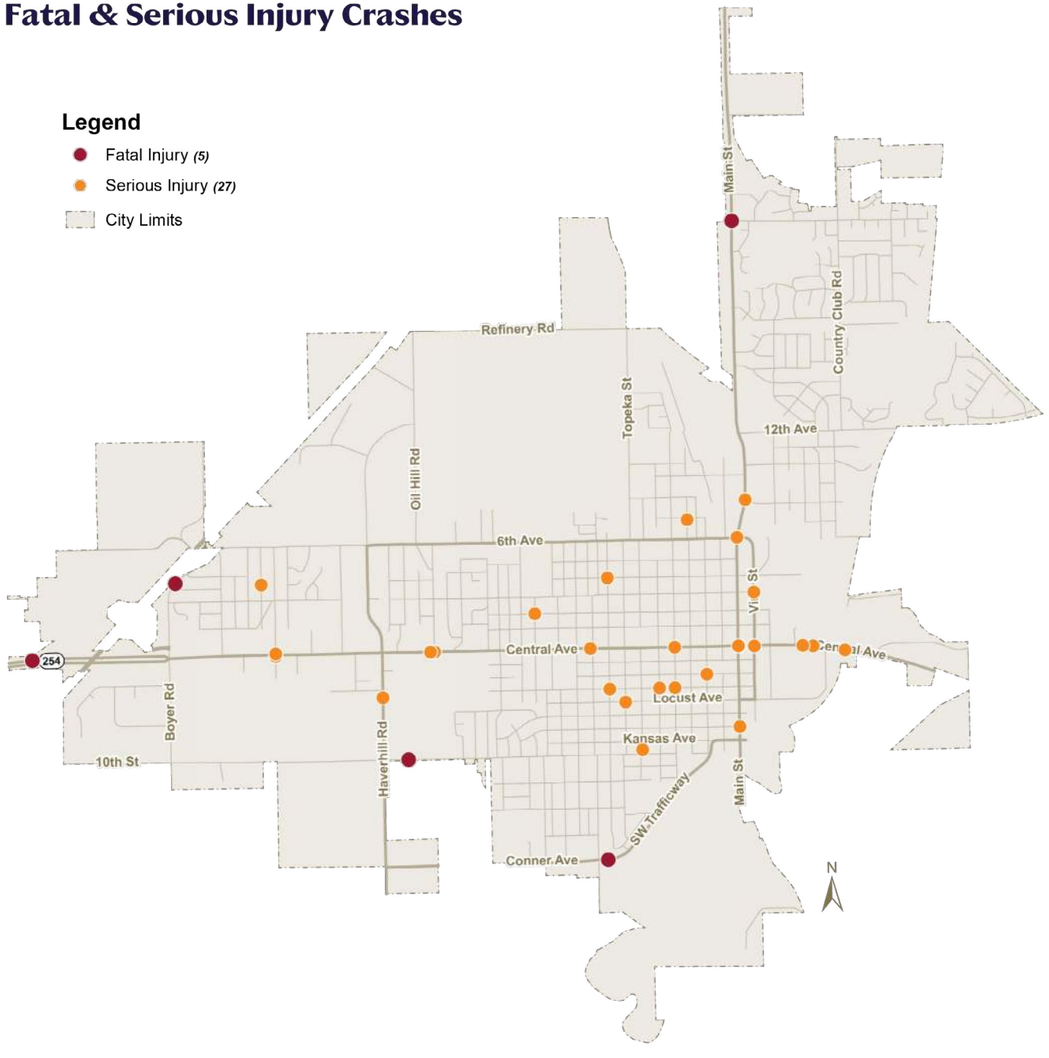


Figure 5: KSI crashes in El Dorado (2015-2024)

Comparison of Peer Cities in Kansas

Figure 6 shows KSI crash rates per 100,000 population in El Dorado and selected peer cities in Kansas, 2015–2024. El Dorado recorded 249 KSI crashes per 100,000 residents over the study period, which is below the peer-city average of 313 and in the bottom half of the comparison group.

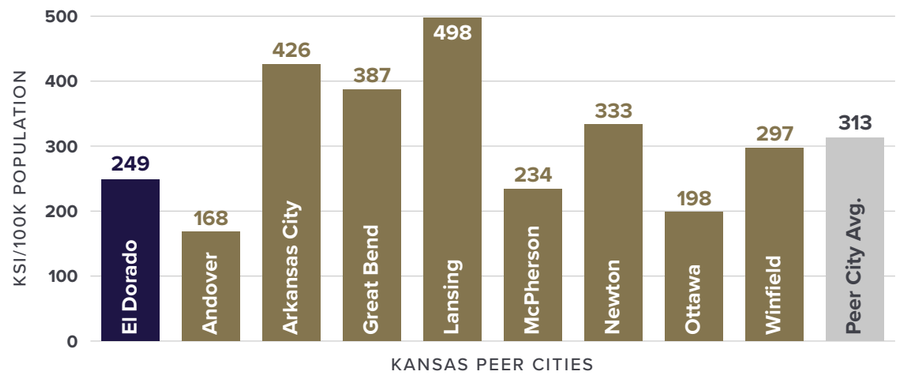


Figure 6: KSI crashes per 100k population (2015-2024)

Figure 7 shows alcohol-involved KSI crash rates per 100,000 population in El Dorado and selected Kansas peer cities, 2015–2024. El Dorado recorded 54 alcohol-involved KSI crashes per 100,000 residents during the study period, which is below the peer-city average of 57 and falls near the middle of the comparison group.

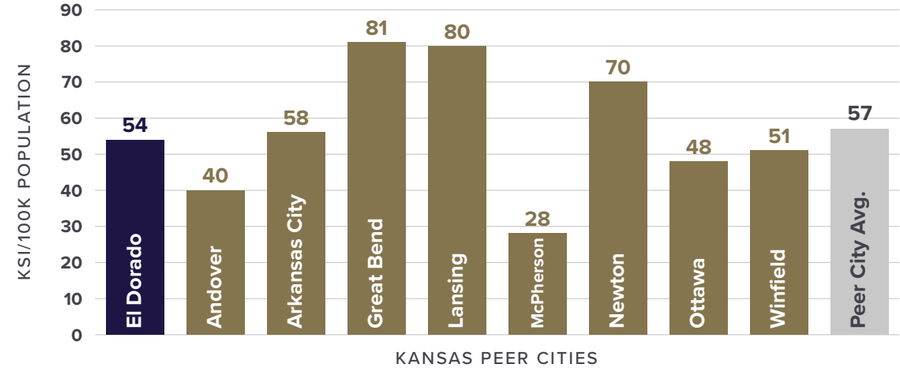


Figure 7: Alcohol-involved KSI crashes per 100k population (2015-2024)

Figure 8 shows VRU-involved KSI crash rates per 100,000 population in El Dorado and selected Kansas peer cities, 2015–2024. El Dorado recorded 47 VRU-involved KSI crashes per 100,000 residents during the study period, which is below the peer-city average of 53 and lower than most comparison cities, though still indicative of an ongoing safety risk for people walking and biking.

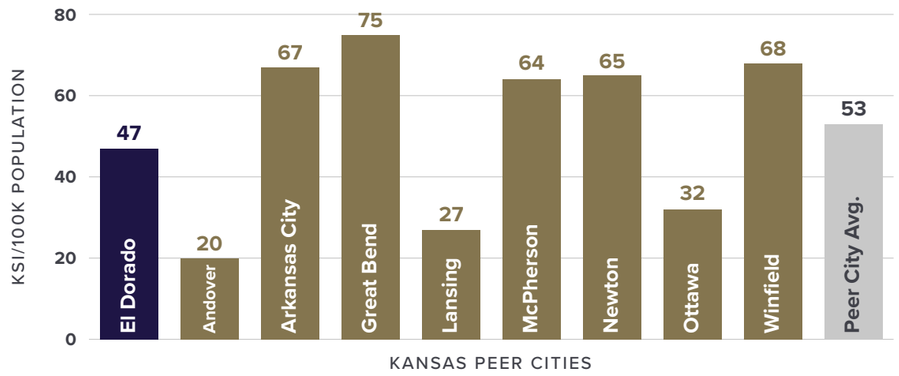


Figure 8: VRU-Involved KSI crash rates per 100k Population (2015-2024)

Figure 9 shows motorcycle-involved KSI crash rates per 100,000 population in El Dorado and selected Kansas peer cities, 2015–2024. El Dorado recorded 62 motorcycle-involved KSI crashes per 100,000 residents during the study period, above the peer-city average of 50 and higher than most comparison cities, indicating that motorcycle safety is a more pronounced concern in El Dorado than in many peer communities.

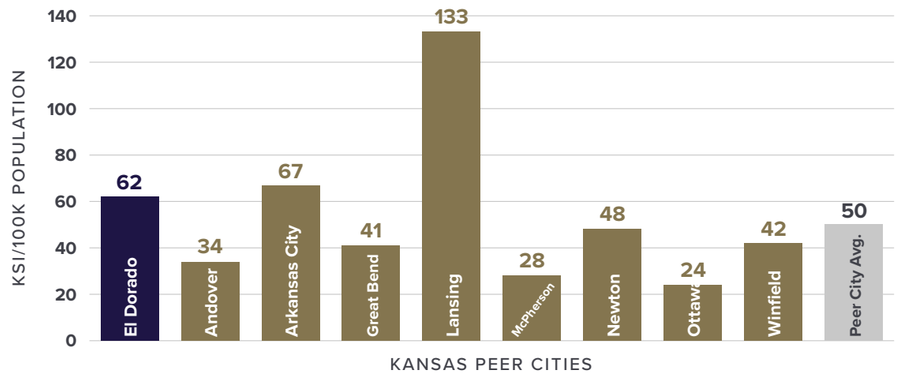


Figure 9: Motorcycle-Involved KSI crash rates per 100k Population (2015-2024)

Figure 10 shows annual KSI crash rates per 100,000 population in El Dorado compared to the Kansas peer-city average, 2015–2024. El Dorado's annual KSI rate fluctuated more than the peer-city average over the study period, but both trend lines show an overall upward pattern. El Dorado peaked in 2021 and again exceeded the peer-city average in 2024, indicating that while year-to-year outcomes vary, the risk of serious and fatal crashes has generally increased over time.

Note: In 2019 KDOT adopted nationally standardized definitions of the three injury severity levels. The change in definition led to nearly a 50 percent increase in serious injury crashes (A) in Kansas in 2019. This explains part of the increase seen over time, but not all.

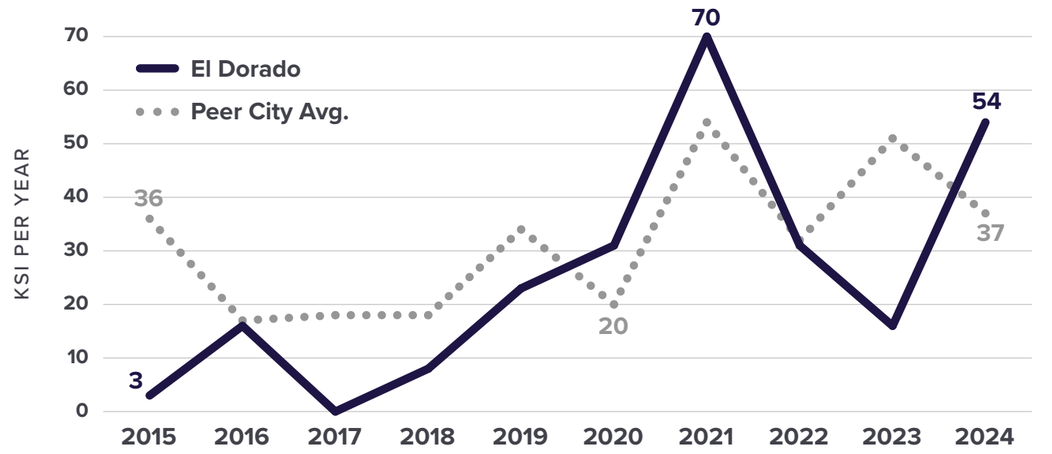


Figure 10: Annual KSI crash rates per 100k Population (2015-2024)

Crash Data Characteristics

Figure 11 shows that FI crashes in El Dorado are concentrated during weekday daytime and early evening travel periods. Most FI crashes occur between 7:00 AM and 7:59 PM, accounting for about 83% of the total, while only about 5% occur overnight between 12:00 AM and 5:59 AM. Crash activity is highest in the afternoon, with 3:00 PM to 5:59 PM accounting for about 25% of all FI crashes. The single highest hour is 3:00 PM (39 crashes), followed by 12:00 PM (38) and 4:00 PM (33). By day of week, Friday records the highest number of FI crashes (73), followed by Thursday (69) and Tuesday (60), while Sunday has the fewest (35). Overall, about 79% of FI crashes occur on weekdays. The highest single hour-of-week occurs on Friday at 3:00 PM, when 13 FI crashes were recorded. Together, these patterns indicate that FI crash risk in El Dorado is most pronounced during typical weekday travel periods, particularly in the afternoon.

Lowest Number of Crashes ▼ ▼ *Highest Number of Crashes*

Time	MON	TUE	WED	THU	FRI	SAT	SUN	Total
12:00 AM	0	0	0	0	1	2	2	**5**
1:00 AM	1	0	1	0	0	1	2	**5**
2:00 AM	1	0	0	0	1	1	1	**4**
3:00 AM	0	0	0	0	0	1	0	**1**
4:00 AM	0	0	1	0	0	0	0	**1**
5:00 AM	1	1	0	1	1	1	0	**5**
6:00 AM	0	0	0	3	0	1	0	**4**
7:00 AM	2	8	6	7	4	0	0	**27**
8:00 AM	1	2	2	3	4	2	1	**15**
9:00 AM	3	0	0	6	1	1	0	**11**
10:00 AM	4	0	1	2	2	2	3	**14**
11:00 AM	3	7	1	5	7	2	2	**27**
12:00 PM	4	6	3	8	7	5	5	**38**
1:00 PM	5	6	2	4	5	5	0	**27**
2:00 PM	7	5	3	1	2	3	1	**22**
3:00 PM	5	4	6	8	13	1	2	**39**
4:00 PM	4	8	4	5	5	3	4	**33**
5:00 PM	4	3	7	2	4	2	1	**23**
6:00 PM	0	1	7	4	5	0	5	**22**
7:00 PM	2	7	2	5	3	3	2	**24**
8:00 PM	4	1	1	3	1	1	3	**14**
9:00 PM	3	0	1	1	4	8	1	**18**
10:00 PM	1	1	0	1	3	1	0	**7**
11:00 PM	0	0	0	0	0	1	0	**1**
Total	**55**	**60**	**48**	**69**	**73**	**47**	**35**	**387**

Figure 11: FI crashes by hour of day and day of week in El Dorado (2015-2024)

Figure 12 shows that FI crashes in El Dorado are overwhelmingly concentrated in a few key crash types. Angle/side-impact crashes account for the largest share by a wide margin, with 178 crashes (63%), pointing to intersection and turning conflicts as the most significant source of severe crash outcomes. Rear-end crashes are the second-largest category, with 61 crashes (21%), followed by head-on crashes, with 28 crashes (10%). The remaining crash types account for only a small portion of FI crashes, including sideswipe opposite direction (8 crashes; 3%), sideswipe same direction (5 crashes; 2%), and other crash types (4 crashes; 1%). Together, these findings indicate that strategies focused on reducing conflict points, improving intersection operations, and addressing opposing-direction crash risk will be especially important in reducing severe crashes in El Dorado.

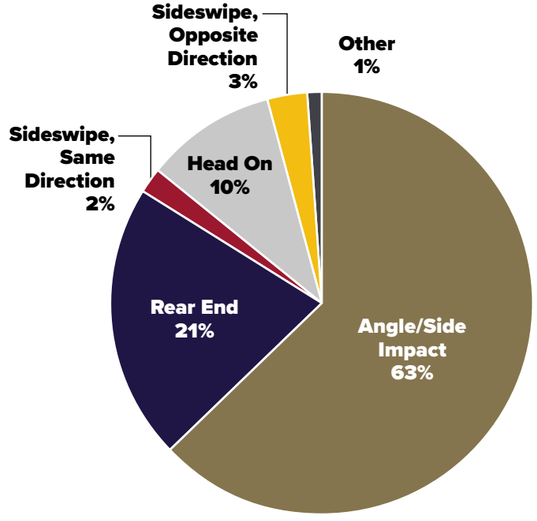


Figure 12: FI Crashes by type in El Dorado (2015-2024)

The Safe System Approach is a critical component of every SS4A project. In El Dorado's crash data analysis, factors influencing crashes were categorized based on the first two objectives of the Safe System Approach: safer streets and safer people.

The factors related to the **Safer Streets** include:

- Lighting Condition
- Pavement Condition
- Functional Classification
- Traffic Control
- Posted Speed

The factors related to **Safer People** include:

- Seatbelt Use
- Driver Contributing Circumstances
- Alcohol Involvement
- Driver Age Group
- Vulnerable Road User

The following sections examine each factor.

Lighting Condition

Figure 13 shows that most crashes in El Dorado occur in daylight (1,532 crashes; 74%), and daylight also accounts for the largest share of FI crashes (291 crashes; 75%), reflecting higher daytime travel activity. The key safety takeaway, however, is that dark conditions with street lights on are disproportionately associated with more severe outcomes. Although these conditions account for only 342 crashes (16%), they represent 10 of 32 KSI crashes (31%) and 13 of 38 VRU crashes (34%), yielding a KSI rate of 2.9%, compared with 1.2% in daylight. Dawn conditions also show elevated VRU involvement, with 4 VRU crashes among just 43 total crashes (9%). Together, these patterns suggest that visibility-related conditions remain an important factor in severe crash risk, particularly for nighttime travel and vulnerable road users.

Light Condition	All Crashes	KSI	FI	VRU
Daylight	1532	19	291	21
Light/Dark (No Street Lights)	87	2	8	0
Light/Dark (Street Lights On)	342	10	67	13
Dusk	46	0	9	0
Dawn	43	1	12	4
Unknown	32	0	0	0

Figure 13: Crashes by light condition in El Dorado (2015-2024)

Pavement Condition

Figure 14 shows that crashes in El Dorado most often occur under no adverse road conditions, which accounts for 1,860 total crashes (90%) and the large majority of KSI (27), FI (353), and VRU (33) crashes. This pattern largely reflects normal daily travel exposure. However, adverse conditions appear to be associated with a higher share of severe outcomes than their crash totals alone would suggest. Rain/mist/drizzle represents only 6% of all crashes but accounts for 13% of KSI crashes, while other low-visibility/wind conditions account for just 2% of crashes yet include 3% of KSI crashes, 2% of FI crashes, and 5% of VRU crashes. Overall, the results indicate that wet and visibility-related conditions, while less frequent, may elevate safety risk and warrant attention in future countermeasure planning.

Street Condition	All Crashes	KSI	FI	VRU
No Adverse Street Condition	1860	27	353	33
Rain/Mist/Drizzle	123	4	23	3
Snow	47	0	3	0
Other Low Visibility/Wind	32	1	8	2

Figure 14: Crashes by street condition in El Dorado (2015-2024)

Functional Classification

Figure 15 shows the crash representation ratio by functional class and indicates that crashes in El Dorado are disproportionately concentrated on the arterial network, particularly primary arterials. Primary arterials are overrepresented across all crash types, with a ratio of 3.15 for all crashes, 4.57 for KSI crashes, 3.49 for FI crashes, and 4.67 for VRU crashes. This pattern suggests that primary arterial corridors carry a disproportionate share of both crash occurrence and crash severity, especially for KSI outcomes and those involving VRUs. Minor arterials are also notably overrepresented, with ratios above 2.0 for all crashes, KSI crashes, and FI crashes, reinforcing the concentration of crash risk on higher-functional class roadways. By comparison, local streets are consistently underrepresented across all crash types, with ratios well below 1.0, while major collectors are modestly overrepresented for all crashes, FI crashes, and VRU crashes but underrepresented for KSI crashes. Overall, the results indicate that El Dorado's arterial system, especially its primary arterials, should remain a central focus for corridor-based safety improvements, speed management, and multimodal countermeasures.

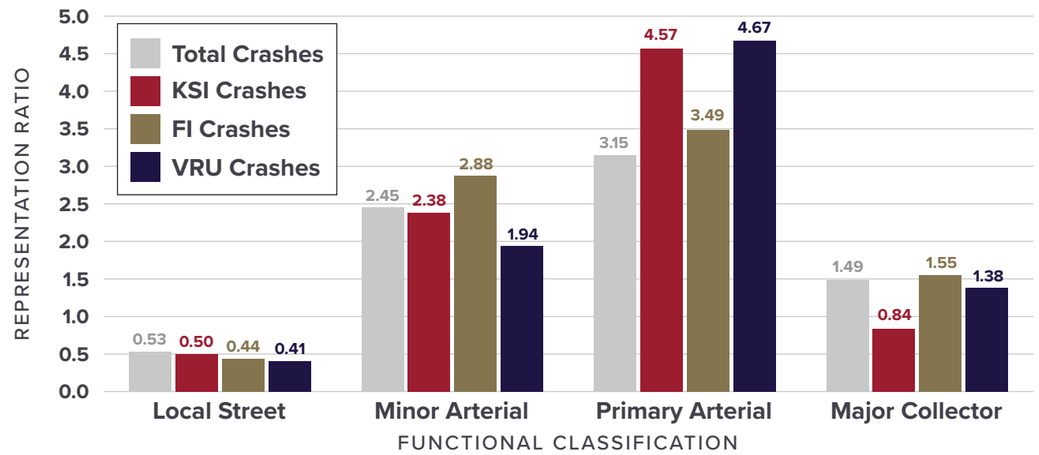


Figure 15: Representation ratio of crash severity by functional classification

Traffic Control

Figure 16 summarizes crashes by traffic control type and shows that severe crashes in El Dorado are concentrated at locations with traffic signals and stop signs. Within this set of crashes, stop sign-controlled locations account for the highest number of all crashes (526), FI crashes (117), and VRU crashes (15), while traffic signal locations are nearly as high, with 496 total crashes, 116 FI crashes, and 10 VRU crashes. KSI crashes are evenly split between traffic signals and stop signs, with 8 crashes each, compared with 5 KSI crashes at locations with no control. Overall, locations with either a traffic signal or stop sign account for about 80% of all crashes in this figure, 76% of KSI crashes, 80% of FI crashes, and nearly 90% of VRU crashes. This pattern suggests that crash risk in El Dorado is strongly concentrated at controlled-conflict points, particularly at intersections where turning, crossing, and yielding movements increase the potential for severe outcomes.

Traffic Control	All Crashes	KSI	FI	VRU
Traffic Signal	496	8	116	10
Stop Sign	526	8	117	15
No Control	257	5	59	3

Figure 16: Crashes by traffic control in El Dorado

Speed

Figure 17 shows the crash representation ratio by posted speed and indicates that crashes in El Dorado are disproportionately concentrated on roadways posted at 35 to 45 mph. This speed range is overrepresented across all crash types, with a ratio of 2.21 for all crashes, 2.24 for KSI crashes, 2.63 for FI crashes, and 3.11 for VRU crashes. The especially high FI and VRU ratios suggest that roadways in the 35 to 45 mph range create conditions in which both crash risk and severity are elevated, particularly for VRUs. By comparison, roadways posted at 20 to 30 mph are underrepresented across all crash types, with ratios below 1.0, while roadways posted at 50+ mph are underrepresented for total crashes, FI crashes, and VRU crashes, though KSI crashes remain slightly overrepresented at 1.11. Overall, the findings indicate that 35 to 45 mph corridors are a critical speed environment in El Dorado, where crash occurrence and severity are both disproportionately high and where speed management and corridor design strategies may have the greatest safety benefit.

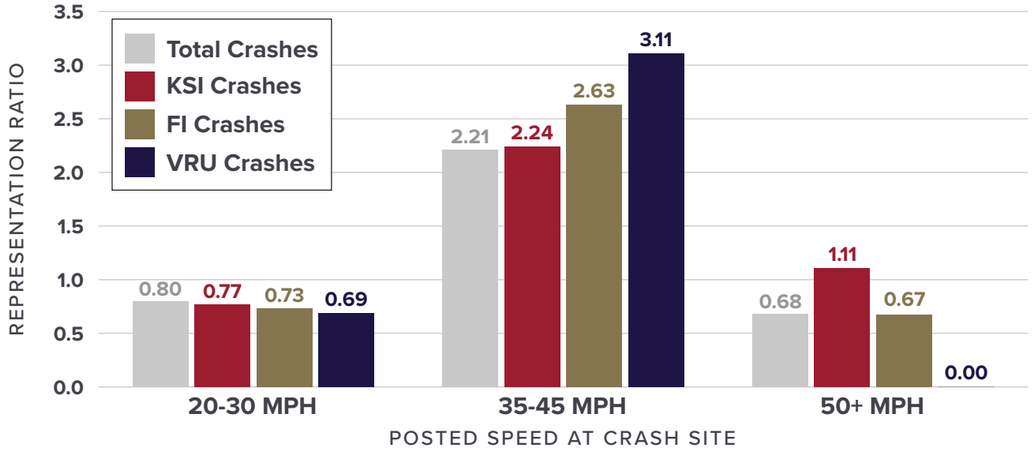


Figure 17: Representation ratio of crashes by posted speed in El Dorado

Roadway User Factors

Seatbelt Usage

Figure 18 shows reported seat belt use by crash severity. Across all crashes, approximately 79% of occupants were reported to be using seat belts, while FI crashes showed a slightly higher reported seat belt use rate of about 81%. In contrast, reported seat belt use in KSI crashes was notably lower, at approximately 68%. When we only look at fatal crashes, seat belt usage was reported to be 56%. This pattern suggests that crashes with the most severe outcomes were associated with lower seat belt use. Education and outreach strategies that encourage consistent seat belt use may be an effective countermeasure to help reduce the severity of crash-related injuries.

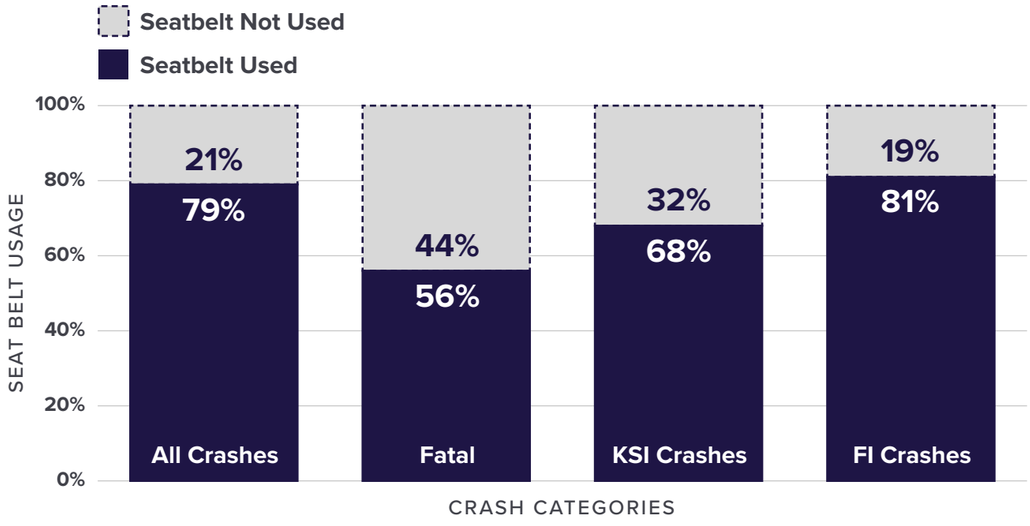


Figure 18: Reported seat belt use by crash severity

Driver Contributing Circumstances

Figure 19 shows that the most common driver contributing circumstances associated with severe crashes in El Dorado are right-of-way violations and inattentive/distracted driving. Right-of-way violations account for 5 KSI crashes and 74 FI crashes, representing about 16% of all KSI crashes and 19% of all FI crashes. Inattentive or distracted driving accounts for 3 KSI crashes, 48 FI crashes, and 4 VRU crashes, or about 9% of KSI crashes, 12% of FI crashes, and 11% of VRU crashes. Together, these two factors are associated with 122 FI crashes, nearly one-third of all FI crashes in El Dorado (32%), making them the most notable driver-related contributors in this summary. Other contributing circumstances, such as improper driving, medical condition, and impairment, appear less frequently. These findings indicate that many of El Dorado's most serious crashes are tied to driver judgment, awareness, and failure to properly respond to other roadway users, reinforcing the importance of intersection safety, visibility, and driver behavior strategies in the SAP.

Driver Contributing Circumstance	KSI	FI	VRU
Right-of-Way Violation	5	74	0
Inattentive/Distracted	3	48	4
Medical Condition	0	10	0
Impairment	0	7	0
Improper driving	0	16	0
Object Avoidance	1	2	0
Fatigued	0	1	0

Figure 19: Severe crash driver contributing circumstances in El Dorado

Impaired Driving

Figure 20 highlights crashes in El Dorado where driver impairment was known to be a factor. Although driver-impaired crashes account for a relatively small share of total crashes (79 crashes, or about 4%), they are disproportionately associated with severe outcomes. These crashes include 5 KSI crashes, representing about 16% of all KSI crashes, and 30 FI crashes, or about 8% of all FI crashes. When looking at fatal crash outcomes, 40% involved an impaired driver. Crashes involving known driver impairment are more likely to result in the most serious injuries than crashes overall. Only 1 VRU crash in the dataset involved driver impairment. Overall, the findings suggest that impaired driving is not among the most frequent crash factors in El Dorado, but when it is present, the resulting crashes are more likely to be severe and should remain an important focus of the Action Plan.

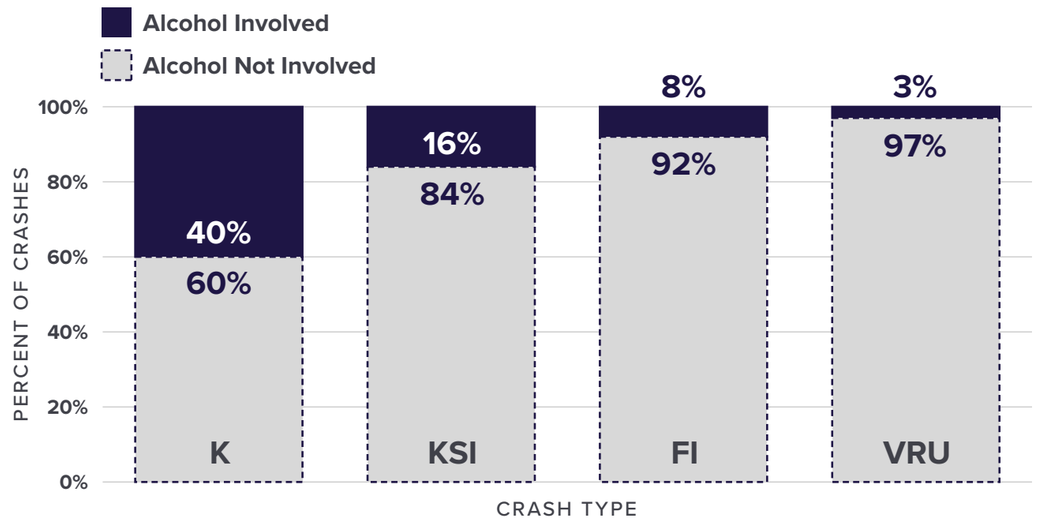


Figure 20: Crashes involving known driver impairment in El Dorado

Age

Figure 21 illustrates crash severity by driver age group in El Dorado and shows that FI crashes are most concentrated among younger drivers. Drivers 24 and younger account for the highest number of FI crashes (106), followed by drivers ages 25–34 (65) and 55–64 (57). KSI crashes are somewhat more distributed across age groups, with the highest totals among drivers 24 and younger and 35–44 (7 each). Although FI crashes generally decline with age, crashes involving drivers 65–74 and 75 and older still result in severe outcomes, even at lower overall frequencies. These findings indicate that younger drivers account for the largest share of FI crashes, but the presence of KSI crashes across nearly all age groups reinforces the need to address risk across the entire driving population.

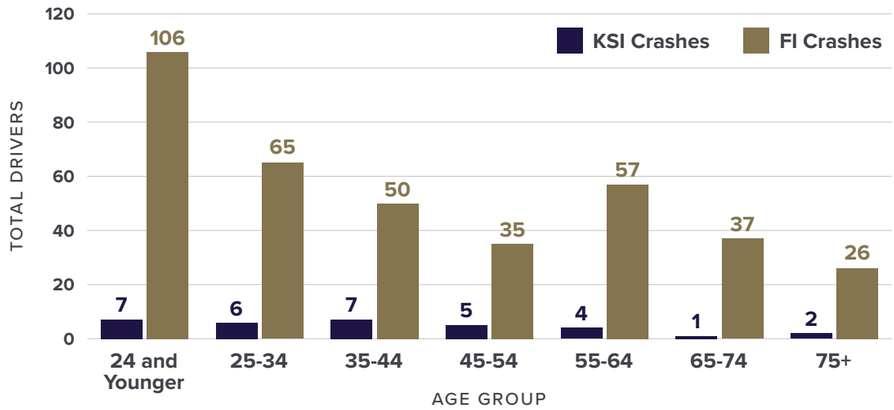


Figure 21: FI crashes by driver age group (2019-2023)

Vulnerable Road User Condition

Pedestrian and bicycle crashes made up just 38 of 2,079 total crashes (1.8%), but they accounted for a much larger share of the city's most serious outcomes. Nearly every VRU crash resulted in injury (37 of 38, or 97.4%), and VRU crashes represented 18.8% of all KSI crashes (6 of 32).

Within the VRU crash set, 16.2% of injury crashes were KSI, compared with 8.3% of KSI crashes citywide. Although no fatal VRU crashes were recorded during the study period, the data indicate that when a crash involved a VRU, it was much more likely to result in injury.

Driver Contributing Circumstance	KSI	FI	VRU
Right-of-Way Violation	5	74	0
Inattentive/Distracted	3	48	4
Medical Condition	0	10	0
Impairment	0	7	0
Improper driving	0	16	0
Object Avoidance	1	2	0
Fatigued	0	1	0

Figure 22: VRU crashes

PRIORITY NETWORK

The Priority Network was established through a layered, data-driven, and community-informed process. Safety findings from the El Dorado Transportation Study, crash-based high-injury network (HIN) screening, and high-risk network (HRN) analysis were combined with public input gathered through community engagement *(Figure 23).* This approach ensured that the Priority Network reflected not only where severe crashes have occurred but also where underlying risk factors and residents' lived experiences indicate ongoing safety concerns. The resulting network identifies the corridors and intersections where targeted diagnosis and countermeasure selection can most effectively guide project recommendations and future safety investment.

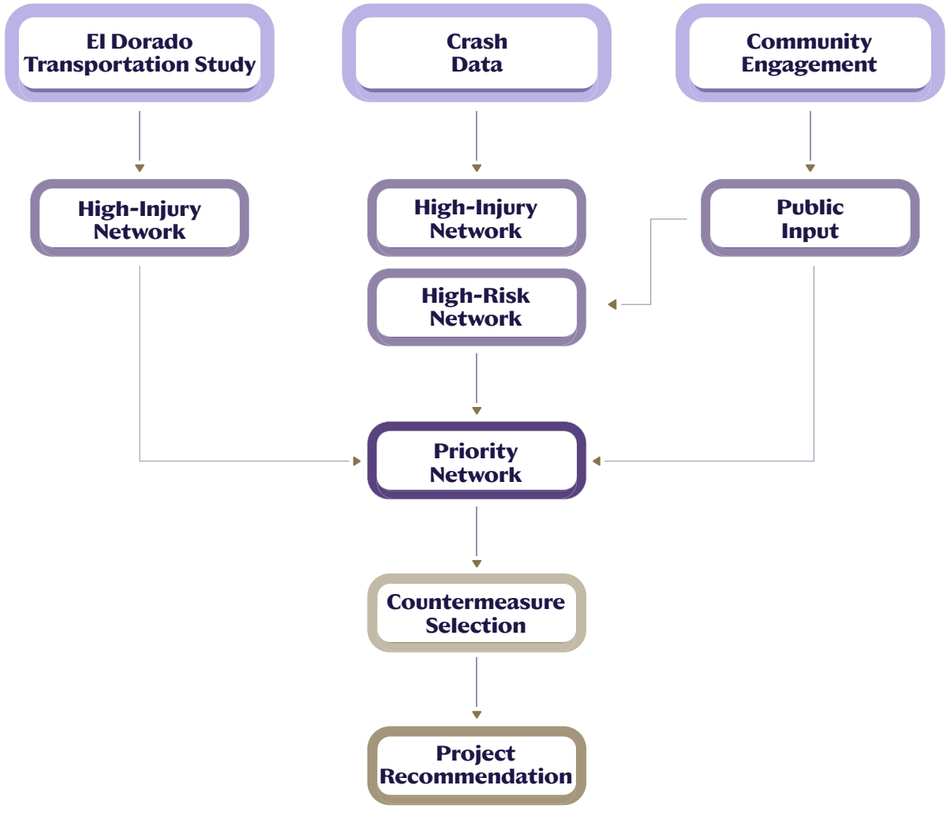


Figure 23: Process used to define the Priority Network

Transportation Study Identified High-Injury and High-Risk Network

The El Dorado Transportation Study identified a focused set of corridors and intersections that help define the city's emerging safety network. For VRUs, Main Street between Central Avenue and 2nd Avenue is the study's clearest high-injury segment, designated Priority Level 1 because it is on both KDOT's HIN and HRN. The study also identifies segments of Central Avenue, Main Street, and 6th Avenue as Priority Level 3 corridors on the HRN. This systemic VRU screening aligns with the broader crash analysis, which found that most crashes occur along Central Avenue and Main Street, and to a lesser degree along 6th Avenue. Together, these corridors form a clear corridor-based safety framework for El Dorado and should be treated as key inputs to the City's SS4A Priority Network.

Priority corridors identified in the study:

- **Main Street, Central Avenue to 2nd Avenue:** Priority Level 1 corridor on both the HIN and HRN, the study's most clearly defined high-injury segment for vulnerable road users.
- **Central Avenue (K-254):** The city's dominant crash corridor; the study states that most crashes occur along Central Avenue, and 14 of the top 20 crash locations are located on this corridor, with seven having crash rates that are statistically above average.
- **Main Street (US-77):** A primary north-south arterial and Priority Level 3 corridor in the VRU analysis, the study also identifies it as one of the city's principal crash corridors.
- **6th Avenue:** Priority Level 3 corridor and a secondary crash corridor, the segment between Main Street and Haverhill Road carries up to 10,500 vehicles per day, and the study notes that two Top 20 crash locations along the corridor have crash rates that are significantly above average.

Figure 24 lists the Top 10 intersections identified in the study by crash frequency.

Intersection	Total Number of Crashes	Entering Daily Traffic Volume	Crash Rate (crashes/mev)	Critical Crash Rate	Above Critical Rate?
Central & Village	64	16,351	2.14	0.73	**Yes**
Central & Boyer	45	19,115	1.29	0.71	**Yes**
Central & Haverhill	34	20,164	0.92	0.71	**Yes**
Central & Oil Hill	31	15,512	1.10	0.74	**Yes**
Main & 6th	25	16,064	0.91	0.74	**Yes**
Central & Summit	23	14,789	0.85	0.74	**Yes**
Central & Main	21	12,613	0.91	0.76	**Yes**
Central & River	20	6,890	1.59	0.87	**Yes**
Main & 3rd	17	7,552	1.23	0.85	**Yes**
Central & Diagonal	16	15,500	0.57	0.74	**No**

Figure 24: Top ten identified intersections ranked by crash frequency from the 2024 El Dorado Transportation Study

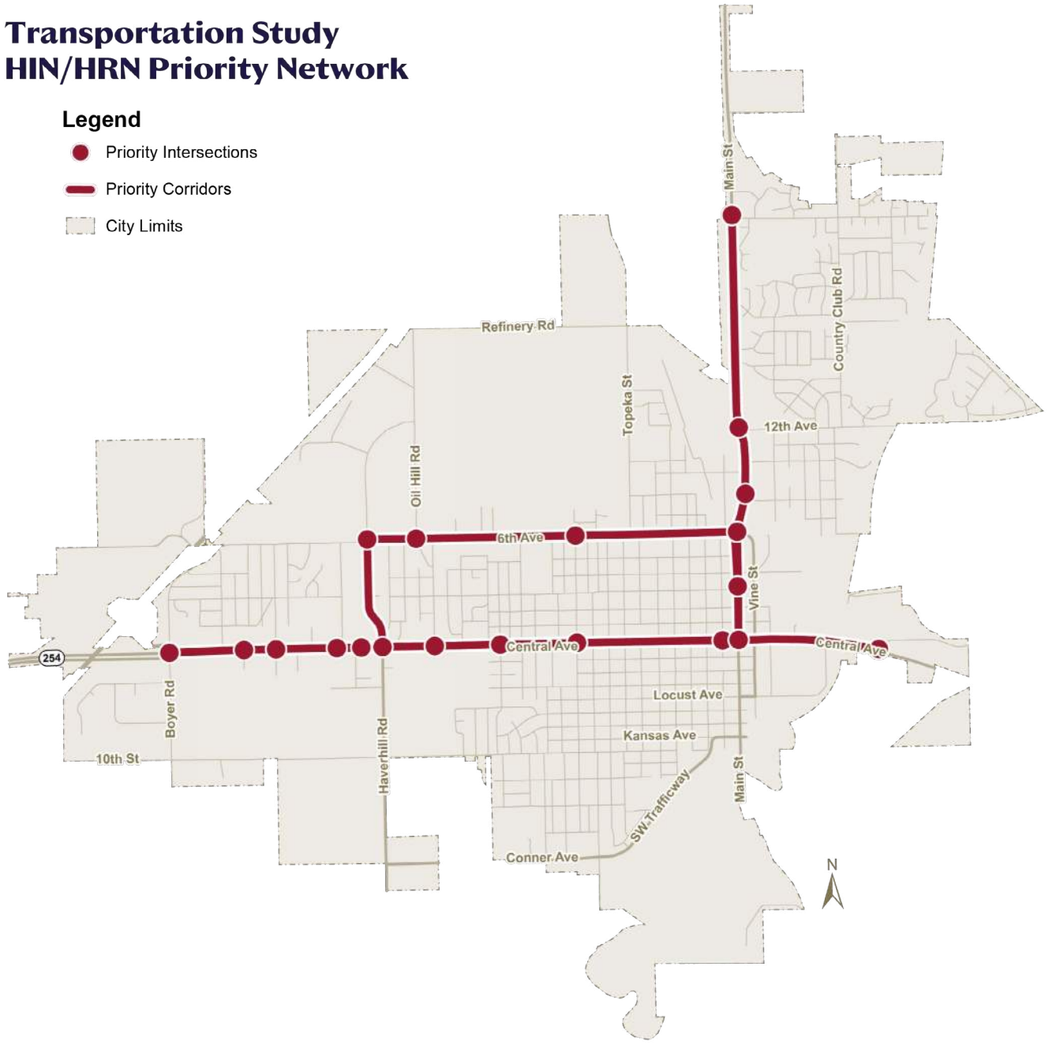


Figure 25: Priority corridors and intersections identified in the 2024 El Dorado Transportation Study

Public Input

Public engagement was an essential element of the El Dorado Safe Streets and Roads for All planning process, bringing residents' lived experience into the technical analysis and helping inform development of the risk and priority networks. Feedback collected during the engagement process generally aligned with patterns identified in the crash analysis, reinforcing documented safety concerns. At the same time, community input added an important human dimension by capturing how people experience the transportation system in their daily lives, including where they feel unsafe, where they encounter barriers to walking or biking, and where near misses or other unreported conflicts occur. While crash data shows where documented incidents have occurred, public feedback provides valuable insight into emerging risks, perceived safety concerns, and mobility challenges that may not be reflected in reported crash history alone. This combined approach strengthened the City's understanding of local safety needs and supported a more comprehensive, data-informed framework for identifying priority corridors, intersections, and potential safety improvements. Additional detail on the community engagement process and key themes heard from residents is provided in Chapter 3.

Figure 26: Public comment map

High Injury Network

A key component of Safe Streets 4 All El Dorado is identifying the city's High Injury Network (HIN), the intersections and street segments with a disproportionate concentration of injury-producing crashes. The HIN helps prioritize locations where safety improvements are most likely to reduce both the frequency and severity of crashes. This section describes the process used to develop the HIN, summarizes the highest-risk locations, and supports the selection of targeted countermeasures.

Methodology

HIN development began with filtering the crash dataset to include FI crashes. Each community's crash history presents different analytical constraints. The available crash data classified 32 KSI crashes. Because KSI crashes are relatively low, a KSI-based representation ratio would be unstable, adding or subtracting one or two KSI crashes at a single location could disproportionately shift results. To improve reliability, the analysis used FI crashes (387 total). This larger sample produces more stable, repeatable results while still focusing the HIN on crashes with injury outcomes.

The HIN score was developed using two components: (1) a Fatal and Injury Representation Ratio (FIRR) to identify locations with above-average FI crash concentration and (2) a severity-weighted crash score to emphasize locations with more serious injury outcomes.

To evaluate intersection crash risk, crash records were spatially associated with intersection locations using an 80-foot buffer around each intersection. FI crashes captured within each buffer were then summarized to calculate the total number of FI crashes and the number of FI crashes by injury type at each intersection. These summarized counts were used to compute the FIRR as follows:

$$\mathrm{FIRR}_{\mathrm{int,i}} = \frac{\mathrm{FI}_{\mathrm{int,i}}}{\left(\frac{\sum \mathrm{FI}_{\mathrm{int}}}{\mathrm{N}_{\mathrm{int}}}\right)}$$

Where:

$FI_{int,i}$= FI crashes at intersection i

$\sum FI_{int}$= total FI crashes across intersections with FI crashes

N_{int}= number of intersections with FI crashes

A value greater than 1.0 indicates the intersection has more FI crashes than the system-wide intersection average.

To evaluate crash risk along street segments, crash records were spatially associated with roadway segments using a 100-foot buffer around each segment. FI crashes captured within each buffer were summarized by segment and by injury type, then normalized by segment length (miles) to reduce bias toward longer segments. These length-adjusted crash rates were used to compute the Fatal and Injury Representation Ratio (FIRR) for each segment as follows:

$$\mathrm{FIRR}_{\mathrm{seg,i}} = \frac{\left(\frac{\mathrm{FI}_{\mathrm{seg,i}}}{\mathrm{L}_{\mathrm{i}}}\right)}{\left(\frac{\sum \mathrm{FI}_{\mathrm{seg}}}{\sum \mathrm{L}}\right)}$$

Where:

$FI_{seg,i}$= FI crashes on segment i

L_i= length of segment i (miles)

$\sum FI_{seg}$= total FI crashes across segments with FI crashes

$\sum L$= total miles of segments with FI crashes

A value greater than 1.0 indicates the segment has more FI crashes per mile than the system-wide average.

To ensure the HIN reflects not only where FI crashes are concentrated but also how severe those crashes are, a severity-weighted crash score was calculated and applied alongside FIRR. Severity weights were based on local crash data, engineering judgement, and the equivalent property damage only ratio with Type A weighted at 15, Type B at 10, and Type C at 5. Using these values, the severity-weighted score was calculated as follows:

$$\boldsymbol{WF_i = 15A_i + 10B_i + 5C_i}$$

Where A_i, B_i, and C_i are the counts of Type A, B, and C injury crashes at location i.

The final HIN score was then calculated by applying the severity-weighted score to FIRR:

$$\boldsymbol{HIN_i = FIRR_i \times WF_i}$$

This approach produces a stable, comparable HIN score across locations, highlighting both where injury crashes are concentrated (FIRR) and where injury outcomes are most severe (WF), even in the absence of fatalities.

Street Segment High Injury Network

Figure 27 illustrates the location of El Dorado's high-injury roadway segments. The analysis shows a strong concentration of risk along W Central Avenue, which accounts for seven of the top 10 ranked segments and nine of the top 15 overall, underscoring its role as the city's most critical corridor for safety improvement. The highest-ranked segment, W Central Avenue from S Village Road to S Hogaboom Drive, recorded 28 total crashes, including 2 KSI crashes, and received a HIN score of 523.66. Other top-ranked segments on W Central Avenue include S Summit Street to S High Street, Oil Hill Road to Eunice Street, N Haverhill Road to State Street, and S Main Street to S Vine Street. Outside of Central Avenue, elevated-risk segments are concentrated on N Main Street, with additional priority locations on McCollum Road, E 3rd Avenue, W 3rd Avenue, and W 6th Avenue. Several of these corridors also involve crashes involving VRUs, underscoring the need for safety improvements that address both vehicle conflicts and multimodal travel. The ranking of the HIN corridor can be found in *Figure 28.*

High Injury Network, Road Segments

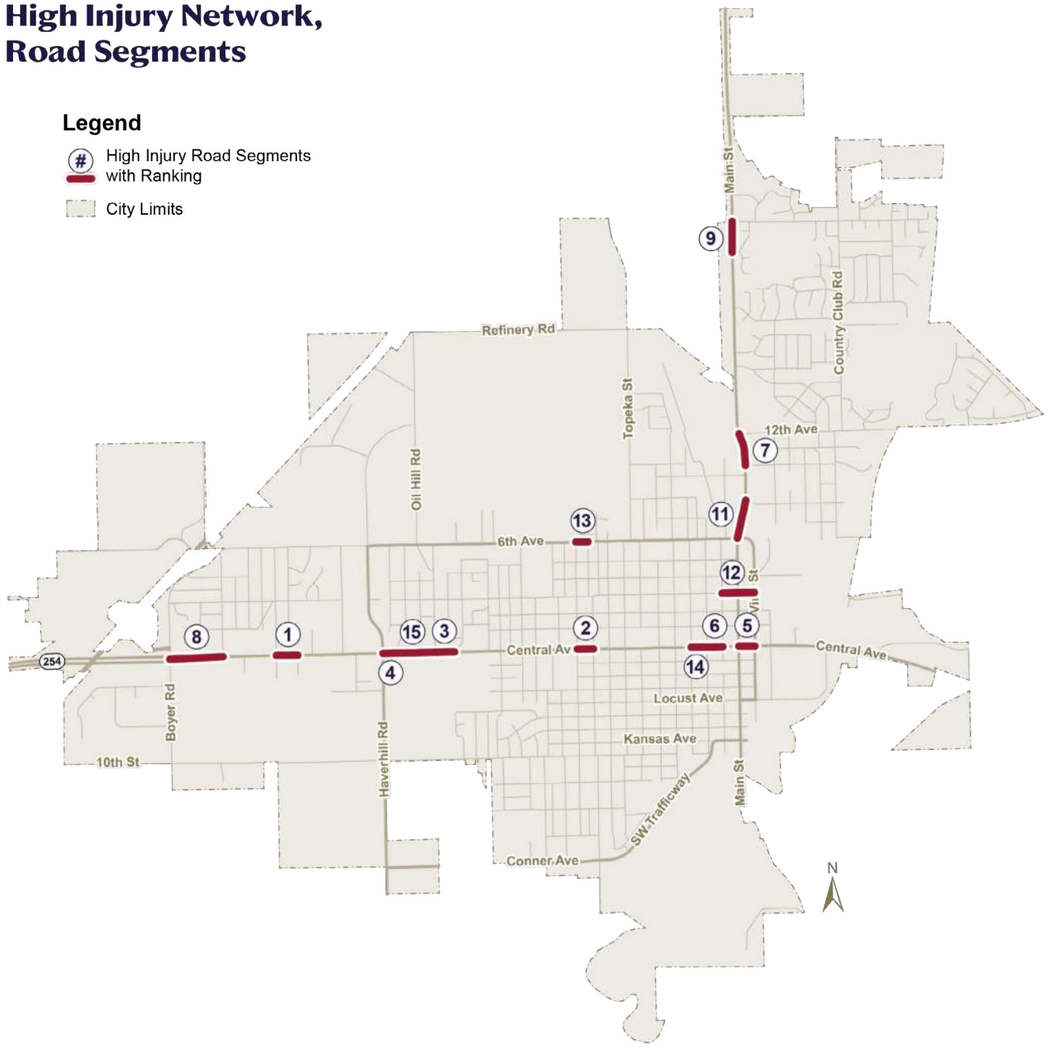


Figure 27: High Injury Network segments

Rank	HIN Corridor Location	All Crashes	VRU	KSI	FI	FI/Mi	Length (Mi)	HIN
1	W Central Ave from S Village Rd to S Hogaboom Dr	28	0	2	28	276	0.10	523.66
2	W Central Ave from S Summit St to S High St	14	3	1	14	183	0.08	240.37
3	W Central Ave from Oil Hill Rd to Eunice St	11	1	1	11	120	0.09	106.05
4	W Central Ave from N Haverhill Rd to State St	10	0	0	10	142	0.07	96.63
5	W Central Ave from S Main St to S Vine St	8	2	2	8	106	0.08	86.65
6	W Central Ave from S Star St to S Gordy St	6	1	0	6	80	0.07	39.85
7	N Main St from E 10th St to E 12th St	7	2	0	7	46	0.15	32.02
8	W Central Ave from S Boyer Rd to School Rd	11	0	0	11	44	0.25	26.77
9	McCollum Rd from N Main St to Debra Dr	6	0	1	6	41	0.15	26.54
10	E 3rd Ave from N Main St to N Vine St	6	0	0	6	78	0.08	24.60
11	N Main St from W 6th Ave to E 8th Ave	7	3	2	7	38	0.18	19.91
12	W 3rd Ave from N Gordy St to N Main St	4	2	0	4	54	0.07	19.40
13	W 6th Ave from N Summit St to N High St	3	1	0	3	52	0.06	17.69
14	W Central Ave from S Washington St to S Star St	4	0	0	4	54	0.07	14.57
15	W Central Ave from State St to Oil Hill Rd	5	2	1	5	28	0.18	13.51

Figure 28: Segment High Injury Network corridors

High Injury Network, Intersections

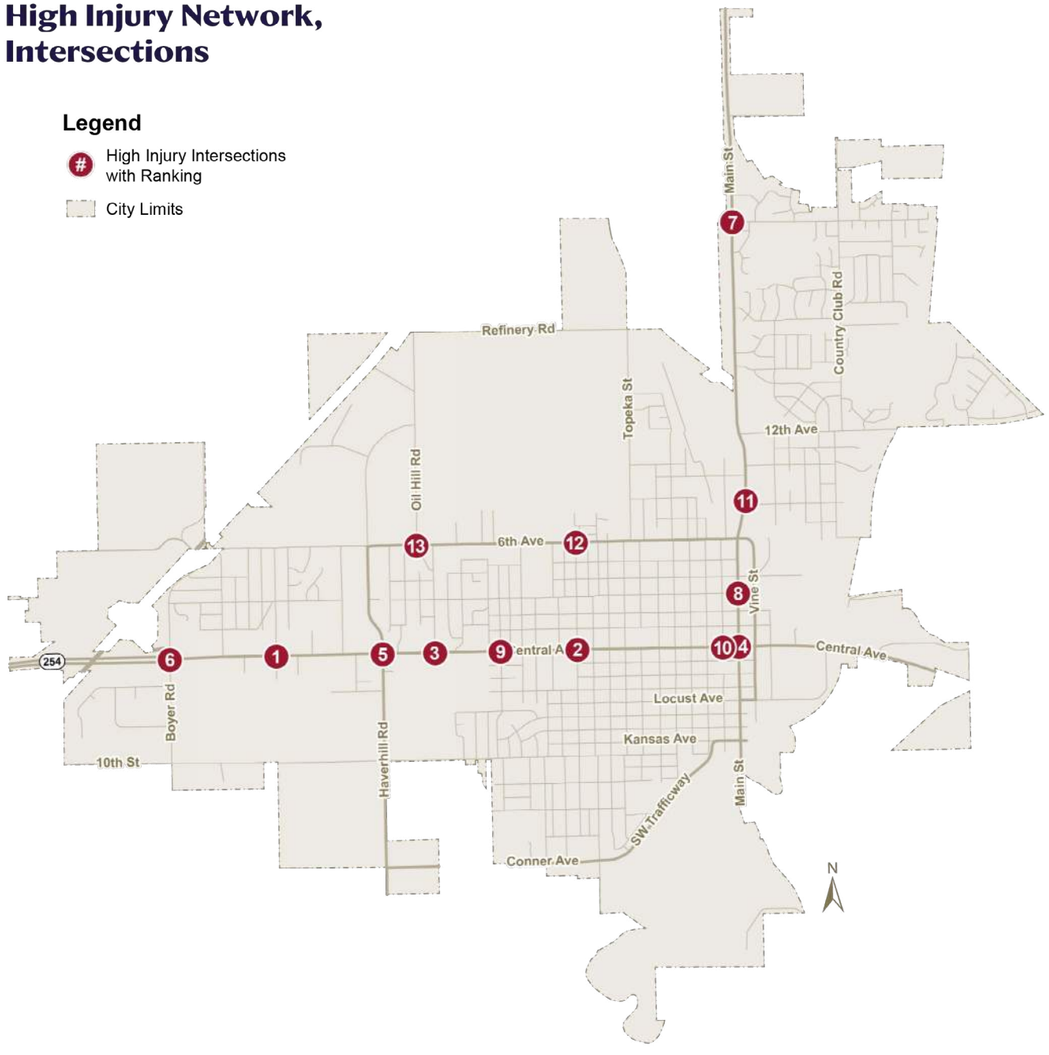


Figure 29: High Injury Network intersections

Intersection High Injury Network

Figure 29 illustrates the location of El Dorado's high-injury intersections. The analysis shows a strong concentration of risk along the Central Avenue corridor, where 8 of the top 10 ranked intersections are located. The highest-ranked location, W Central Avenue & Village Road, recorded 29 total crashes, including 2 KSI crashes, and received a HIN score of 70.49. Other top-ranked intersections along Central Avenue include S Summit Street, N Oil Hill Road, S Main Street, S Haverhill Road, and SW Boyer Road, reinforcing this corridor as the city's most critical area for intersection safety improvement. Several of these intersections also recorded VRU, particularly at S Summit Street, N Oil Hill Road, and S Arthur Street. Outside of Central Avenue, notable higher-ranking intersections are concentrated along N Main Street, with additional priority locations on W 6th Avenue. *Figure 30* summarizes the scoring and ranking of the intersection HIN.

Rank	Intersection	All Crashes	KSI	FI	VRU	HIN
1	W Central Ave & Village Rd	29	2	29	0	70.49
2	W Central Ave & S Summit St	15	0	15	3	20.88
3	W Central Ave & N Oil Hill Rd	13	2	13	3	17.24
4	E Central Ave & S Main St	9	2	9	1	9.75
5	W Central Ave & S Haverhill Rd	11	0	11	0	9.72
6	W Central Ave & SW Boyer Rd	11	0	11	0	8.26
7	N Main St & E McCollum Rd	6	1	6	0	4.91
8	N Main St & E 3rd Ave	7	0	7	0	3.56
9	W Central Ave & S Arthur St	5	0	5	3	2.43
10	W Central Ave & S Gordy St	5	0	5	0	1.77
11	N Main St & E 8th Ave	4	1	4	1	1.68
12	W 6th Ave & N Summit St	4	0	4	1	1.50
13	W 6th Ave & N Oil Hill Rd	4	0	4	1	1.50

Figure 30: Intersection High Injury Network

High Risk Network

While the High-Injury Network identifies locations with a documented history of injury crashes, the High-Risk Network takes a more proactive approach. It is intended to identify the streets and intersections where injury crashes are most likely to occur in the future so that improvements can be made before additional serious crashes occur. In El Dorado, the HRN was developed by layering several types of analysis to understand not only where crashes have occurred, but also where crash patterns, severity trends, and roadway conditions suggest a greater likelihood of future injury crashes. The process began with a review of crash severity, crash density, and crash risk maps, as well as a predicted crash risk heatmap. Together, these tools helped highlight locations with concentrated crash activity, higher crash severity, and patterns that suggest future injury risk.

A key part of that process was the risk score used to screen and rank locations. The risk score is calculated as:

Risk Score = 15 × (Fatal + Serious Injury) + 5 × (Minor Injury) + 2 × (Possible Injury) + 1 × (PDO)

This weighting places greater emphasis on crashes with more serious outcomes while still recognizing the broader pattern of crash occurrence at a given location.

Each crash was assigned a risk score. These scores were then aggregated to compute a Total Risk Score (TS) for each segment and intersection by summing the risk scores of all crashes occurring at that location.

The HRN figures then pair that severity score with each location's share of total crashes citywide, shown as:

$$X = \frac{\text{Crashes at that location (Segment/}\textit{intersection}\text{)}}{\text{Total city crashes (Segment/}\textit{intersection}\text{)}}$$

The final ranking metric was then computed as:
Final score = Total Risk Score (TS) × X

The final ranking metric ***(TS×X)*** combines severity-weighted crash scores with each location's proportion of total citywide crashes. This approach prioritizes locations with both high crash severity and systemic importance.

This approach helps elevate corridors and intersections that are notable not just because crashes occur there, but because they combine high crash frequency with a greater potential for severe outcomes. As shown in *Figure 31,* this method identifies corridors such as Central Avenue, Main Street (US 77), 6th Street, US 54, and Haverhill Road as among the highest-risk segments in the network.

As shown in *Figure 32,* this method identifies intersections such as along Central Avenue (K-254) at Village Road, Oil Hill Road, Haverhill Road, Boyer Road, and Main Street as among the highest-risk intersections in the network

Rank	Segment Name	Total Risk Score (TS)	K	A	B	C	PDO	Crash Number	Crashes/ Total Crashes (x)	TS*X	Community Voices (scale: 1-10)
1	Central Ave	310	1	1	18	10	170	200	0.21	65.61	7
2	Main St	175	1	1	11	8	74	95	0.10	17.59	10
3	6th Ave	75	0	0	2	4	57	63	0.07	5.00	4
4	Central Ave	82	0	3	1	1	30	35	0.04	3.04	1
5	Haverhill Rd	66	0	1	4	4	23	32	0.03	2.23	5
6	3rd Ave	36	0	0	2	2	22	26	0.03	0.99	4
7	Towanda Ave	36	1	0	0	1	19	21	0.02	0.80	2
8	Taylor St	24	0	0	0	0	24	24	0.03	0.61	7
9	Emporia St	26	0	0	2	0	16	18	0.02	0.50	1
10	Arthur St	19	0	0	0	0	19	19	0.02	0.38	1
11	Village Rd	19	0	0	0	0	19	19	0.02	0.38	1
12	Orchard Ave	21	0	0	1	1	12	15	0.02	0.33	1
13	Metcalf Rd	21	0	0	1	3	10	14	0.01	0.31	1
14	Washington St	24	0	1	0	0	9	10	0.01	0.25	1
15	Olive Ave	18	0	0	1	1	11	13	0.01	0.25	2
16	Topeka St	15	0	0	0	0	15	15	0.01	0.24	2
17	Vine St	17	0	0	1	0	12	13	0.01	0.23	1
18	Summit St	17	0	0	1	1	10	12	0.01	0.22	4
19	Traffic Way	25	0	0	4	1	3	8	0.01	0.21	2
20	12th Ave	19	0	0	2	1	7	10	0.01	0.20	2
21	Boyer Rd	21	1	0	0	0	6	7	0.01	0.16	1
22	Denver St	12	0	0	0	0	12	12	0.01	0.15	1
23	High St	12	0	0	0	0	12	12	0.01	0.15	1
24	Star St	11	0	0	0	1	9	10	0.01	0.12	2
25	Gordy St	12	0	0	1	0	7	8	0.01	0.10	1
26	2nd Ave	10	0	0	0	1	8	9	0.01	0.10	1
27	Oil Hill Rd	12	0	0	1	1	5	7	0.01	0.09	5
28	Edgemoor Dr	10	0	0	1	0	5	6	0.01	0.06	1

Figure 31: Top-ranked high-risk street segments within El Dorado's HRN

Rank	Intersection Name	Total Risk Score (TS)	K	A	B	C	PDO	Crash Number	TS*X
1	Central Ave (K254) & Village	208	0	2	12	15	88	117	19.33
2	Central Ave (K254) & Oil Hill Rd	122	0	2	8	5	42	57	5.52
3	Central Ave (K254) & Haverhill Rd	91	0	0	6	5	51	62	4.48
4	Central Ave (K254) & Boyer Rd	86	0	0	4	7	52	63	4.30
5	Central Ave (K254) & Main St	99	0	2	5	2	40	49	3.85
6	Central Ave (K254) & Summit St	85	0	0	11	4	22	37	2.50
7	Main St & W 6th Ave	64	0	1	1	2	40	44	2.24
8	Central Ave (K254) & Diagonal Rd	31	0	0	0	3	25	28	0.69
9	Main St & E 3rd Ave	39	0	0	4	4	11	19	0.59
10	Central Ave (K254) & Arthur St	37	0	0	4	1	15	20	0.59
11	Main St & McCollum Rd	45	1	0	4	1	8	14	0.50
12	Haverhill Rd & W 6th Ave	30	0	0	2	2	16	20	0.48
13	Main St & E 12th Ave	26	0	0	2	0	16	18	0.37
14	Central Ave (K254) & Commerce St	23	0	0	1	2	14	17	0.31
15	Central Ave (K254) & Metcalf Rd	22	0	0	1	2	13	16	0.28
16	S Haverhill Rd & W Towanda Ave	21	0	0	1	2	12	15	0.25
17	Oil Hill Rd & W 6th Ave	25	0	0	3	1	8	12	0.24
18	E Central Ave & SE River Rd	17	0	0	0	2	13	15	0.20
19	Central Ave & Vine St	25	0	1	0	1	8	10	0.20
20	Central Ave (K254) & Gordy St	22	0	0	2	3	6	11	0.19
21	N Taylor St & W 3rd Ave	17	0	0	0	3	11	14	0.19
22	Central Ave (K254) & Eunice St	18	0	0	1	1	11	13	0.19
23	Central Ave (K254) & Emporia St	20	0	0	2	1	8	11	0.17
24	Central Ave (K254) & Taylor St	27	0	1	1	1	5	8	0.17
25	W Olive Ave & S Denver St	24	0	1	0	1	7	9	0.17
26	Central Ave (K254) & Denver St	19	0	0	2	0	9	11	0.17
27	N Main St & 2nd Ave	19	0	0	2	1	7	10	0.15
28	Main St & E 8th Ave	27	0	1	1	2	3	7	0.15
29	Central Ave (K254) & S Hogaboom Dr	16	0	0	1	1	9	11	0.14
30	Central Ave (K254) & S Star St	21	0	0	3	1	4	8	0.13
31	N Gordy St & W 3rd Ave	18	0	0	2	1	6	9	0.13
32	W Olive Ave & S Emporia St	21	0	1	0	0	6	7	0.12
33	Central Ave (K254) & High St	24	0	1	1	0	4	6	0.11
34	W 6th Ave & N Summit Rd	20	0	0	3	1	3	7	0.11
35	Central Ave (K254) & School Rd	17	0	0	2	1	5	8	0.11
36	Central Ave (K254) & Orchard St	16	0	0	2	0	6	8	0.10
37	Main St & E Carr Ave	23	0	1	1	0	3	5	0.09
38	N Main St & E 10th Ave	16	0	0	2	1	4	7	0.09
39	Star St & Ash Ave	26	0	1	2	0	1	4	0.08
40	SW Boyer Rd & W 4th Ave	19	1	0	0	0	4	5	0.08
41	Residence St & W 2nd Ave	19	0	1	0	0	4	5	0.08
42	N Emporia St & W 4th Ave	19	0	1	0	1	2	4	0.08

Figure 32: Top-ranked intersections within El Dorado's HRN

The methodology also looked beyond location alone to better understand the kinds of conditions associated with more serious crashes. A crash severity model was used to evaluate which roadway, driver, vehicle, and environmental factors were most closely tied to severe crash outcomes. That analysis found that the most serious crashes in El Dorado are associated with factors such as driver distraction, peak-period travel, intersections, teen and older drivers, commercial vehicles, dark conditions with street lighting, and state routes. Injury crashes were also strongly associated with intersections, nighttime conditions, roadway departures, speed-related factors, motorcycles, and higher-speed routes. In addition, the crash data were grouped into four recurring crash patterns, which helped explain the types of risks present across the system, from routine intersection crashes to speed- and aggression-related corridor crashes to rear-end and parked-vehicle crashes on local streets to severe nighttime crashes involving impairment and roadway departure.

Together, these layers of analysis were used to establish the HRN *(Figure 33)* as a ranked system of roadway segments and intersections with elevated combined crash risk. In other words, the HRN reflects both where crashes have occurred and where the underlying conditions suggest that future injury crashes are likely to occur. This gives the City a more forward-looking framework for implementation. Rather than waiting for additional serious crashes to confirm a problem, the HRN helps direct investment toward locations where proactive safety improvements may have the greatest benefit. The draft also connects each high-risk location back to the dominant crash patterns identified in the cluster analysis so that countermeasures can be matched to the type of risk present at that location. That means the HRN is not simply a list of problem spots; it is a tool for moving from system-wide safety analysis to targeted, data-informed action.

High Risk Network Corridors and Intersections

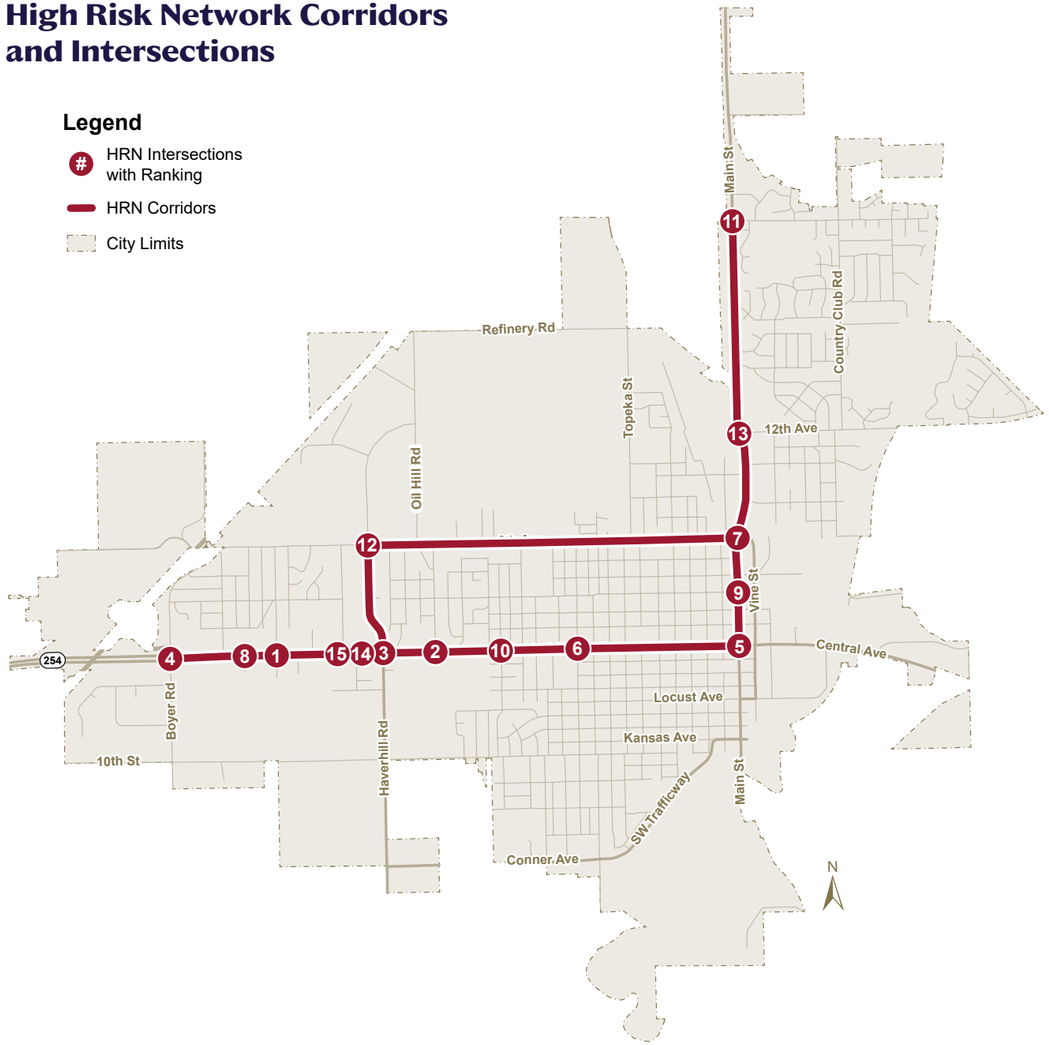


Figure 33: HRN corridors and intersections

PRIORITY NETWORK

The Priority Network serves as the bridge between analysis and action in the Safe Streets 4 All El Dorado process. It brings together the findings of the HIN, which shows where injury crashes have occurred, the HRN, which identifies corridors and intersections with characteristics associated with future crash potential, the Transportation Study's documentation of key operational and connectivity needs, and community input that revealed near-misses, barriers, and lived experiences not captured in crash records alone. By layering these sources, the Priority Network identifies the locations where safety investment is most needed and most likely to make a meaningful difference *(Figure 34).* In the next phase of the project, this network will guide the selection of spot studies, corridor-specific strategies, and project recommendations. This will help the City focus resources on the streets and intersections where targeted countermeasures, systemic improvements, and future funding efforts can have the greatest impact in reducing fatal and serious-injury crashes.

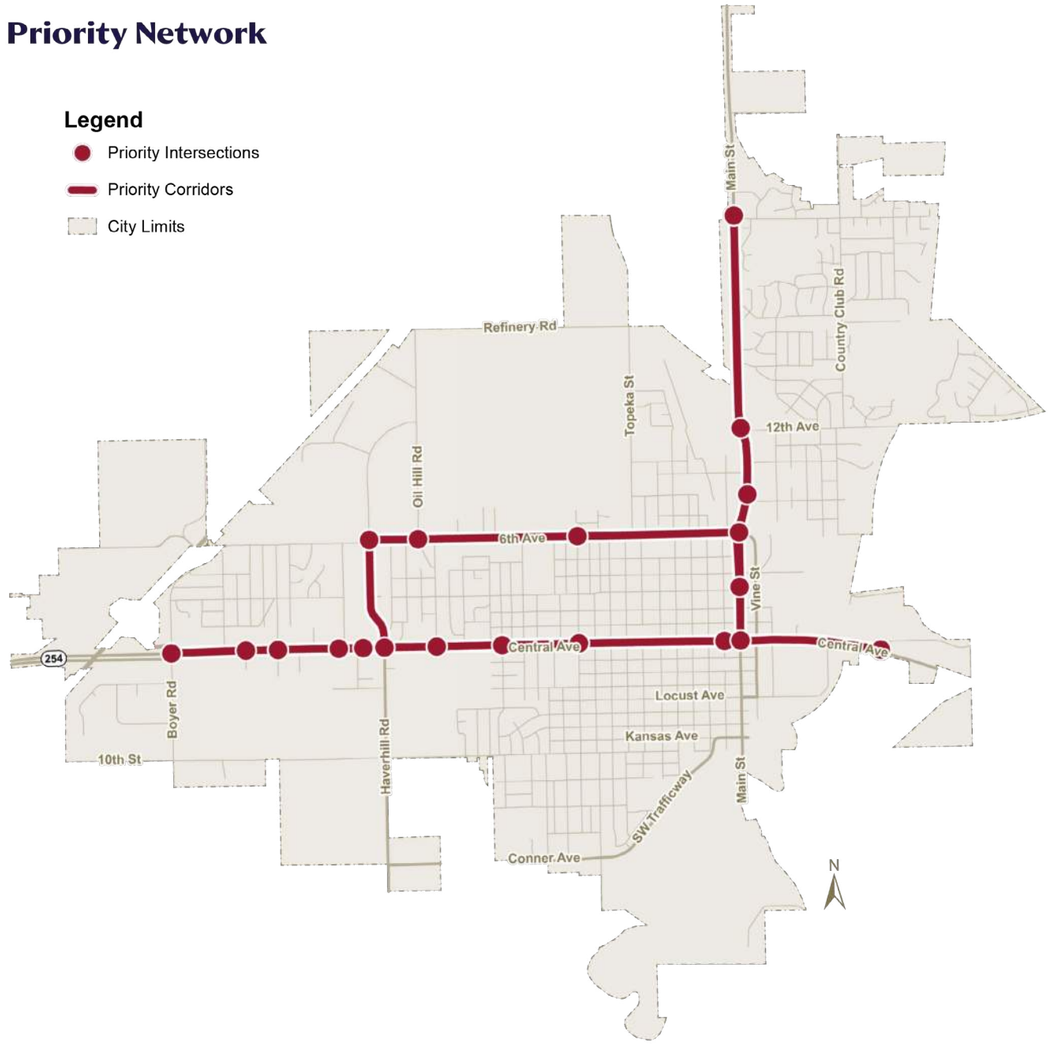


Figure 34: El Dorado's priority network

CRASH DATA ANALYSIS SUMMARY

The data analysis shows that El Dorado's most serious crash risk is concentrated on a relatively focused set of corridors and intersections. Severe crashes are overrepresented on arterial roadways, particularly in 35 to 45 mph environments, and are strongly associated with intersection-related conflict, including angle crashes, right-of-way violations, and locations with traffic signals and stop signs. The analysis also highlights elevated severity risk under low-light conditions, in crashes involving driver distraction or impairment, and in crashes involving VRUs, which are far more likely to result in serious injury. These findings help inform problem diagnosis and countermeasure selection, emphasizing arterial corridor safety, intersection improvements, speed management, lighting and visibility, and multimodal protections in locations where crash history, future risk, and community concerns overlap. This work directly informs the Priority Network and provides a data-driven framework for selecting and prioritizing projects that can most effectively reduce fatal and serious-injury crashes.

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Community Engagement

Chapter 3

PLANNING FOR ENGAGEMENT

A Safety Action Plan requires engagement and collaboration to gather community representation and feedback, and to analyze and incorporate that feedback into actionable recommendations. The consultant team collaborated with El Dorado's Steering Committee to develop a comprehensive public participation plan, which included goals of: introducing the Safe System Approach, reflecting the community's needs and values, identifying safety issues and concerns, fostering support for the study and further projects, maintaining the project team's awareness of input received, and reporting back on how the project team responded to the community's need and values.

The International Association of Public Participation's Spectrum of Public Participation was used to determine engagement levels and corresponding tactics, as shown in *Figure 35.* The plan committed to a "consult" level of engagement through outreach to the general public and an "involve" level through focus groups.

The plan identified vulnerable road users as pedestrians, micromobility users, and bicyclists, and outreach activities were designed to reach a broad audience with a clear purpose, relevant topics, accessible formats, and strategic timing.

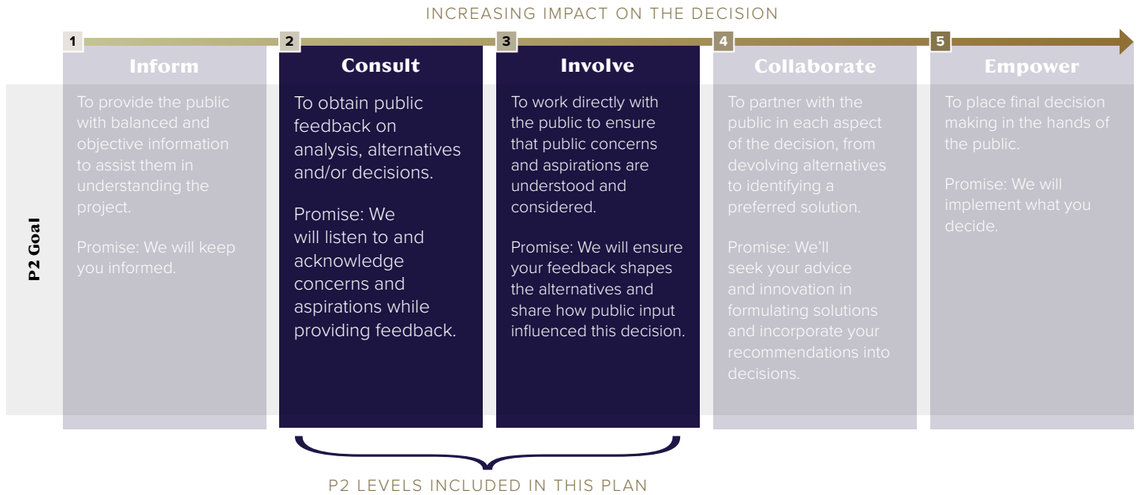


Figure 35: Spectrum of Public Participation

ENGAGEMENT OPPORTUNITIES

The City offered several engagement opportunities to involve the community in shaping transportation and street-safety improvements for this project, including pop-up events, focus group discussions, surveys, and a project website. Each provided participants with a unique opportunity to discuss their safety concerns and values as residents and users of El Dorado's street network. Engagement took place in two phases:

Phase 1: Fall of 2025

- Centered on location- and modality-specific problem identification

Phase 2: Late Winter of 2026

- Gathered more stories and experiences on identified risk factors and ideas for potential solutions

FALL 2025

PROJECT WEBSITE

A StoryMap was developed in the city's ArcGIS mapping system and included the project overview, existing conditions, an interactive "Pin-A-Comment" map, and the latest project news, providing a broad overview of the overall project initiative.

Pop-up Event

The first event took place in September, during El Dorado's Gold Fest community festival, as part of the Artisan Market and Kid Zone downtown. This event introduced the project to the community through interactive boards, where participants highlighted specific safety concerns by location and mode of travel.

Online Survey

An online survey collected feedback on driving and multimodal travel experiences, safety concerns, desired improvements, and individual driving preferences. Written responses were collected at the pop-up event, with a QR code displayed that provided an option to complete the survey online. City communications staff shared the survey link on social media and through the local newspaper as well. These efforts resulted in 146 responses, 96% of which were from residents living within the city. Their ages range from teenagers to older adults, with a median age of 43, and most have decades of driving experience.

Media Outreach

To promote the project and gather initial feedback, an article was published in the Butler County Times-Gazette, and content was delivered through the City's newsletter. Informational graphics were shared through the City's social media channels to educate followers on the plan, raise awareness of pop-up events and focus groups, and invite online feedback via the project website and surveys.

▲ *A social media post promoting the survey*

WINTER 2026

Risk Factor Prioritization

In the new year, the Steering Committee was asked to prioritize all risk factors identified from crash data, high-injury network analysis, and community feedback to inform the upcoming focus group discussions. Distracted driving and inattention emerged as the most frequently prioritized risk factor, with uncontrolled intersections being the next most cited concern. Speeding was identified as another major contributor to crashes and perceived danger. Sidewalk infrastructure and continuity ranked fourth, underscoring the importance of safe, complete pedestrian networks. Teen drivers and older drivers were also frequently identified as risk factors requiring focused attention.

Focus Group Meetings

The City offered four focus group meetings in February 2026 to gather more in-depth input from specific community members and leaders. The first focus group was held at the Senior Center, where approximately 35 attendees responded to prompts from the presenters about their unique experiences with identified risk factors. Paper surveys were used to gather written responses and to rank behavioral and design countermeasures most likely to improve safety in El Dorado.

A second focus group was held with 10 officers from El Dorado's Police Department to gather their professional perspectives on the identified risk factors and included an activity to rank the behavioral and design countermeasures using interactive display boards.

Two other focus group meetings were planned and advertised: an in-person meeting for those who responded to the first survey indicating their interest in further engagement with the project, and another virtual meeting specifically for school travel. However, both were poorly attended.

Pop-up Event 2: A second pop-up event was held in February 2026 at El Dorado High School, focusing on obtaining feedback from teen drivers on behavioral and design countermeasures most likely to improve safety in El Dorado. Approximately 100 students participated in the countermeasure ranking activity.

Online Survey 2: Another online survey was available to the public and mirrored the questions posed in the focus groups. It was distributed through the City's communications channels and received 28 responses.

Online Survey 3: A third survey focused on school travel and was distributed through the school districts' communication application, receiving 78 responses.

▲ *A social media post promoting the survey*

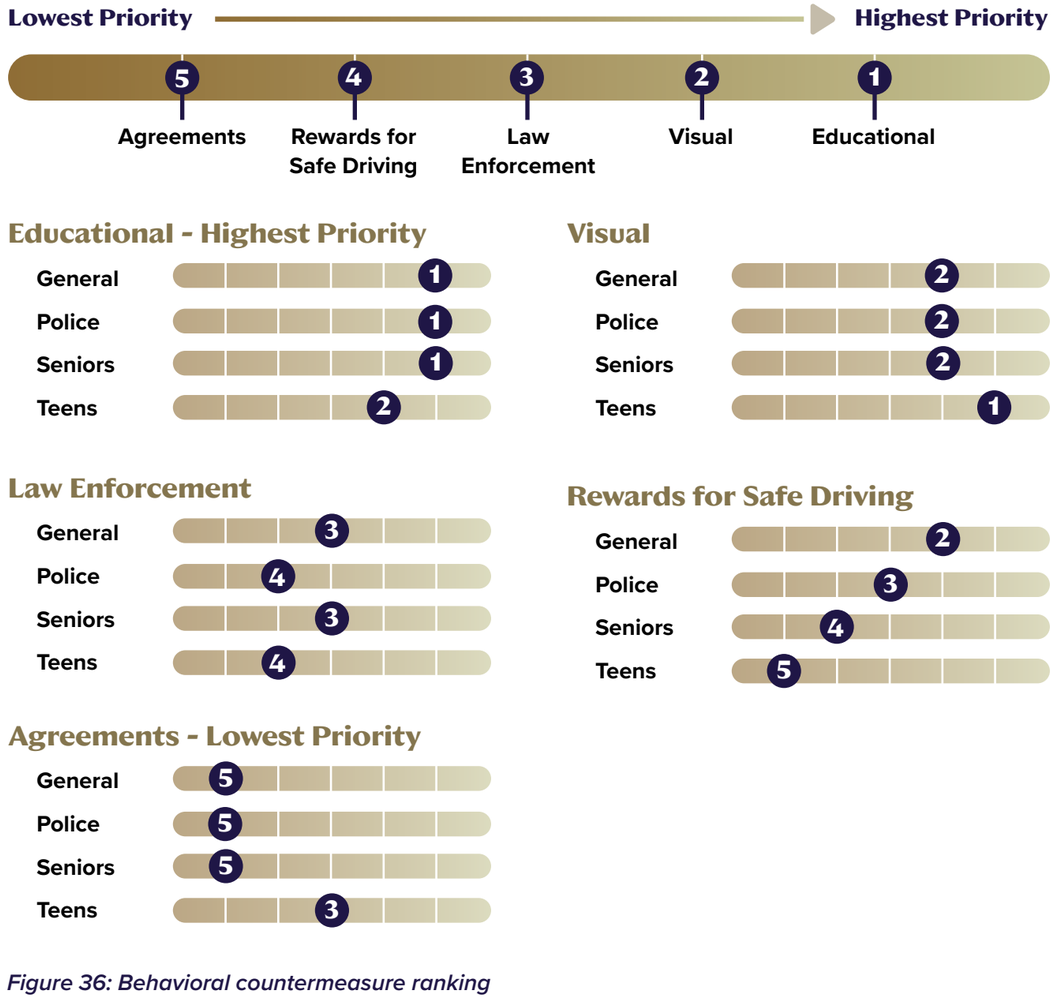


Figure 36: Behavioral countermeasure ranking

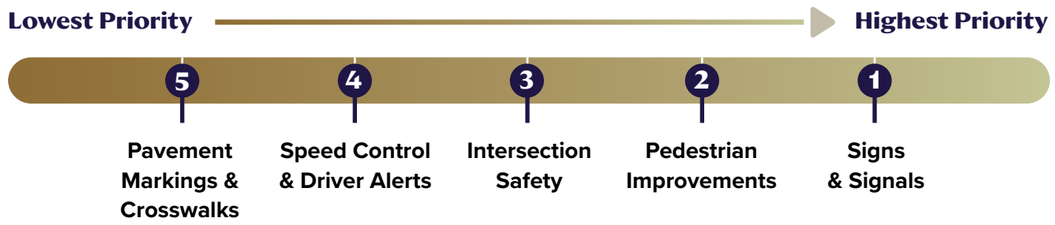
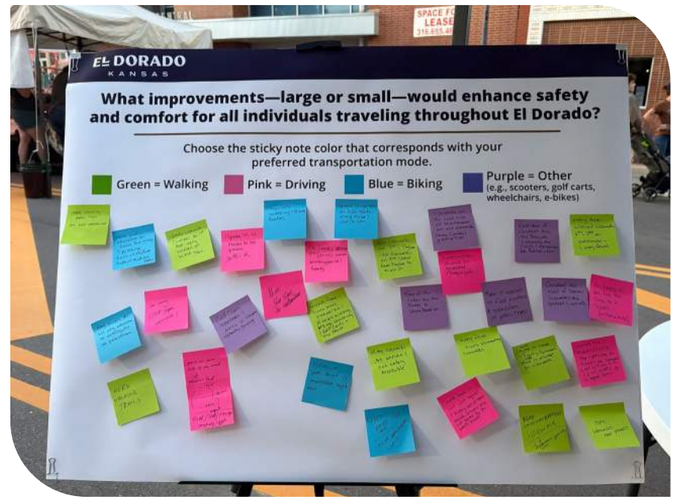


Figure 37: Design countermeasures ranking



252

Total responses collected through online surveys

2 **In-person, interactive pop-up events**

Takeaways

The themes raised through community feedback for Phase 1 align closely with the city's crash severity analysis. Both point to the same safety priorities: addressing distracted driving, improving intersection safety, enhancing visibility, repairing and expanding pedestrian infrastructure, managing speeds on major routes, and focusing on vulnerable groups such as youth, older adults, and people using mobility devices.

The second round of Safe Streets 4 All El Dorado's engagement efforts—including senior, law enforcement, general public, school traveler, and a teen driver pop-up event—revealed a consistent and unified set of transportation safety concerns across residents of all ages and backgrounds. Residents typically agreed on the types of solutions they believe will make a meaningful difference. These shared priorities provide a strong foundation for the city's Safe Streets 4 All strategy and the development of targeted engineering, policy, enforcement, and education initiatives.

Speeding & Driver Behavior

Residents overwhelmingly identified driver behavior as their most pressing concern. Speeding, distracted driving—especially phone use—and failure to yield were the issues most frequently mentioned across neighborhoods, school zones, and major intersections. Many participants emphasized the need for improved driver education and more consistent enforcement, noting that inattentive or aggressive driving threatens the safety of motorists, pedestrians, cyclists, and mobility device users alike.

Seniors reported seeing drivers roll through red lights or fail to yield in crosswalks, while law enforcement officers shared that texting at stoplights and rushed, impulsive decisions were common. Teen drivers also expressed concern about distracted driving, ranking visual reminders and law enforcement presence as the most important behavioral improvements.

Infrastructure Conditions

In addition to behavioral concerns, the community identified substantial issues with the built environment, particularly the condition and continuity of pedestrian infrastructure. Many sidewalks were described as uneven, cracked, missing, or obstructed by vegetation, making walking difficult or unsafe. Residents also cited visibility challenges—such as overgrown weeds or poor lighting—that reduce the ability of both drivers and pedestrians to see hazards in time to react.

Signage & Visibility

Several respondents in southern El Dorado highlighted uncontrolled intersections as a source of confusion and near-miss crashes, requesting additional stop signs or improved intersection controls. Locations such as Village & 6th and North Main & McCollum were repeatedly named as uncomfortable or unsafe due to limited visibility or erratic driver behavior.

School Zones

School area safety emerged as another prominent theme. Families described how the lack of bus service within 1 one mile of Blackmore School leaves many children walking or biking along routes without sidewalks, marked crosswalks, or safe crossing points. Participants called for continuous sidewalk networks, better crosswalk markings, and enhanced visibility to ensure children can safely travel to and from school.

Families described unsafe conditions along McCollum, Orchard, Main, Boyer, Towanda, Country Club, and 6th Street. Many parents indicated they would allow their children to walk or bike if crossings were safer, sidewalks were more continuous, and traffic was slower.

Vehicle Safety

Another major insight from the survey involved the low availability and awareness of vehicle safety technologies. Many residents drive older vehicles without features like Anti-lock Braking Systems (ABS) or Advanced Driver Assistance Systems (ADAS), and some drivers were unsure whether their vehicles included them. This limited use of safety technology may increase risks related to distraction, loss of control, and failure to yield—factors frequently linked to severe crashes. Maintaining high quality pavement markings and signing help modern vehicles make the most of the autonomous driving features available (lane centering, lane departure, etc).

Looking Ahead

The SAP will be presented to the City Council and available to the public on the project website, ***https://arcg.is/1HbXW12***. The website can be maintained by the City to ensure continual access to the SAP as an informational resource for future grant applications, selected projects, and programs.

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Diagnosis & Countermeasure Selection

Chapter 4

DIAGNOSIS & COUNTERMEASURE SELECTION

Comprehensive crash data analysis for El Dorado (2015–2024) reveals distinct patterns in crash severity, contributing factors, and high-risk locations, helping identify targeted safety countermeasures. The analysis categorizes crashes by severity and clusters, highlighting behavioral, environmental, and roadway risk factors to support data-driven safety improvements.

This chapter presents the diagnosis of safety issues and corresponding countermeasures through four parts.

Part one focuses on risk factor analysis, identifying prominent factors related to crash occurrence and severity.

Part two presents the crash pattern analysis (cluster analysis), which supports the development of systemic countermeasures.

Part three includes 14 targeted spot studies, including the pedestrian crossing study at Central Avenue and Arthur Street, to evaluate site-specific safety concerns and countermeasures.

Part four includes other focused safety reviews, such as railroad-grade crossing evaluations and traffic signal reviews, along with associated countermeasures.

The chapter concludes with a countermeasures summary that combines the recommendations from all four parts into a unified safety improvement framework for the City of El Dorado.

RISK FACTORS AND SAFETY DIAGNOSIS

To effectively reduce crashes and improve roadway safety, it is important to understand the key factors that contribute to crash occurrence and severity. Identifying these risk factors helps reveal why crashes occur and allows safety strategies to target the most critical issues in the transportation system.

To support this evaluation, a crash severity model was developed using machine learning (ML) techniques. The model estimates the likelihood that a crash will result in different outcomes—such as property damage only (PDO), injury, or fatal crashes—based on factors including roadway characteristics, driver behavior, vehicle types, and environmental conditions. The model results were further interpreted to identify which variables most strongly influence crash severity. The ML models are useful for this type of analysis because they can capture complex relationships among multiple variables and analyze large datasets more effectively than traditional methods.

In addition to the data-driven analysis, key safety concerns were also identified through community engagement activities, including public input, stakeholder meetings, and focus group discussions described in Chapter 3. Integrating both analytical results and community perspectives helps ensure that the identified risk factors reflect not only crash data patterns but also the safety concerns experienced by residents and street users.

To organize these findings and guide the development of targeted countermeasures, the identified risk factors were grouped according to the Safe System Approach, which considers safety across four of the key elements: Safe Street Users, Safe Vehicles, Safe Speeds, and Safe Streets (shown in *Figure 38*).

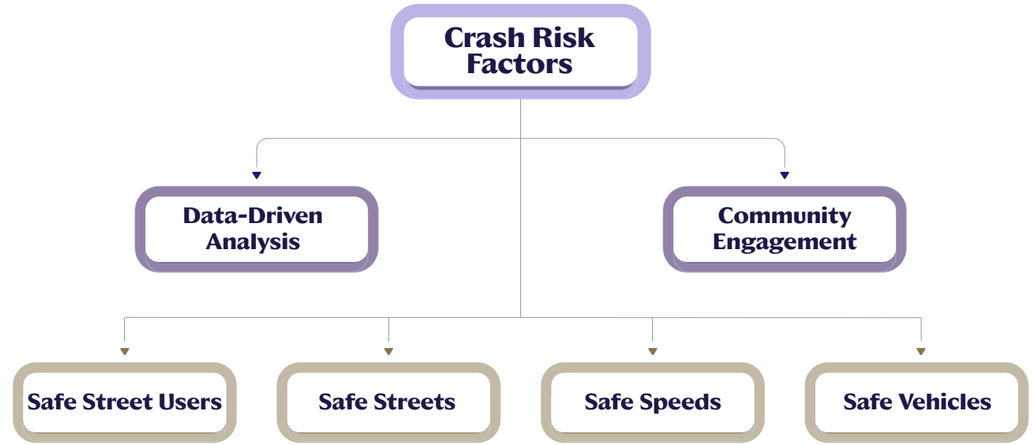

Figure 38: Safe System Risk Factor Hierarchy

The following sections present the prominent crash risk factors under each Safe System element and outline potential strategies to mitigate those risks.

Safe Street Users

Driver behavior emerged as one of the most significant contributors to crash risk in El Dorado. The crash severity model identified factors such as driver distraction, failure to yield, and risky driving behavior as important contributors to severe crash outcomes.

These findings are consistent with feedback received through community engagement activities. Survey participants frequently cited speeding, driver inattention, and failure to yield as major safety concerns throughout the city. Residents also noted distracted and impaired driving as recurring risks, particularly in areas with pedestrian activity. Additionally, community members emphasized the need for stronger driver education and enforcement to address unsafe driving behavior and improve awareness of pedestrian and bicyclist safety.

Key Risk Factors

- Distracted driving
- Failure to yield
- Speeding and aggressive driving behavior
- Impaired driving
- Teen and older drivers (limited driving experience or reduced reaction time)
- Limited driver awareness of pedestrians and bicyclists
- Limited awareness of safe walking and bicycling interactions near schools

Countermeasure Opportunities

Enforcement and Policy Actions

- Targeted enforcement programs during high-risk periods (e.g., nighttime, peak travel times) and high-crash locations.
- Enforcement campaigns addressing distracted driving, speeding, and failure-to-yield violations

Education and Awareness Programs

- Public education campaigns on distracted driving and safe driving behaviors
- Public education on right-of-way rules for drivers, pedestrians, and bicyclists
- Driver awareness programs focused on pedestrian and bicycle safety

Community and School-Based Programs

- Community outreach programs promoting safe driving practices
- Teen driver safety education and awareness programs
- Outreach and educational programs supporting safe driving for older adults
- Support Safe Routes to School programs including pedestrian safety education and school-zone awareness initiatives

Safe Streets

Roadway design, traffic control devices, operational characteristics, and overall infrastructure conditions play a major role in crash occurrence and severity. The crash analysis identified intersections, visibility constraints, and roadway geometry as important contributors to crash risk.

Community feedback echoed many of these concerns. Residents frequently mentioned missing or uneven sidewalks, overgrown vegetation blocking visibility, and uncontrolled intersections as safety issues affecting walking, biking, and driving conditions. Moreover, residents also reported confusion regarding permissive left-turn operations at signalized intersections, where drivers may not fully understand that they must yield to opposing traffic when turning left on a circular green signal. This lack of clarity can increase the likelihood of angle and turning crashes.

Participants also highlighted the need for better pedestrian crossings, improved lighting, and clearer traffic control at intersections, particularly near schools and areas with higher pedestrian activity. In addition, community engagement identified concerns related to Safe Routes to School (SRTS), noting that the lack of bus service within approximately one mile of Blackmore School requires many students to walk or bike along routes that may lack continuous sidewalks, marked crossings, or adequate pedestrian visibility. These conditions increase potential conflicts between vehicles and students traveling to and from school.

Key Risk Factors

- Intersection conflict points (specifically left turn angle and rear-end crashes)
- Limited sight distance from vegetation or roadside obstacles
- Missing or uneven sidewalks
- Limited safe routes to school and incomplete pedestrian infrastructure near schools
- Inadequate pedestrian crossing facilities
- Uncontrolled intersections

- Faded or unclear pavement markings in some areas
- Lighting conditions

Addressing these roadway design, traffic control, and visibility issues can significantly reduce driver confusion, improve traffic operations, and lower the risk of intersection-related crashes.

Countermeasure Opportunities

Traffic Control Improvements

- Evaluate signal timing and operations at signalized intersections
- Consider protected or protected-permissive left-turn phasing where appropriate
- Review and optimize all-red clearance and yellow change intervals
- Improve signal visibility and clarity
- Use flashing yellow arrow for permitted left turns
- Evaluate traffic control warrants

Signage and Markings

- Install or upgrade regulatory and warning signs with appropriate size and placement
- Improve pavement markings and lane guidance at intersections and along corridors
- Maintain clear and visible crosswalk markings

Visibility and Maintenance

- Remove or trim vegetation that blocks sight distance
- Maintain or add sidewalks and pedestrian facilities, particularly along school routes
- Improve lighting and pedestrian visibility in key locations
- Upgrade lighting and retroreflective markings to address nighttime severe crash risk

Safe Speeds

Analysis of the past 10 years of crash data in El Dorado shows that speeding and impaired driving significantly increase crash severity. When speeding is involved, fatal crashes become about 13 times more likely, and injury crashes also increase noticeably compared to crashes without speeding or impairment (nearly 63% increase). Impaired driving alone has a similar effect, making fatal crashes about 11 times more likely and increasing the likelihood of injury crashes by 44%. The most dangerous situation occurs when both speeding and impairment are present together. In these crashes, fatalities become about 60 times more likely, and the majority of crashes result in injuries (230% increase) rather than minor property damage. Overall, the findings clearly show that speeding substantially shifts the severity distribution toward more harmful outcomes. Moreover, the coexistence of speeding and driver impairment exhibits a synergistic effect, magnifying severity far beyond the additive influence of either factor alone. A map identifying these segments can be found in *Figure 39.*

Speed & Alcohol Related Crashes

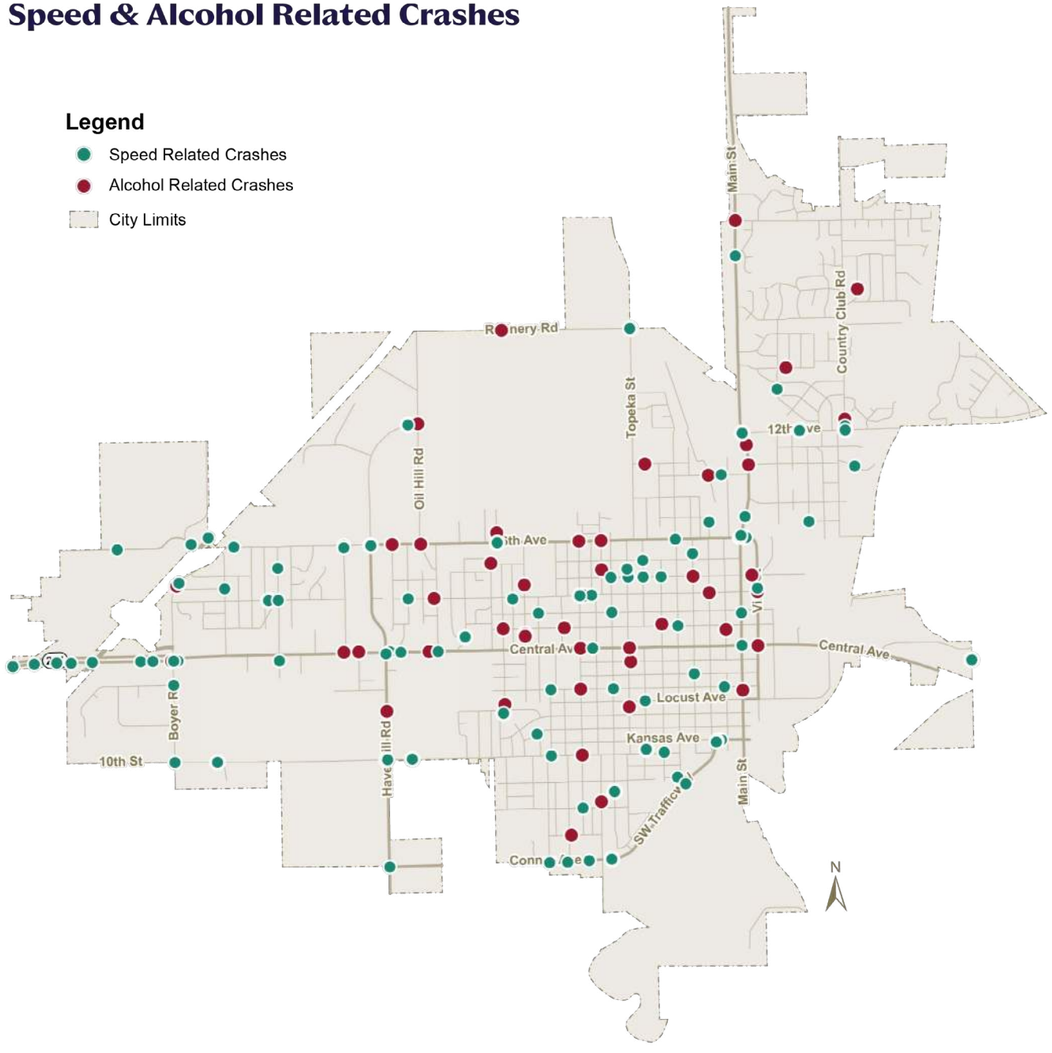

Figure 39: Speed and alcohol-related crashes

Key Risk Factors

The machine learning analysis identified several conditions and behaviors that are strongly associated with speed-related crashes (SRC) in El Dorado. The risk factors related to SRC are:

- Single-vehicle crashes, often associated with loss of control or roadway departure
- Snowy or icy street conditions
- Reckless or aggressive driving behavior
- Impaired driving
- Rainy or wet roadway conditions
- Intersection-related conflicts at higher approach speeds
- Dark conditions (street lights on)
- Weekend travel periods
- Motorcycle involvement
- Disregard for traffic control devices (e.g., signal or stop sign violations)

Countermeasure Opportunities

Engineering Strategies

- Install dynamic speed feedback signs along high-risk corridors
- Apply high-friction surface treatments on curves and locations prone to wet or icy conditions
- Improve intersection lighting and signal visibility where speeding or traffic control violations are common
- Develop policy for the pre-treatment of streets and bridges before winter weather

Enforcement and Policy Actions

- Increase speed enforcement along corridors and locations with frequent speed-related crashes
- Conduct joint enforcement campaigns targeting both speeding and impaired driving, especially during nighttime and weekend periods
- Implement sobriety checkpoints and impaired-driving enforcement during high-risk times
- Deploy mobile speed enforcement trailers or radar feedback devices in areas with frequent speed-related crashes
- Use data-driven enforcement strategies targeting locations with high speed-related crash concentrations

High-risk locations for speed and impairment related crashes are shown in Figures 60 and 61 by analyzing the crash data of last 10 years.

Behavioral and Education Strategies

- Public awareness campaigns highlighting the dangers of speeding and impaired driving, particularly under adverse weather or nighttime conditions
- Education programs focusing on safe driving speeds, stopping distances and loss-of-control risks
- Motorcycle safety awareness programs encouraging speed compliance and protective gear use
- Driver awareness campaigns to improve visibility and interaction with motorcycles on higher-speed corridors

Safe Vehicles

Vehicle characteristics can influence both crash occurrence and crash severity. While the crash severity model highlighted behavioral and roadway factors as dominant contributors, the analysis also identified vehicle-related factors associated with higher injury outcomes.

The machine-learning severity analysis found that commercial motor vehicles (heavy trucks) and motorcycles are associated with higher injury severity compared to typical passenger-vehicle crashes. Larger vehicles generate greater impact forces during collisions, increasing the likelihood of serious injuries. Similarly, motorcycles are more vulnerable because riders have limited physical protection, making even moderate-speed crashes more likely to result in injuries.

Community engagement findings also revealed that many residents operate older vehicles that may lack modern safety technologies, such as Anti-lock Braking Systems (ABS) or Advanced Driver Assistance Systems (ADAS). Several participants also reported uncertainty about whether their vehicles contain these features. Limited availability or awareness of vehicle safety technologies can increase crash risk, particularly in situations involving sudden braking, loss of control, or driver inattention.

Key Risk Factors

- Heavy vehicle (commercial motor vehicle) involvement in crashes
- Motorcycle involvement with higher injury vulnerability
- Limited presence of modern vehicle safety systems (ABS, ADAS)
- Older vehicle fleet in the community
- Limited awareness of vehicle safety technologies

Countermeasure Opportunities

Vehicle Technology and Awareness

- Public education on vehicle safety technologies such as ABS and ADAS
- Awareness programs on the benefits of modern vehicle safety systems
- Promote safe vehicle maintenance and braking system awareness

Commercial Vehicle Safety

- Targeted enforcement of speed and lane discipline for commercial vehicles
- “Share the Road” education campaigns to improve interaction between passenger vehicles and trucks
- Evaluate truck routes and signage along corridors with higher commercial motor vehicle (CMV) activity

Motorcycle Safety

- Motorcycle safety awareness campaigns for both riders and drivers
- Support community and state motorcycle safety education and training programs
- Promote the impact and encourage the use of appropriate protective gear
- Improve driver awareness of motorcycles at intersections and during lane changes
- Support community and state motorcycle safety education and training programs

CRASH PATTERN AND SYSTEMIC SAFETY ANALYSIS

In the last section, the crash contributing factors related to different elements of safe system approach have been explored. However, crashes are rarely caused by a single factor; they usually occur due to a combination of driver behavior, roadway characteristics, environmental conditions, and traffic operations. To better understand these interactions, a clustering approach was used to analyze crash patterns in El Dorado. Clustering is a data analysis method that groups crashes with similar characteristics such as crash severity, driver behavior, vehicle type, roadway environment, lighting conditions, and crash type. Instead of examining crashes by one variable at a time, clustering helps identify patterns of crashes that tend to occur together, revealing the underlying conditions that lead to specific types of crashes.

Identifying these crash patterns is important because it allows safety practitioners to understand why crashes happen and under what conditions they occur most frequently. For example, some crashes may be linked to intersection conflicts during daytime traffic, while others may occur at night on rural highways due to speeding or impaired driving.

This approach also supports systemic safety analysis. Systemic analysis focuses on identifying common risk patterns across the transportation network, rather than only addressing locations with the highest number of crashes. By understanding recurring crash patterns, cities can implement proactive safety improvements at similar locations before severe crashes occur.

Using this approach, the clustering analysis of El Dorado crash data identified four distinct crash patterns, each characterized by unique combinations of roadway context, driver behavior, severity, and timing. These clusters help explain how different types of crashes occur and guide the selection of targeted systemic countermeasures aligned with each crash pattern.

Crash Patterns: Cluster Profiles

The clustering analysis grouped crashes with similar characteristics into four crash patterns. These patterns help explain the common situations in which crashes occur in El Dorado and guide the selection of targeted safety improvements.

Cluster 0
Routine Intersection Crashes (Baseline Systemic Pattern)

This cluster represents the largest share of crashes and spans all severity levels, with property-damage-only (PDO) crashes dominating (approximately 70% PDO, 20% injury, and 10% severe/fatal). These crashes primarily involve multi-vehicle conflicts at intersections, with angle and turning collisions (left-turn and right-turn movements) being most common.

Most crashes occur in clear weather and daylight conditions, although some occur in rain or nighttime conditions with street lighting. Driver behaviors such as speeding, impairment, and reckless driving are rarely identified, but red-light running and driver distraction are present in several cases. Crashes occur throughout the day, with slightly lower frequencies on weekends.

Primary Safety Concerns:

Intersection conflict exposure under routine traffic conditions, particularly related to turning movements, yielding conflicts, and red-light violations.

Countermeasures (4E Framework)

Engineering

- Conduct a focused signal operations review at intersections with recurring permissive left-turn crashes to determine whether left-turn phasing modifications are appropriate. Potential strategies may include protected left-turn phasing, protected-permissive phasing with flashing yellow arrow, or targeted time-of-day protection, while balancing safety benefits with operational impacts such as longer cycle lengths and added delay.
- Improve signal visibility by installing larger signal heads, retroreflective backplates, and ensuring proper signal placement.
- Evaluate yellow change intervals and all-red clearance intervals to ensure they meet current design guidelines and reduce red-light violations.
- Improve intersection sight distance by trimming vegetation and removing visual obstructions.
- Install or refresh lane guidance and turn-lane pavement markings to better guide turning movements.
- Evaluate raised medians or channelization where appropriate to organize turning movements and reduce conflict points.

Enforcement

- Targeted enforcement for red-light running and failure-to-yield violations at high-crash intersections.
- Periodic intersection safety enforcement during peak travel periods.

Education

- Public campaigns addressing yielding behavior, distraction, and red-light running.
- Public campaigns explaining safe left-turn behavior and yielding requirements at signalized intersections.

Emergency Response

- Improved Emergency Medical Services (EMS) access and signal preemption at high-volume intersections.

Cluster 0
Routine Intersection Crashes

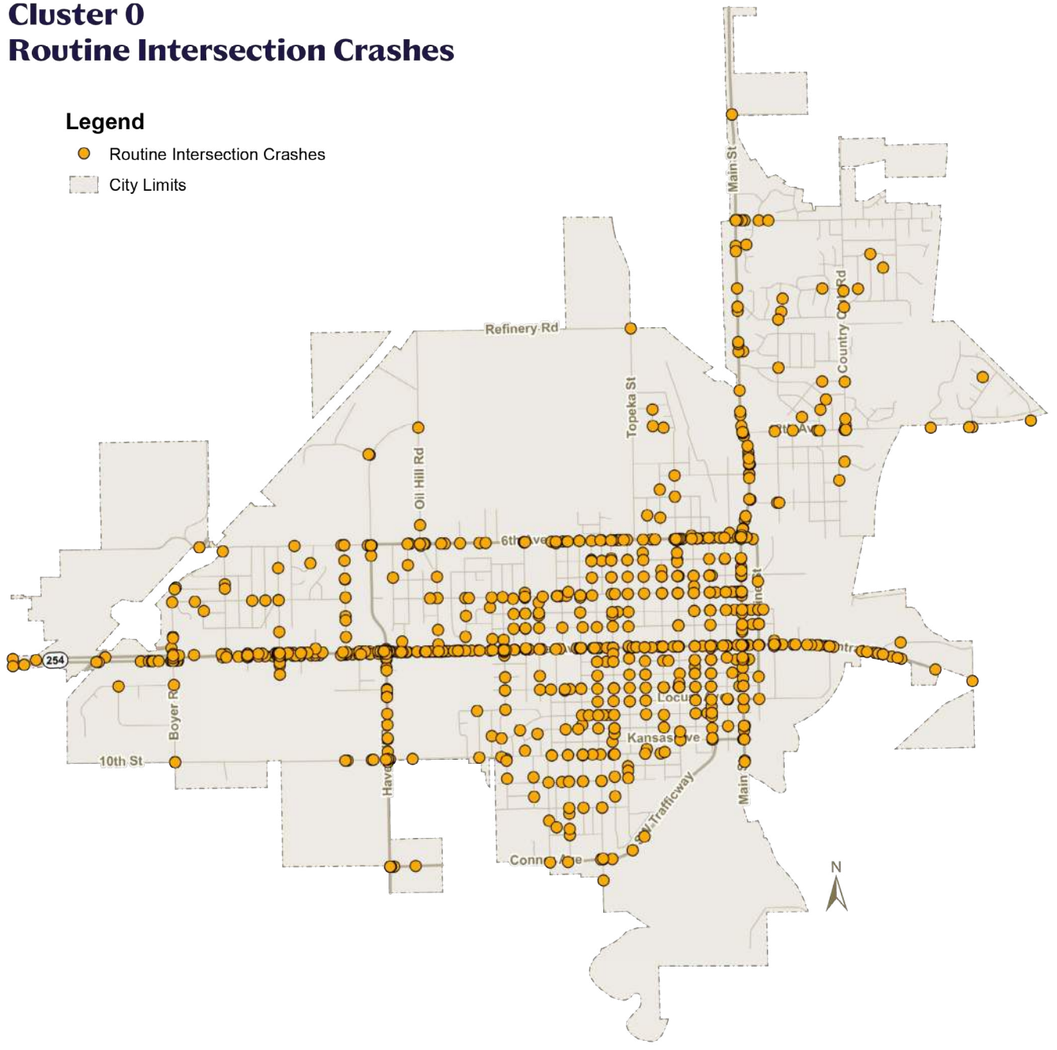

Figure 40: Cluster 0 Routine Intersection Crashes

Cluster 1 Speeding and Aggressive Driving Crashes

This cluster represents approximately 10–15% of crashes and is strongly associated with speeding, aggressive driving behavior, and lane-change conflicts. Injury crashes account for a larger share of this cluster (approximately 35%) compared to its proportion of PDO crashes.

Collision types include single-vehicle loss-of-control crashes, sideswipe crashes, and some head-on collisions. Approximately 73% of single-vehicle crashes and 70% of sideswipe crashes are associated with this cluster. Driver behaviors such as speeding, reckless driving, and fatigue are prominent contributing factors. Crashes of this group frequently occur during PM peak periods, weekends, and nighttime travel, and high-speed corridors. Commercial motor vehicles (CMVs) are involved in a notable portion of these crashes.

Primary Safety Concerns

Speeding and aggressive lane interactions, amplified during peak traffic periods, weekends, and nighttime conditions.

Countermeasures (4E Framework)

Engineering

- Install dynamic speed feedback signs along corridors with recurring speed-related crashes.
- Evaluate lane configuration and merge areas to reduce lane-change conflicts and improve traffic flow.
- Improve lane markings and delineation to encourage proper lane discipline.

Enforcement

- Conduct targeted speed enforcement during high-risk periods such as PM peak hours, weekends, and nighttime.
- Increase commercial motor vehicle (CMV) speed and lane-discipline enforcement on truck routes.
- Deploy mobile speed trailers at high-risk locations.

Education

- Public campaigns addressing speeding, aggressive driving, and safe lane-changing behavior.
- “Share the Road” outreach programs to improve interaction between passenger vehicles and commercial trucks.
- Driver awareness programs addressing fatigue and high-speed crash risks.

Emergency Response

- Implement quick clearance policies and incident management programs to reduce secondary crashes on high-speed corridors.

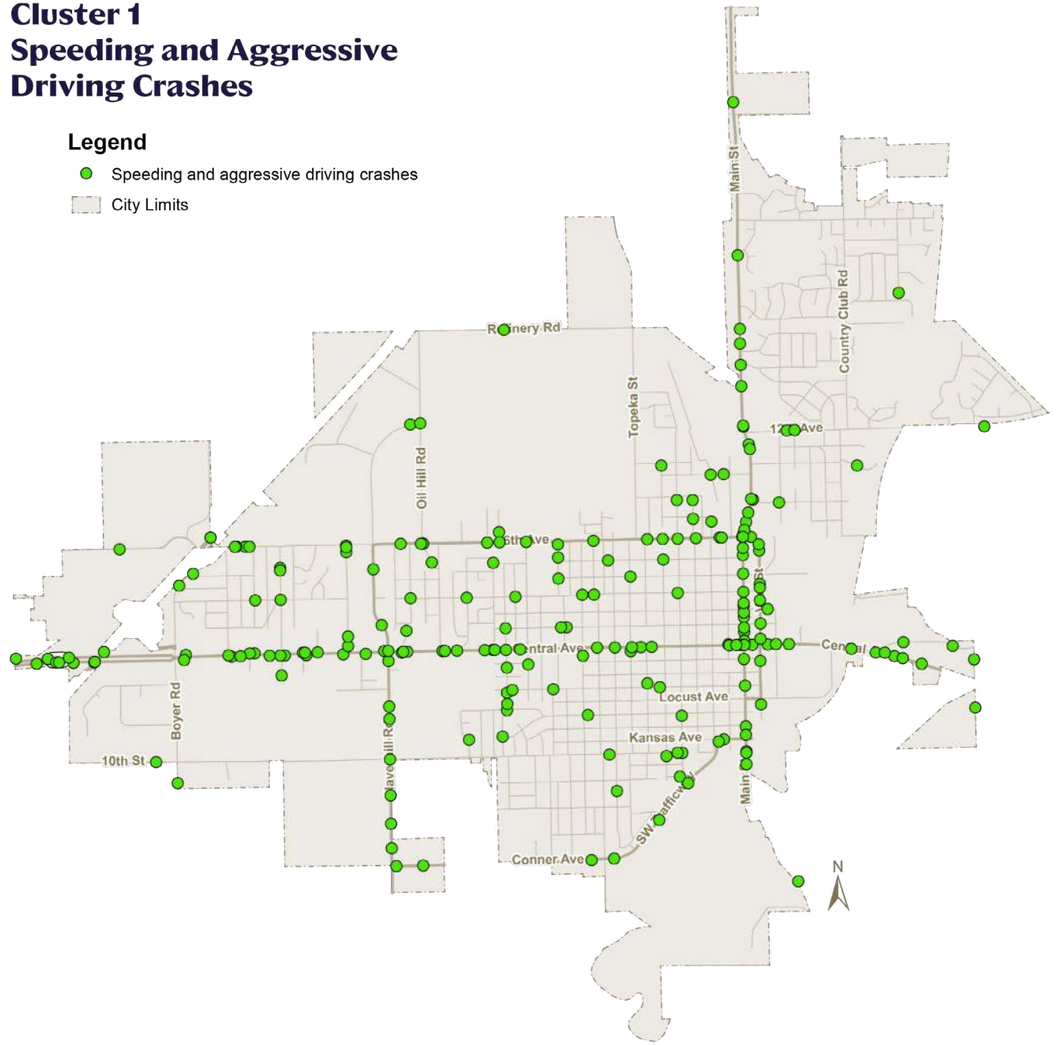

Figure 41: Cluster 1 Speeding and Aggressive Driving Crashes

Cluster 2
Rear-End and Parking-Related Crashes

This cluster accounts for approximately 10–12% of crashes and is dominated by property-damage-only crashes, with injury and severe crashes being relatively rare.

The cluster is characterized by rear-end collisions and parked-vehicle impacts, with approximately 55% rear-end crashes and the majority of parked-vehicle crashes occurring in this cluster. These crashes occur primarily under clear weather and daylight conditions on local and urban streets, where stop-and-go traffic, queuing, and roadside parking activity are common.

Driver behavior factors such as impairment and speeding are generally low, but driver distraction appears frequently.

Primary Safety Concerns

Queuing conditions, inattentive driving, and parking/loading maneuvers in stop-and-go urban traffic.

Countermeasures (4E Framework)

Engineering

- Evaluate signal coordination and timing adjustments along corridors with recurring rear-end crashes.
- Consider queue detection or queue warning systems where sudden stopping occurs.
- Review parking and loading zone locations to reduce conflicts between parked vehicles and through traffic.
- Improve pavement markings and lane guidance in areas with frequent parking maneuvers.

Enforcement

- Targeted enforcement of distracted driving violations.
- Enforcement of parking regulations and loading zone compliance.

Education

- Public awareness campaigns addressing following distance and distracted driving risks.
- Outreach on safe parking and loading practices in busy corridors.

Emergency Response

- Ensure emergency vehicle access is maintained in areas with heavy parking activity.

Cluster 2 Rear-End and Parking-Related Crashes

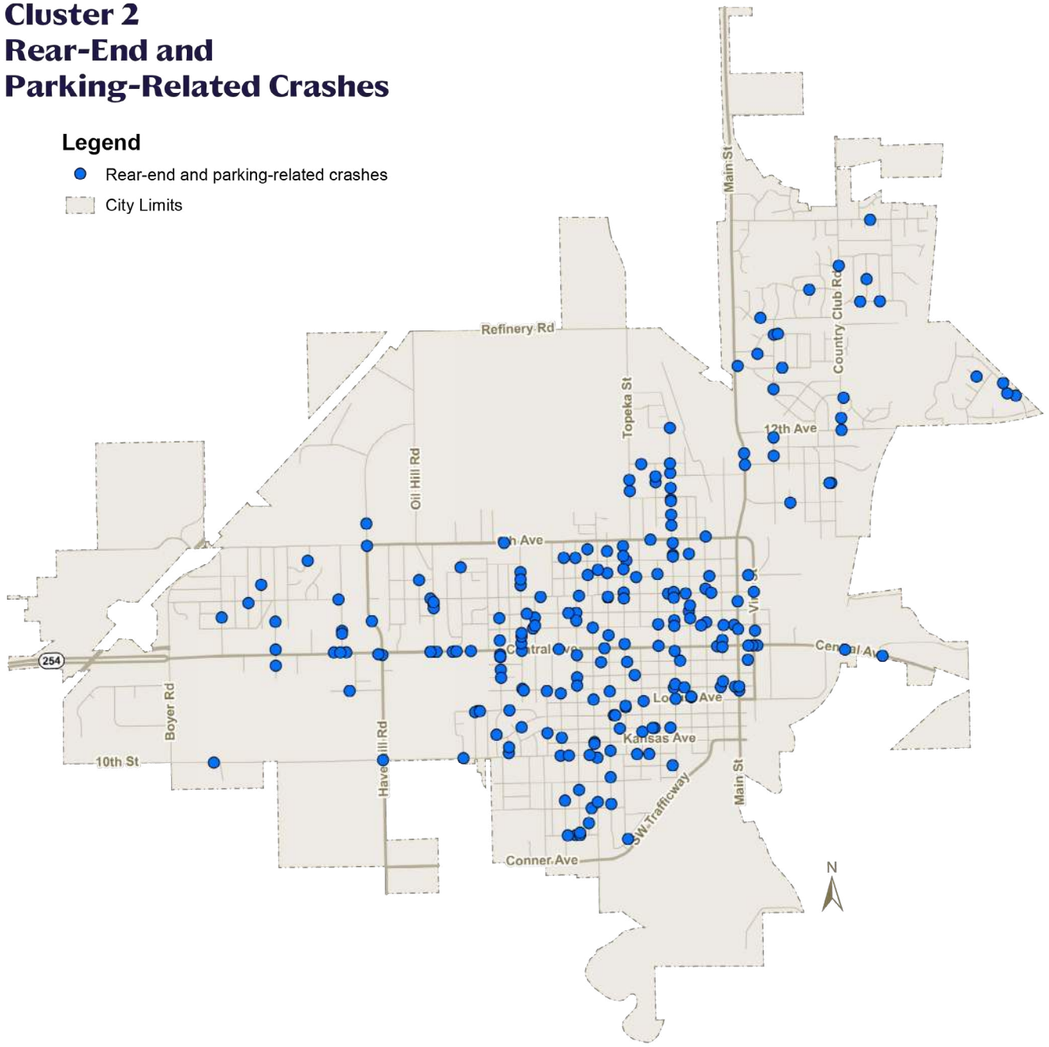

Figure 42: Cluster 2 Rear-End and Parking-Related Crashes

Cluster 3
Nighttime Impaired Driving and Severe Crashes

This cluster represents the smallest share of crashes (approximately 5–7%), but it contains the highest proportion of fatal and serious injury crashes (approximately 60–65%).

Crashes in this cluster occur primarily during nighttime conditions, often on rural highways and higher-speed arterial roadways.

Driver behaviors frequently include impaired driving combined with speeding, with some overlap involving fatigue and reckless driving. Common crash types include single-vehicle run-off-road crashes, head-on collisions, and nighttime angle crashes. Weather conditions are typically clear, indicating that severity is driven more by behavioral factors and visibility conditions rather than environmental factors.

Key Risk Driver

Nighttime impaired driving combined with excessive speed, primarily occurring at night on rural highways and higher-speed streets, leading to severe run-off-road and head-on crashes.

Countermeasures (4E Framework)

Engineering

- Improve roadway lighting at high-risk rural intersections and segments where feasible.
- Apply high-friction surface treatments (HFST) on curves or locations with repeated run-off-road crashes.

Enforcement

- Conduct Driving Under the Influence (DUI) checkpoints and nighttime saturation patrols, particularly on weekends.
- Increase speed enforcement during nighttime periods on rural corridors.
- Support ignition interlock programs for repeat impaired-driving offenders.

Education

- Public campaigns addressing the dangers of impaired driving and nighttime speeding.
- Outreach programs targeting young drivers and high-risk groups.

Emergency Response

- Improve emergency response coverage on rural corridors, including quicker detection and reporting of nighttime crashes.

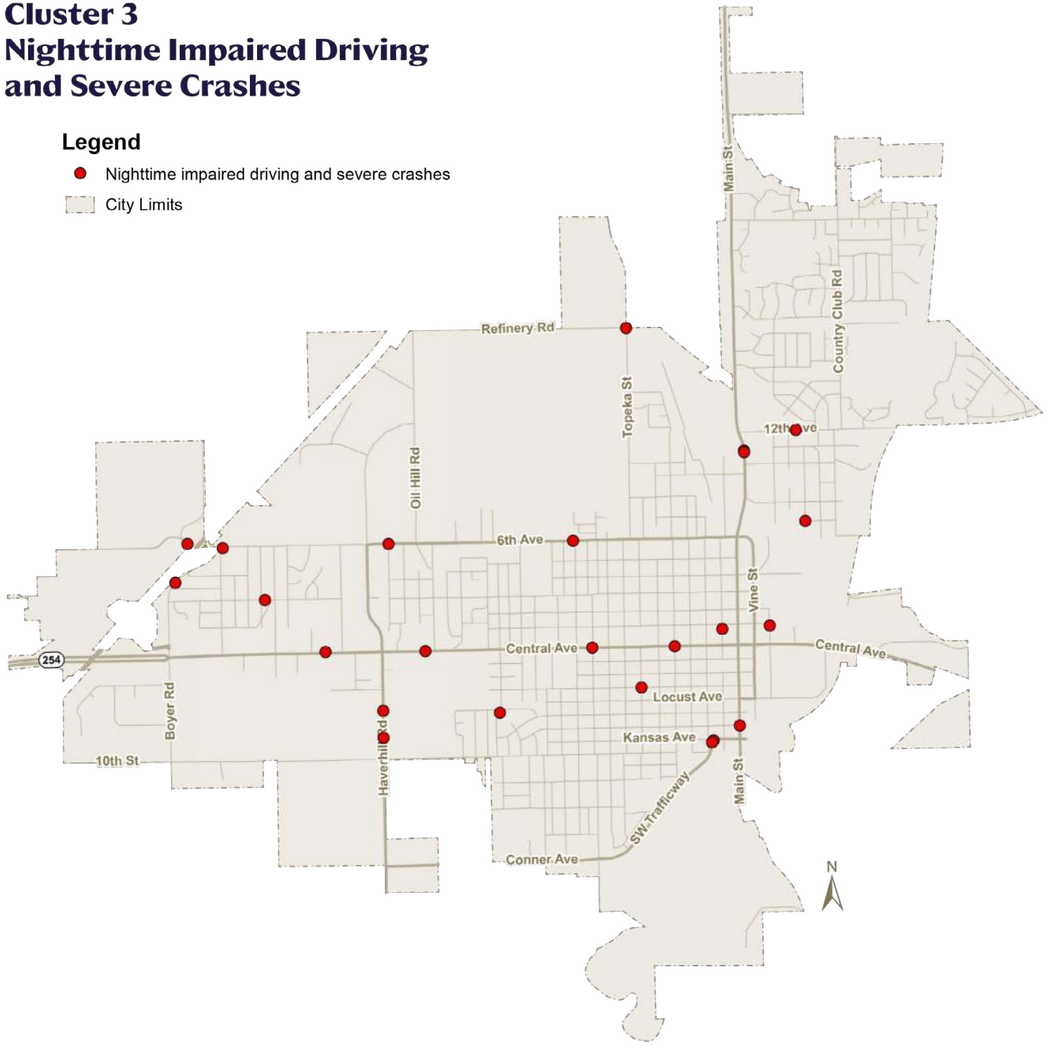

Figure 43: Cluster 3 Nighttime Impaired Driving and Severe Crashes

Cluster	Crash Severity	Risky Conditions	Key Characteristics
0 Multi-Vehicle/ Intersection Baseline	~70% PDO, 20% Injury, 10% Fatal	Intersection conflicts, turning/yield errors, red-light running	Largest cluster; intersection angle and turning crashes; clear weather and daylight common; some distraction and red-light running

Countermeasures (4E)

Engineering: Evaluate left-turn phasing (protected or protected-permissive where appropriate); improve signal visibility; adjust yellow/all-red intervals; improve sight distance; refresh lane guidance markings.

Enforcement: Targeted red-light and failure-to-yield enforcement.

Education: Driver awareness on yielding and intersection safety.

Emergency Response: Maintain EMS access and signal preemption at major intersections.

Figure 44: Summary of Crash Patterns & Systemic Countermeasures Cluster 0

Cluster	Crash Severity	Risky Conditions	Key Characteristics
1 Speeding & Aggressive Driving/Lane Interaction	~35% Injury; mix of PDO and severe crashes	Speeding, aggressive driving, fatigue, CMV interactions	Arterial corridors; ≈70% of sideswipe crashes and ≈73% of single-vehicle crashes; CMV involvement; weekends and PM peak

Countermeasures (4E)

Engineering: Dynamic speed feedback signs; improve merge areas and lane discipline markings

Enforcement: Targeted speed enforcement and CMV enforcement during peak and weekend periods.

Education: Speed management campaigns and “Share the Road” programs for truck–vehicle interaction.

Emergency Response: Corridor incident management and quick-clearance programs.

Figure 45: Summary of Crash Patterns & Systemic Countermeasures Cluster 1

Cluster	Crash Severity	Risky Conditions	Key Characteristics
2 Rear-End & Parked Vehicle PDO	>85% PDO	Queuing traffic, inattentive driving, parking/loading maneuvers	Rear-end crashes and majority of parked-vehicle crashes; local/urban streets; daytime; distraction-related

Countermeasures (4E)

Engineering: Review signal timing and coordination; consider queue warning systems; evaluate parking/loading zone layout and visibility; improve pavement markings.

Enforcement: Distracted-driving enforcement and parking compliance patrols.

Education: Campaigns on safe following distance and distraction risks.

Emergency Response: Maintain clear emergency access near parking and loading areas.

Figure 46: Summary of Crash Patterns & Systemic Countermeasures Cluster 2

Cluster	Crash Severity	Risky Conditions	Key Characteristics
3 Nighttime Impaired Severe	~70% Fatal/Severe	Impaired driving combined with speeding at night; fatigue or reckless behavior	Nighttime conditions; impaired driving and speeding; rural highways; run-off-road, head-on, and angle crashes

Countermeasures (4E)

Engineering: Improve roadway lighting where appropriate; apply high-friction surface treatments on curves.

Enforcement: DUI checkpoints and nighttime patrols; speed enforcement during late-night periods.

Education: Anti-DUI and nighttime speed awareness campaigns targeting high-risk drivers.

Emergency Response: Improve emergency response coverage and crash detection in rural corridors.

Figure 47: Summary of Crash Patterns & Systemic Countermeasures Cluster 3

TARGETED INTERSECTION SAFETY REVIEWS & KEY IMPROVEMENT STRATEGIES

In addition to the system-level crash analysis, fourteen intersections were selected for detailed safety review based on crash history, network screening results, and Steering Committee's suggestion. Each location was evaluated through a safety analysis that included crash pattern analysis, field observations, and targeted countermeasure recommendations. Full reports for each location are provided in *Appendix B,* while this section summarizes the key findings and improvement themes identified across the reviewed locations.

Key Safety Findings

The intersection reviews identified several recurring crash patterns across the network:

- Left-turn failure-to-yield conflicts were a dominant crash pattern at several signalized intersections, particularly where permissive left-turn movements interact with opposing through traffic. This pattern was most prominent at Central & Village, Central & Summit, Central & Main, and Central & Boyer.
- Rear-end crashes at signalized intersections were another recurring crash pattern. These crashes generally occurred when drivers failed to recognize slowing or stopped traffic approaching a signalized intersection. The pattern was most prominent at 6th & Haverhill and Central & Haverhill. Similar rear-end conditions were also observed at Haverhill & Towanda, Central & Oil Hill, and Central & Boyer, particularly on higher-speed or high-volume approaches where vehicles encountered queuing.
- Lane-use confusion and sideswipe crashes were identified at several multi-lane intersections where complex geometry, skewed approaches, or closely spaced turning lanes created driver uncertainty. This issue was most notable at 6th & Main, where sideswipe crashes were associated with vehicles traveling straight from turn lanes or merging between lanes. Similar lane-discipline issues were observed at Central & Main, where late lane changes and turning movements contributed to sideswipe conflicts and at Central & Boyer, where complex turning movements and lane assignments contributed to driver confusion.
- Driver judgment and sight-distance limitations at stop-controlled intersections contributed to crashes at locations where vehicles entered major roadways from minor approaches. This condition was most evident at Main & McCollum, where turning vehicles pulled into the path of through traffic on Main Street. Similar visibility and judgment challenges were also noted at Central & Arthur, particularly where drivers must move forward beyond the stop line to see approaching traffic.
- Vulnerable road user conflicts, including bicycle and micromobility interactions with vehicles, were observed at a small number of locations. These crashes typically occurred near crosswalk areas or during turning movements where drivers and non-motorized users entered the same conflict space. Examples include 6th & Summit and Central & Arthur.
- Several intersections experienced very low crash frequencies, suggesting generally stable operations. Locations such as 12th & Country Club, 3rd & Main, and 6th & Summit recorded few or no crashes during the study period, indicating that safety improvements at these locations primarily relate to visibility, accessibility, or minor operational enhancements rather than major geometric changes.

Summary of Recommended Improvements

Across the fourteen intersection reviews, several improvement strategies emerged repeatedly. These strategies are consistent with the broader Safe System and systemic safety approaches identified earlier in this study.

Intersection Operations and Signal Improvements

- Review left-turn signal phasing where permissive turning conflicts occur.
- Improve signal visibility and conspicuity, including retroreflective backplates and improved signal head alignment.
- Evaluate signal timing and queue recognition to reduce rear-end crashes near signals.

Lane Guidance and Driver Expectancy

- Improve lane-use signing and pavement markings, particularly at multi-lane intersections with turning movements.
- Refresh or upgrade lane arrows, stop bars, and crosswalk markings to improve driver guidance and intersection recognition.
- Address skewed or complex intersection layouts with clearer channelization and signing.

Sight Distance and Intersection Visibility

- Review sight-distance limitations caused by parking, roadside objects, or roadside infrastructure.
- Improve intersection lighting and nighttime visibility where needed.
- Install advance warning or supplemental signage where drivers encounter unexpected stopping conditions.

Pedestrian and Bicycle Safety

- Improve crosswalk visibility and markings, especially near schools or pedestrian activity areas.
- Upgrade pedestrian signals, pushbuttons, and timing where accessibility or operation issues exist.
- Enhance bicycle and micromobility visibility at crossings and turning conflict areas.

Maintenance and Accessibility Improvements

- Refresh pavement markings and crosswalks.
- Correct ADA/PROWAG accessibility issues, including curb ramps, detectable warning surfaces, and pushbutton placement.
- Repair or replace damaged signal equipment and signage.

Rank	Intersection	Primary Issue	Key Improvement Theme
1	**Central & Village**	Dominant left-turn failure-to-yield crashes	Evaluate left-turn phasing and turning conflict mitigation (addressed in 2025)
2	**Central & Summit**	Permissive left-turn conflicts	Review protected or protected-permissive left-turn operations
3	**Central & Haverhill**	Rear-end crashes with secondary angle conflicts	Improve queue recognition and review signal operations
4	**Central & Boyer**	Rear-end and turning conflicts; driver confusion	Improve lane-use clarity and signal compliance
5	**Central & Main**	Angle crashes from red-light violations and turning conflicts	Improve signal visibility and lane guidance
6	**Central & Oil Hill**	Rear-end crashes on Central approaches	Improve signal visibility and queue awareness
7	**6th & Haverhill**	Rear-end crashes at signal	Improve queue recognition and approach markings
8	**Haverhill & Towanda**	Rear-end crashes approaching signal	Improve signal visibility and approach markings
9	**Main & 6th**	Sideswipe crashes from lane-use confusion	Improve lane-use guidance and channelization
10	**Main & McCollum**	Left-turn judgment and limited sight distance	Improve intersection visibility and stop control guidance
11	**Central & Arthur**	Low crash frequency; isolated events	Minor visibility and pavement marking improvements
12	**6th & Summit**	Isolated driver judgment and bicycle conflict	Improve crosswalk definition and pedestrian visibility
13	**3rd & Main**	Isolated crash	Improve signal visibility and pedestrian accommodations
14	**12th & Country Club**	No crashes recorded	Minor pedestrian visibility and crosswalk improvements

Figure 48: Summary of Crash Patterns & Systemic Countermeasures

Additional Traffic Operations & Safety Evaluations

Traffic Signal Review

Signal Warrants and Roundabouts

Following guidance from the Manual on Uniform Traffic Control Devices (MUTCD) two traffic signal warrant analyses were performed for 17 signalized intersections. The two warrants examined were:

Warrant 1: Eight-Hour Vehicular Volume

Warrant 2: Four-Hour Vehicular Volume

Using data from the Kansas Department of Transportation (KDOT) online mapping platform, KanPlan, and data from the Transportation Study each intersection was evaluated for potential satisfaction of one or both warrants listed. Factors affecting traffic control signal warrants were Average Daily Traffic (ADT), speed limit, population, and number of through lanes at each approach.

In addition to traffic signal warrants, each location was evaluated for roundabout feasibility based on key screening factors such as traffic volumes and geometric constraints of the intersection. Four types of roundabouts were considered. These were: mini, compact, single-lane, and two-lane.

Clearance and Pedestrian Intervals

All 17 traffic signals, including three pedestrian signals were studied for appropriate yellow and all red intervals. Pedestrian intervals were also calculated where applicable. The equations for the yellow change interval, all red clearance interval, and the pedestrian flashing don't walk interval follow. Grade was assumed negligible.

Yellow Change Interval

Yellow clearance times are typically between 3 and 5 seconds. They should never be less than 3 seconds.

$$Y = t + \frac{1.47v}{2(a + Gg)}$$

Y = length of yellow interval, sec

t = perception-reaction time (use 1 sec)

v = speed of approaching vehicles, in mph

a = deceleration rate in response to the onset of a yellow indication (use 10 ft/sec^2)

g = acceleration due to gravity (use 32.2 ft/sec^2)

G = grade (percent grade/100)

All-Red Clearance Interval

The all-red clearance interval should not be longer than 6 seconds.

$$R = \frac{W + L}{1.47v}$$

R = length of all-red interval, sec

W = total traversed width, from the approach stop bar to the far side of no conflict point

L = length of vehicle (use 20 ft)

v = speed of approaching vehicles, in mph

Pedestrian flashing don't walk interval

$$FDW = \frac{W}{S}$$

W = Crossing distance, ft

L = Walking speed* (Use 3.5 ft/sec)

**Typical walking speed. Longer times may be approprite in some situations*

Reviewed Traffic Signals

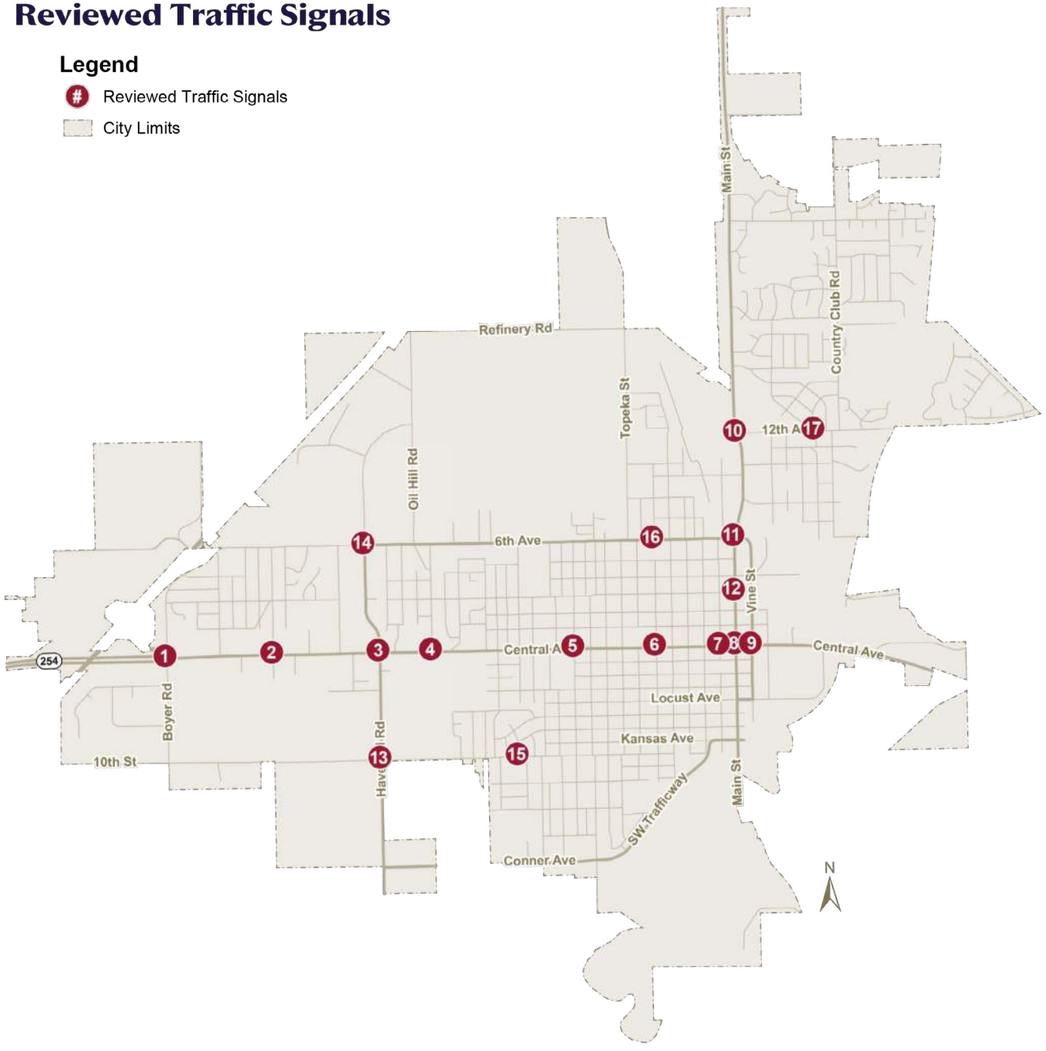

Figure 49: Reviewed Traffic Signals

Results

Signal Warrants and Roundabouts

The results from the signal warrant and roundabout feasibility analyses can be seen in the following fgure.

Warrant 1 is potentially satisfied at three intersections. Warrant 2 is potentially satisfied at eight intersections. There are three locations that meet requirements to satisfy both warrants. The three pedestrian signals cannot be appropriately evaluated as an intersection under Warrants 1 and 2.

Twelve of the seventeen intersections evaluated are potential candidates for roundabouts. Two intersections meet first considerations for a mini roundabout based only on ADT of less than 15,000 vehicles per day and inscribed circle diameter between 70 and 90 feet. Nine intersections meet first considerations for a single-lane roundabout based only on ADT less than 20,000 vehicles per day and inscribed circle diameter between 100 and 130 feet. Central & Haverhill meets first consideration for a multi-lane roundabout based only on ADT greater than 20,000 and inscribed circle diameter between X and Y.

Further study of each intersection is required to make definitive conclusions on whether the intersection is an appropriate location for a roundabout. Additional factors to consider are crash history and safety; site conditions including right-of-way, driveway density and topography; proximity to other roundabouts; truck volumes; and balancing of approach volumes.

Intersection	Traffic Signals Warranted?		Intersection a Roundabout Candidate?			
	Warrant 1	Warrant 2	Mini RDBT	Compact RDBT	Single Lane RDBT	Multi-Lane RDBT
Central & Boyer	Y	Y	N	N	N	N
Central & Village	N	Y	N	N	Y	N
Central & Haverhill	Y	Y	N	N	Y	N
Central & Oil Hill	Y	Y	N	N	N	Y
Central & Summit	N	Y	N	N	N	N
Central & Denver	N	N	Y	N	N	N
Central & Gordy	N	N	N	N	Y	N
Central & Main	N	Y	N	N	Y	N
Central & Vine	N	N	N	N	Y	N
Main & 12th	N	Y	N	N	Y	N
Main & 6th	N	Y	N	N	Y	N
Main & 3rd	N	N	Y	N	N	N
Haverhill & Towanda	N	N	N	N	Y	N
Haverhill & 6th	N	N	N	N	Y	N
Towanda & Maplewood Ped Signal	NA	NA	N	N	N	N
6th & West of Taylor Ped Signal	NA	NA	N	N	N	N
12th & Crescent Ped Signal	NA	NA	N	N	N	N

Figure 51: High-level signal warrant analysis and roundabout analysis

Clearance and Pedestrian Intervals

Using the equations from the previous page, the clearance intervals and pedestrian intervals were calculated for all 17 traffic and pedestrian signals.

Intersection	Clearance Intervals											
	Yellow Change				All Red				Flashing Don't Walk			
	SB	NB	WB	EB	SB	NB	WB	EB	SB	NB	WB	EB
Central & Boyer	3.9	3.9	4.7	4.7	3.3	3.3	1.0	1.0	NA	NA	NA	NA
Central & Village	3.2	3.2	3.9	3.9	3.7	3.4	1.8	1.7	33.7	27.7	14.3	33.1
Central & Haverhill	3.9	4.3	3.9	3.9	2.5	1.9	2.2	2.4	32.9	36.0	32.3	32.9
Central & Oil Hill	3.2	3.2	3.6	3.6	2.5	2.4	1.7	1.7	24.6	25.4	18.6	18.6
Central & Summit	3.2	3.2	3.6	3.6	2.5	2.4	1.6	1.5	20.9	24.0	12.9	15.4
Central & Denver	3.2	3.2	3.2	3.2	2.3	2.5	1.9	1.5	22.0	22.6	12.6	12.6
Central & Gordy	2.5	2.5	2.8	2.8	3.7	3.6	2.5	2.4	23.1	22.0	14.9	16.9
Central & Main	2.8	2.8	2.8	2.8	2.9	2.9	2.7	2.7	21.1	21.1	20.6	20.6
Central & Vine	2.8	2.8	2.8	2.8	3.1	3.2	3.3	3.0	22.9	20.9	20.3	18.3
Main & 12th	3.6	3.6	3.6	NA	2.3	2.2	2.2	NA	NA	16.6	15.7	NA
Main & 6th	3.6	3.6	3.2	3.2	2.5	2.5	3.5	3.7	18.3	20.3	25.7	21.1
Main & 3rd	2.8	2.8	3.2	3.2	2.3	2.3	2.2	2.2	10.9	13.1	17.4	19.7
Haverhill & Towanda	4.3	4.3	3.6	3.6	1.8	1.8	2.3	2.2	18.6	17.1	18.3	17.1
Haverhill & 6th	3.9	3.9	3.6	3.6	1.6	1.9	2.9	3.0	NA	NA	NA	23.7
Towanda & Maplewood Ped Signal	NA	NA	3.2	3.2	NA	NA	1.6	1.6	11.4	11.4	11.4	11.4
6th & West of Taylor Ped Signal	NA	NA	3.2	3.2	NA	NA	1.0	1.0	12.6	12.6	12.6	12.6
12th & Crescent Ped Signal	NA	NA	3.6	3.6	NA	NA	1.0	1.0	13.7	13.7	13.7	13.7

Figure 52: Signal Warrants and Roundabouts

Grade Railroad Inventory

A list of the active and passive at grade railroad crossings in the city was obtained from KDOT. This list includes the owner and location of the crossing as well as what type of warning device is present at the crossing. A site visit was made to each location where observations were recorded such as warning signs, yield signs, retroreflective sheeting, and if there was anything that stood out as needing attention or further review. The figure below shows a combination of data received from KDOT about each crossing as well as the observations made while at each location.

KDOT manages the federally funded Railway Highway Crossing Program (Section 130). Projects are awarded for this program based exclusively on a grade crossing inventory, which prioritizes projects based on trains per day and street traffic volume. Based on information received from KDOT in March 2026 no crossings in El Dorado are near potential for funding. KDOT updates the inventory annually and will account for any changes in volume and thus inventory ranking. Additional information on rail-grade crossings can be found on the USDOT's Federal Railroad Administration website *(https://safetydata.fra.dot.gov/gxaps-app/#/)* which includes an annual average predicted crashes for the top 15 crossings in El Dorado.

Crossing #	Operating Railroad Company	Street	Warning Device	W10-1s Present?	Yield Signs Present?	Retro-reflective Sheeting Present?	Notes
009566D	BNSF Railway	S High St	Flashing Light Signals Straight Post w Gates (SPWG)	Y	N	N	1
009575C	BNSF Railway	Oak St	Crossbucks	Y	Y	Y	2,3
009576J	BNSF Railway	E 11th Ave	Crossbucks	Y	Y	Y	4,5
009579E	BNSF Railway	W 9th Ave	Crossbucks	N	Y	N	-
009580Y	BNSF Railway	W 6th Ave	Flashing Light Signal Cantilevered (CS)	Y	N	N	-
009581F	BNSF Railway	W 5th Ave	Crossbucks	N	Y	Y	-
428358H	Union Pacific Railroad	N Haverhill Rd	SPWG	Y	N	N	-
439285F	Union Pacific Railroad	N Vine St	SPWG	Y	N	N	-
439286M	Union Pacific Railroad	N Main St	Flashing Light Signal Cantilevered w Gates (CSWG)	Y	N	N	6
439287U	Union Pacific Railroad	Between N Gordy/N Main	Crossbucks	N	Y	Y	-
439288B	Union Pacific Railroad	N Gordy St	Crossbucks	N	Y	Y	7
439289H	Union Pacific Railroad	N Star St	Flashing Light Signal Straight Post (SP)	Y	N	N	5
439290C	Union Pacific Railroad	N Washington St	Crossbucks	Y	Y	Y	2
439291J	Union Pacific Railroad	W 6th and N Taylor St	Flashing Light Signals Cantilevered 2 (CS) 2 (SP)	Y	N	N	8
439293X	Union Pacific Railroad	N Atchison St	Crossbucks	Y	Y	Y	2
439295L	Union Pacific Railroad	N Topeka St	SP	Y	N	N	-
439300F	Union Pacific Railroad	Oil Hill Rd	SP	Y	N	N	-

Figure 53: Grade Railroad Inventory

Notes

1. W10-1 is present on the north side only
2. W10-1 is present on the south side only
3. Yield sign is present on the north side only
4. Crossbucks are faded and need replacing
5. W10-1 is present on the west side only
6. There are only W10-1s on Main Street and not on 4th Street. 4th Street is a stopped approach
7. Sight distance compromised by overgrowth
8. W10-1s are present on all legs except for the south leg

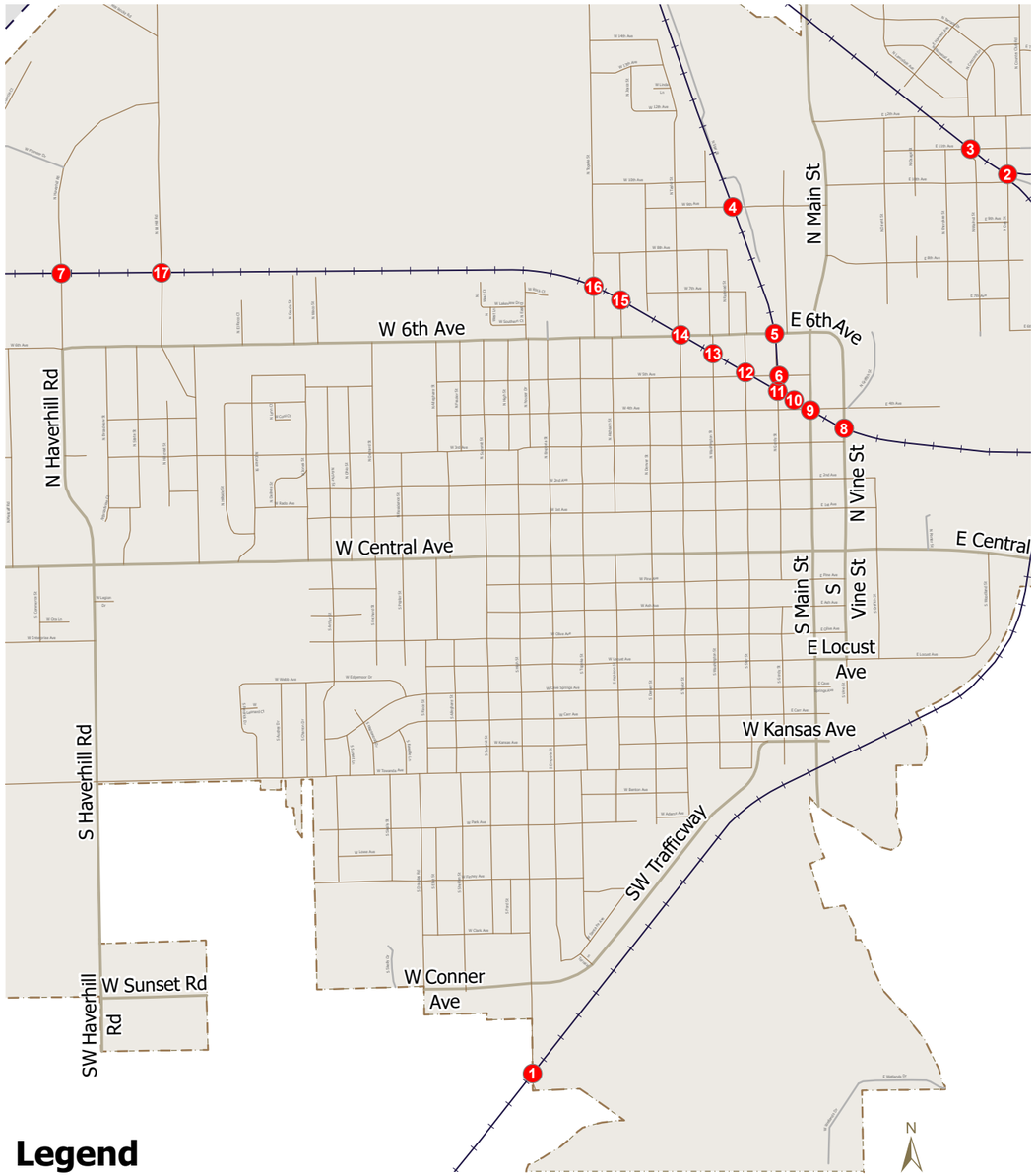

Figure 54: Reviewed Railroad Crossing Locations

SUMMARIZED COUNTERMEASURES FOR EL DORADO

Across the risk-factor analysis, cluster analysis, spot studies, traffic signal review and railroad review, the recommended countermeasures for El Dorado can be consolidated into the following citywide categories.

Intersection Safety Improvements

These are the strongest recurring need, especially along Central Avenue and Main Street.

- Review left-turn operations at intersections with recurring turning conflicts. This can include evaluating protected left-turn phases, left-turn flashing yellow, protected-permissive phasing, or time-of-day protected operation where warranted.
- Improve signal visibility through larger signal heads, retroreflective backplates, improved placement, and replacement of dim or malfunctioning indications.
- Review yellow change and all-red clearance intervals to improve signal compliance and reduce late-entry and red-light-related crashes.
- Improve lane-use clarity with refreshed arrows, turn-lane markings, stop bars, crosswalk markings, and better advance lane assignment signing.
- Improve intersection sight distance by addressing vegetation, parking, roadside obstructions, and access-management issues.
- Consider channelization, raised medians, or geometric refinements where intersection conflicts are recurring.
- Improve queue recognition on higher-speed signalized approaches through markings, signing, and signal conspicuity improvements.

Speed Management and Roadway Departure Reduction

These are especially important for high-speed corridors and nighttime severe-crash locations.

- Install dynamic speed feedback signs on corridors with recurring speed-related crashes.
- Increase targeted speed enforcement, especially during nights, weekends, and peak-risk periods.
- Improve lighting and nighttime visibility at high-risk corridors and intersections where feasible.
- Pair speed management with impaired-driving enforcement.

Driver Behavior, Enforcement, and Education

A large share of El Dorado's severe crash patterns are tied to distraction, yielding errors, speeding, impairment, and driver confusion.

- Consider targeted enforcement for red-light running, failure to yield, distracted driving, speeding, and impaired driving.
- Promote public education on permissive left-turn yielding, pedestrian right-of-way, distracted driving, and nighttime driving risks.
- Promote teen and older driver outreach focused on intersection judgment, speed awareness, and safe interaction with pedestrians and bicyclists.
- Promote "Share the Road" campaigns for truck-passenger vehicle interaction and motorcycle awareness.
- Promote fatigue and aggressive-driving awareness on higher-speed corridors.

Pedestrian, Bicycle, and School-Area Safety

These countermeasures show up in both the community engagement and the location-specific studies.

- Fill sidewalk gaps and improve sidewalk condition.
- Upgrade crosswalk visibility using high-visibility markings and improved placement.
- Improve pedestrian signal timing, pushbuttons, countdown displays, and accessibility features.
- Improve school-route walking conditions with better crossings, lighting, signage, and visibility.
- Improve bicycle and micromobility visibility at crossings and turning-conflict locations.
- At Central & Arthur, pursue the recommended crossing improvement and visibility measures based on the gap study and operational review.

Parking, Loading, and Local Street Operations

These are especially relevant for low severity but frequent crashes.

- Review parking and loading zone placement to reduce visibility problems and parked-vehicle conflicts.
- Improve local corridor signal coordination and queue management.
- Maintain emergency access in areas with heavy parking activity.
- Enforce parking compliance where parked vehicles block visibility or pedestrian space.

Maintenance, Visibility, and ADA/PROWAG Accessibility Improvements

These are smaller in scale but highly recurring across the spot studies.

- Refresh faded pavement markings, stop bars, lane lines, and crosswalks.
- Repair or replace damaged signal equipment, pushbuttons, signs, and lighting.
- Trim vegetation and remove sight obstructions.
- Correct Americans With Disabilities Act (ADA/PROWAG) issues including ramps, detectable warnings, and pushbutton placement.
- Upgrade retroreflective markings and signing where nighttime visibility is an issue.

Traffic Control and Operational Evaluations

These come from the signal review and supporting studies.

- Use signal warrant findings, interval reviews, and roundabout screening to identify locations needing further engineering study.
- Continue evaluating intersections where operations may be improved through phasing, signal timing, or alternative control.
- Use the railroad review to identify any crossing devices, signing, or operational needs that should be advanced separately or bundled into corridor projects.

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Project Prioritization & Implementation

Chapter 5

IMPLEMENTATION FRAMEWORK

The countermeasures identified in Chapter 4 were synthesized from multiple analytical components, including crash risk factor analysis, crash pattern clustering, intersection mini-studies, traffic signal evaluations, and railroad crossing reviews. These analyses identified recurring safety issues across the City of El Dorado's roadway network. In this chapter, countermeasures are restated as actionable strategies recommended for implementation. These strategies are listed below. They are organized by engineering, education, and enforcement activities, and further indicated as program, policy, action, and further study opportunities.

Recommended Projects

All engineering strategies can be considered as part of larger projects. For the purpose of this plan, projects are defined as physical infrastructure improvements that modify roadway design, traffic control devices, or intersection operations to reduce crash risk and improve safety. The projects below are framed by corridor recommendations in the 2024 El Dorado Transportation Study. Within each corridor, smaller projects are scoped at the intersection level as potential stand-alone projects based on findings in the traffic studies *(Appendix B)*.

From Transportation Study

The number of lanes on each of the main arterial streets is adequate to carry existing and expected future year traffic. Traveler delays and areas of congestion are associated with traffic signals. The needs of pedestrians crossing major streets is an important consideration. Review the timings and phasing for the traffic signals located along Central Avenue, Main Street, and 6th Avenue. The review should include the timings for green, yellow change, and all-red clearance intervals with the goals of reducing delays and improving safety. This work can be done with the upcoming SS4A project.

#	Strategy	Type	Reference
1	Review left turn phasing for warrants and operation at signalized intersections.	Study	-
2	Install retroreflective backplates on mast-arm-mounted signal heads.	Policy	App A
3	Routinely inspect traffic and pedestrian signals for visibility, operation, and hardware.	Policy	-
4	Apply recommended yellow change and all-red clearance intervals.	Action	C4, App A
5	Convert left-turn signals to flashing yellow arrow.	Policy	-
6	Apply recommended pedestrian signal flashing don't walk intervals.	Action	C4
7	Prioritize critical intersections for pavement marking refresh with emphasis on arrows, stop bars, crosswalks, and delineation.	Policy	App A
8	Maintain sight triangles at signalized intersections and uncontrolled approaches to all intersections.	Policy	-
9	Install dynamic speed feedback signs on corridors with recurring speed-related crashes.	Program	-
10	Improve or install lighting at locations with pattern of nighttime crashes.	Program	App A
11	Establish cost-share program for maintenance of existing sidewalks.	Program	App A
12	Evaluate for new sidewalk construction to fill gaps and promote connectivity.	Program	App A
13	Establish policy for the use of high visibility crosswalks.	Policy	App A
14	Study school-route walking conditions for sidewalks, crosswalks, lighting, signing, and visibility within one-mile radius (SRTS).	Study	-
15	Evaluate passive pedestrian crosswalks for feasibility of Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon (PHB).	Study	App A
16	Evaluate existing pedestrian signals for need, location, and upgrade to RRFB or PHB.	Study	App A
17	Routinely inspect for and trim vegetation that blocks regulatory and warning signs.	Policy	-
18	Identify and correct ADA/PROWAG issues including ramps, detectable warnings, and pushbutton placement.	Study	PROWAG
19	Routinely inspect pavement markings for minimum retroreflectivity.	Policy	MUTCD
20	Routinely inspect signing for minimum retroreflectivity.	Policy	MUTCD
21	Evaluate signalized intersections for traffic signal warrants.	Study	C4
22	Evaluate signalized intersections for roundabout feasibility.	Study	C4, App A
23	Address the findings of the rail-grade crossing review.	Action	C4
24	Establish policy for the pre-treatment of streets for winter weather.	Policy	-
25	Establish access management policy.	Policy	App A
26	Repurpose 41-foot-wide collector steets with pavement markings and traffic calming for speed reduction and active transportation.	Study	-
27	Routinely inspect signing along the truck route corridors.	Policy	-
28	Establish policy for traffic control at what are currently uncontrolled intersections.	Policy	App A
29	Establish policy for traffic calming that manages speed and prioritizes active transportation.	Policy	-

Figure 55: Engineering Strategies for El Dorado

#	Strategy	Type	Reference
F1	Utilize data-driven targeted speed enforcement.	Program	App A
F2	Utilize data-driven targeted impaired driving enforcement.	Program	App A
F3	Promote enforcement of distracted driving.	Policy	App A
F4	Promote enforcement of red light running.	Policy	-
F5	Promote enforcement of lane discipline.	Policy	-
F6	Promote enforcement of parking restrictions.	Policy	-
F7	Review parking and loading zone placement.	Study	-
F8	Maintain emergency access in areas with heavy parking activity.	Policy	-

Figure 56: Enforcement Strategies for El Dorado

#	Strategy	Type	Reference
D1	Implement educational campaign on aggressive driving	Program	App A
D2	Implement educational campaign on safe speeds	Program	App A
D3	Implement educational campaign on driver distraction	Program	App A
D4	Implement educational campaign on rules of the road	Program	-
D5	Establish teen driver safety program at local high schools.	Program	App A
D6	Establish educational program for older drivers.	Program	App A
D7	Promote “Share the Road” campaigns for truck-passenger vehicle interaction.	Program	-
D8	Promote “Share the Road” campaigns for motorcycle awareness.	Program	App A
D9	Promote motorcycle safety including gear and training.	Program	App A

Figure 57: Education Strategies for El Dorado

In July 2025 the Kansas Drive to Zero Coalition published the Kansas Drive To Zero Plan. It incorporates the Safe System Approach, emphasizing multiple layers of safety to prevent crashes and minimize harm. Strategies in the plan directly relevant to this plan for El Dorado include: Advanced Vehicle Safety Feature Promotion, High-risk Urban Road Program (HRUR), Context Appropriate Design Guidance/ Policies, Excessive Speeding Initiative, Speed Feedback Sign Program, and Educational Initiatives on Proven Countermeasures. Funding opportunities may be available for these strategies. For instance, El Dorado is already participating in the HRUR Program at three intersections.

Project 1

Central, Boyer to Haverhill

Relevant strategies

While most strategies could be implemented as part of the project scoped for the Transportation Study, it provides particular advantage to consider signal upgrades (3), sight distance (8), lighting (10), sidewalk (12), ADA/PROWAG (18), roundabouts (22), and access management (25)

Project 1A – Central & Boyer

- Strategies: Left turn phasing (1), retroreflective backplates (2), clearance intervals (4), flashing yellow arrow (5), and markings (7).
- Review left-turn signal phasing and timing (1), and consider use of flashing yellow arrow (5)
- Review signal clearance intervals (4) and consider retroreflective backplates (2).
- Review signing, pavements markings (7), and channelization at yield-controlled right-turn movements.
- Improve lane-use clarity and turning guidance, particularly on westbound Central, through enhanced lane-use signing, pavement arrows, and turn-lane markings (7)
- Verify correct sign sizes for eastbound advance warning signs and consider fluorescent-yellow sign sheeting.
- A previous study conceptualized turnpike access to K-254/Central at a new interchange west of Boyer.

Project 1B – Central & Village

- Strategies: Retroreflective backplates (2), signal upgrades (3), pedestrian interval (6), markings (7), sight triangles (8), and roundabout (22).
- Evaluate the effectiveness of the change in left-turn phasing on Central to protected only (3).
- Restripe left-turn pavement arrows to improve lane guidance (7).
- Maintain and repair (replace if needed) the pedestrian features.
- Continue monitoring left-turn conflicts at the intersection.

Project 1C – Central & Haverhill

- Strategies: Left-turn phasing (1), retroreflective backplates (2), signal upgrades (3), clearance intervals (4), markings (7), pavement marking retroreflectivity (19), roundabout (22), and access management (25).
- Conduct signal optimization study (3).
- Review permissive left-turn operations and considering targeted restrictions or phasing adjustments during high-risk periods (1).
- Enhance signal visibility (3), advance warning signage, and high-contrast stop-bar (19) and lane markings (7, 19) specially on west leg.
- Improve lane discipline on eastbound Central by refreshing lane arrows, lane lines, and turn-lane guidance (7).
- Relocate bank access on Central in the southwest corner (25).

From Transportation Study

Boyer Road to East of Haverhill Road: Reconstruct Central Avenue as a 5-lane arterial street with two through lanes in each direction and a center two-way left-turn lane. This revised cross-section eliminates the raised median and provides space for parallel, separated bicycle facilities and “protected intersections”. This cross-section may also support a lower speed limit. This project should consider the construction of “Protected Intersections” for intersections with traffic signals.

Project 1
Central, Boyer to Haverhill

Figure 58: Project 1: Central, Boyer to Haverhill

Project 2

Central, Oil Hill to Main

Relevant strategies

Much of the project scoped in the Transportation Study has been addressed in this SAP including a pedestrian hybrid beacon (PHB) (15), and all traffic signals in the city have been evaluated for clearance intervals (4) and pedestrian intervals (6). Consideration of left turn phasing (1) and a crossing at Topeka (15) are also recommended.

Project 2A – Central & Oil Hill

- Strategies: Retroreflective backplates (2), signal upgrades (3), markings (7), Lighting (10), crosswalks (13), ADA/PROWAG (18), and roundabout (22).

Project 2B – Central & Arthur

- Strategies: Markings (7), sight distance (8), crosswalks (13), PHB (15).
- A previous study evaluated traffic control at this intersection and at Central & Arthur but did not consider pedestrian accommodations.
- Install a PHB at Central or near Arthur (15).

Project 2C – Central & Summit

- Strategies: Left-turn phasing (1), retroreflective backplates (2), signal upgrades (3), pedestrian intervals (6), markings (7), sight triangles (8), lighting (10), crosswalks (13), ADA/PROWAG (18), and access management (25).
- Prohibit right-turn on red for eastbound approach on Summit.
- Consider full traffic signal upgrade (3).

From Transportation Study

Pedestrian Crossings, Oil Hill to Summit Road: Investigate opportunities to construct safe pedestrian crossings along this corridor with the city's upcoming Safe Streets 4 All (SS4A) grant. Intersections with Traffic Signals – Signal Timings: Review the traffic signal phasing and signal timings for the intersections along Central Avenue and adjust as needed. A traffic study should be conducted to review the traffic control devices for the pedestrian crossings on Central Avenue at Topeka Street. As Central Avenue is the city connecting link for highway K-254, a request for a study can be made to KDOT's District Engineer and a study will be scheduled.

Figure 59: Project 2: Central, Oil Hill to Main

Project 3

Main, Locust to 3rd

Relevant strategies

The project scoped for the Transportation Study allows consideration of left-turn phasing (1), signal upgrades (3), markings (7), crosswalks (13), ADA/PROWAG (18), pavement marking retroreflectivity (19), signal warrants (21), and roundabouts (22), and from enforcement, parking (7). It also allows consideration of a road diet, and traffic calming (29) including lateral shift, raised crosswalks, raised intersection, corner extensions/bulbouts, and chokers.

Project 3A - Locust to 3rd

This project addresses the transition from a wide, higher-speed corridor into the downtown area, where the existing four-lane cross-section and lack of transition treatments contribute to speed carryover and reduced pedestrian safety. A combination of geometric, operational, and visual traffic calming measures is recommended to create a clear gateway into downtown and reinforce a low-speed environment.

- Strategies: Traffic calming (29), including lateral shift, raised crosswalks, raised intersection, corner extensions/bulbouts, chokers, and markings (7).
- Consider a road diet on Main Street from Locust to 3rd, converting the existing four-lane roadway to a three-lane section with one lane in each direction and a center two-way left-turn lane.
- Introduce upstream gateway treatments prior to Locust (e.g., lateral shift and visual narrowing).
- Provide strong gateway treatments at both Locust and 3rd using raised intersections (29) or raised crosswalks (29), with additional raised crosswalks at selected intersections between Locust and 3rd.
- Add corner extensions/bulbouts (29) at key intersections.
- Use high-visibility crosswalks (13) and maintain pavement markings (7).
- Consider selective midblock narrowing or chokers (29) where additional speed control is needed within the corridor.

Project 3B – Central & Main

- Strategies: Left-turn phasing (1), retroreflective backplates (2), signal upgrades (3), pedestrian intervals (6), markings (7), sight distance (8), and roundabout (22).
- Review parking and loading zone placement (8).
- Enhance left-turn and lane-use guidance on Central Ave by refreshing lane arrows, and improving advance lane assignment signing.
- Evaluate Main for feasibility of conversion to 3-lane section (road diet).

Project 3C - 3rd & Main

- Strategies: Retroreflective backplates (2), signal upgrades (3), pedestrian intervals (6), markings (7), sight distance (8), ADA/PROWAG (18), signal warrants (21), raised intersections and crosswalks (29), and roundabout (22).
- If warranted, upgrade signal system to include pedestrian signal indications and pushbuttons (3).

From Transportation Study

Main Street Downtown: This section of Main Street is four lanes with parallel parking on each side. At the intersection with Central Avenue, Main Street restricts parking and adds a left turn lane. With approximately 6,000 vpd, Main Street would be a candidate for a “road diet” reducing the number of lanes from four to three. The middle lane would allow a left turn lane at each intersection, possibly reduce the number of crashes, and allow options for expanding the sidewalk area in front of the businesses.

Project 3
Main, Locust to 3rd

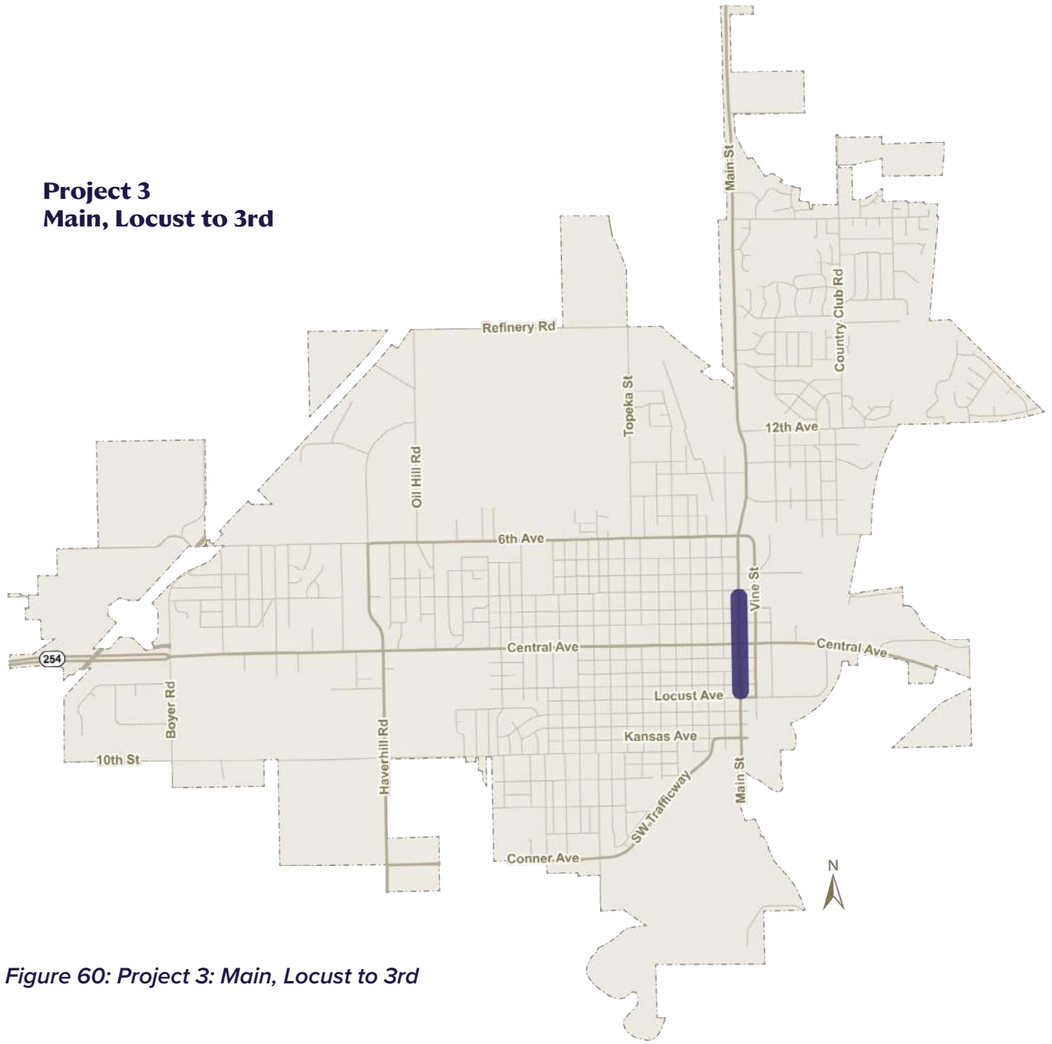

Figure 60: Project 3: Main, Locust to 3rd

Project 4

Main, 6th & Main

Relevant strategies

A project of this scope allows consideration of left-turn phasing (1), retroreflective backplates (2), signal upgrades (3), flashing yellow arrow (5), markings (7), lighting (10), crosswalks (13), and access management (25).

- Strategies: Retroreflective backplates (2), signal upgrades (3), markings (7), roundabout (22), and access management (25).
- Reinforce lane discipline on Main with signing, arrows (7), and channelization.
- This intersection received Highway Safety Improvement Program (HSIP) funding to increase the radius in the southwest corner and signal reconfiguration on the eastbound approach.

From Transportation Study

Main Street and 6th Avenue: Intersection geometry and traffic signal changes can improve traffic flow and safety. To address the high volume of eastbound traffic turning to go north, lanes on the west leg will be reassigned to create dual left turn lanes, plus a shared lane for through and right turning traffic. The curb radius in the northwest quadrant will be reconstructed to allow southbound, right-turning trucks to avoid hitting the curb. The traffic signal installation would be replaced to accommodate these changes. Improvements should consider the needs of bicyclists and pedestrians.

Figure 61: Project 4: Main, 6th & Main

Project 5

Main, 12th to McCollum

Relevant strategies

A project of this scope on Main allows consideration at 12th of left-turn phasing (1), retroreflective backplates (2), signal upgrades (3), flashing yellow arrow (5), markings (7), lighting (10), and ADA/PROWAG (18); and improvement considerations at McCollum of markings (7), sight distance (8), lighting (10), SRTS (14), ADA/PROWAG (18), and roundabout (22).

Project 5A - Main & McCollum

- Strategies: Sight distance (8), crosswalks (13), ADA/PROWAG (18), and roundabout (22).
- Relocate and improve alignment of the ramps (18), crosswalk (13), and stop bar (7) on the east leg.
- A previous study conceptualized a two-lane roundabout (22).

From Transportation Study

Main Street and McCollum Road: The construction of a roundabout is recommended for this location. The roundabout would carry two lanes northbound and southbound, and a single lane eastbound and westbound. The west leg would provide a connection to a future Northwest bypass. The east leg would serve traffic to and from the residential area, high school, and elementary school. Main Street and 12th Avenue: The construction of a southbound left turn lane will significantly improve traffic operations for southbound traffic movements and for the intersection as a whole.

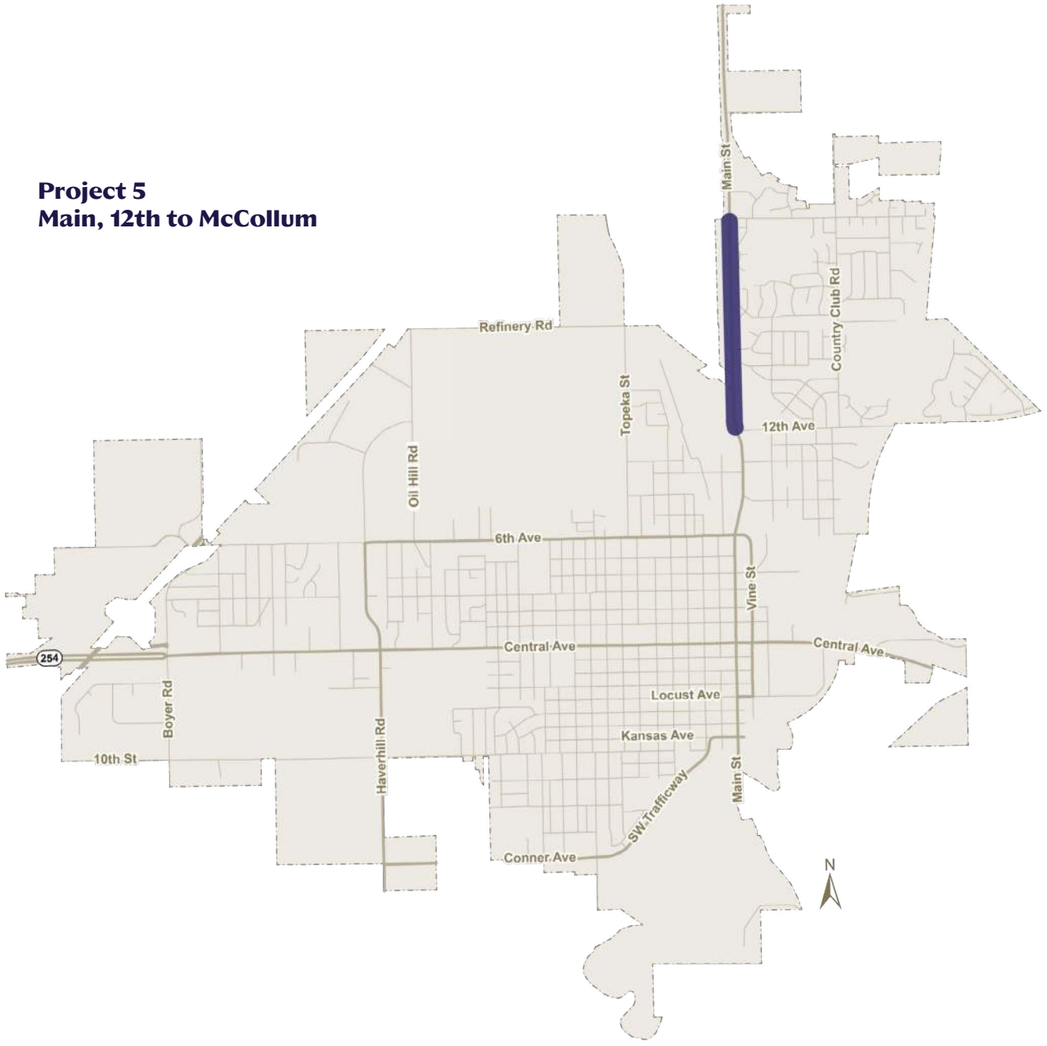

Figure 62: Project 5: Main, 12th to McCollum

Project 6

6th, Haverhill to Main

Relevant strategies

A project of this scope on 6th allows consideration of left-turn phasing (1), retroreflective backplates (2), signal upgrades (3), markings (7), lighting (10), ADA/PROWAG (18); access management (25), and truck route signing (27).

Project 6A - 6th & Haverhill

- Strategies: Left-turn phasing (1), retroreflective backplates (2), signal upgrades (3), markings (7), crosswalks (13), and roundabout (22).
- Enlarge radius in southeast corner to accommodate large trucks.

Project 6B - 6th & Summit

- Strategies: Markings (7), sight distance (8), signal warrants (21), and roundabout (22).
- Evaluate for traffic signal warrants or roundabout feasibility.

From Transportation Study

6th Avenue, School Road to Hunton Road and the South Leg of Haverhill Road: Remove the narrow segments of raised medians at these locations. The narrow median segments show evidence of being repeatedly struck by vehicles and provide no access management benefits. 6th Avenue, West of Haverhill Road to Oil Hill Road (east intersection): Implement a road diet to convert 6th Avenue from a 4-lane street to a 3-lane street. This has the potential to reduce the number of crashes, provide a consistent cross-section throughout the 6th Avenue corridor, and better accommodate left turns.

Option 1: Remove and replace pavement markings to provide three lanes on 6th Avenue with dedicated left turn lanes at Haverhill Road and a center, two-way left turn lane for the remainder of the segment. One eastbound and one westbound through lane would be provided. Signal heads on the mast arms over 6th Avenue at Haverhill Road would need to be adjusted.

Option 2: Reconstruct 6th Avenue to provide a 3-lane roadway. Intersection improvements and widening Haverhill Road to a 3-lane roadway between 6th Avenue and Oil Hill Road could be part of this project.

Figure 63: Project 6: 6th, Haverhill to Main

Project 7

Haverhill & Towanda

Relevant strategies

- Strategies: Left-turn phasing (1), retroreflective backplates (2), signal upgrades (3), markings (7), ADA/PROWAG (18), signal warrants (21), and roundabout (22).
- Install an intersection warning sign on the west approach for eastbound traffic.

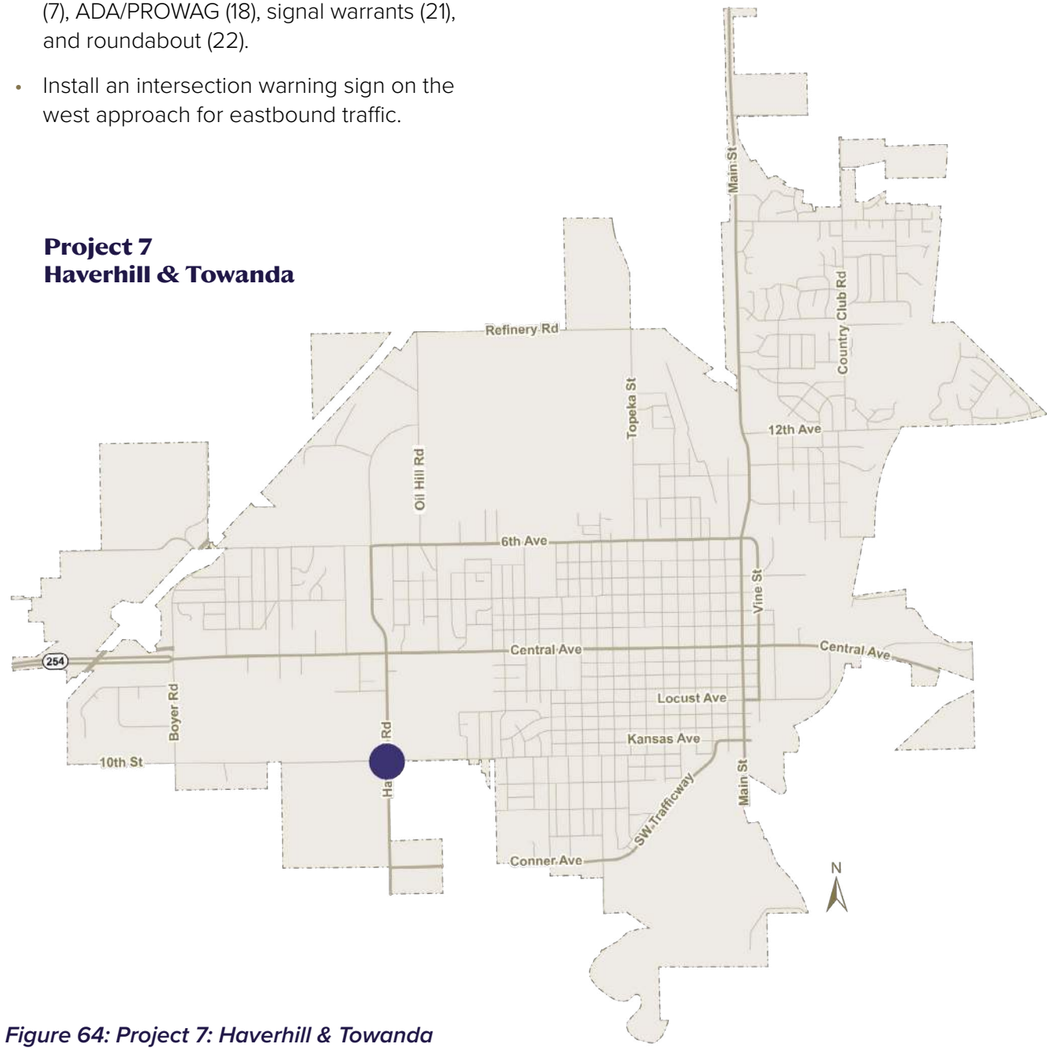

Figure 64: Project 7: Haverhill & Towanda

Project 8

Country Club Road, 12th to McCollum

Relevant strategies

- Strategies: Markings (7), sight distance (8), crosswalks (13), ADA/PROWAG (18), repurpose collectors (26).
- Consider Country Club Road for a demonstration project to study alternatives for repurposing existing 41-foot collector streets

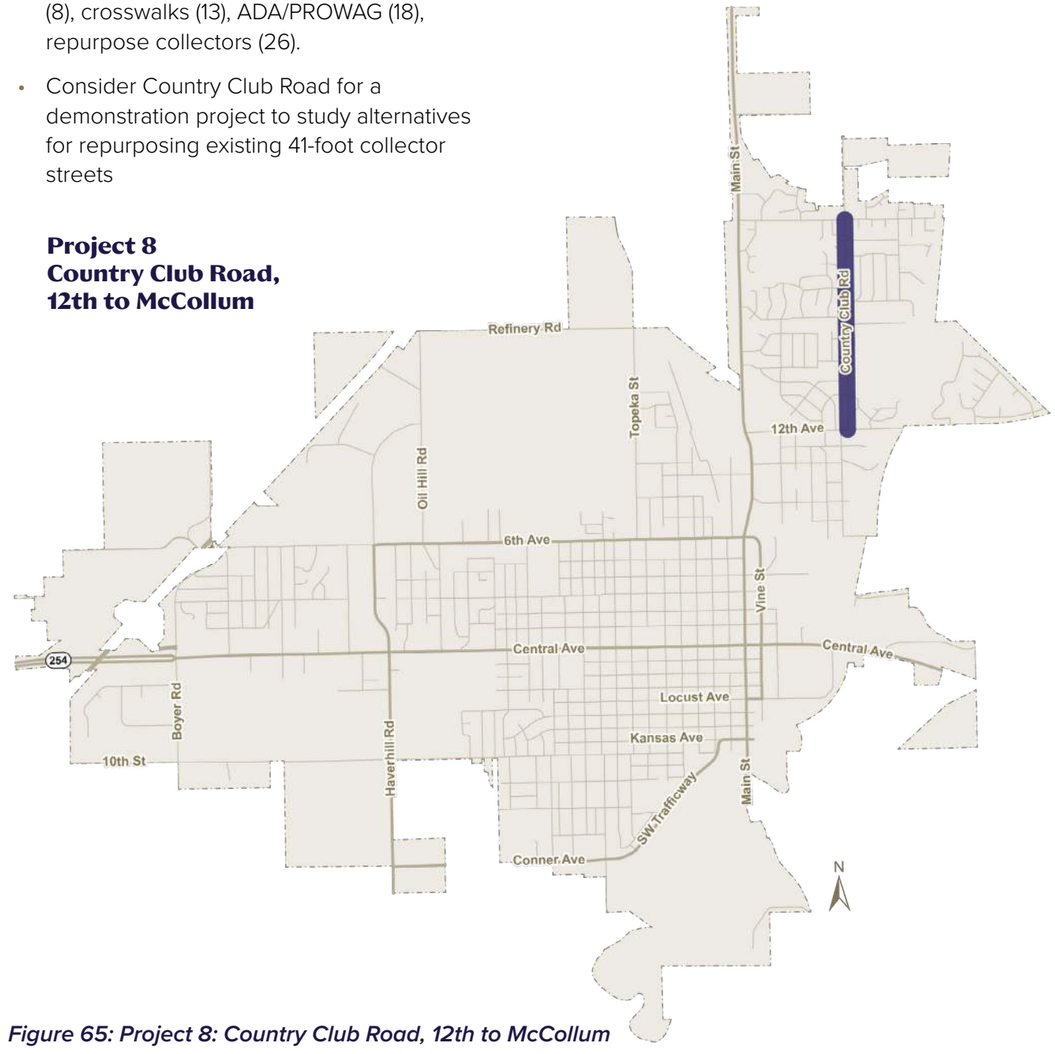

Figure 65: Project 8: Country Club Road, 12th to McCollum

PROJECT PRIORITIZATION

The eight projects were prioritized based on input from the Steering Committee and engineering judgment. *Figure 66* lists the projects in order of priority with explanation:

Rank	Project	S	C	R	N	M	Total
1	**Main, Locust to 3rd** In the heart of the city, significant improvements can be made without major reconstruction.	-	-	-	-	-	-
2	**Main, 12th to McCollum** Main & McCollum is a critical intersection near the high school in a part of the city poised for additional growth.	-	-	-	-	-	-
3	**Central, Boyer to Haverhill** Low-cost solutions can be applied at the Central & Boyer intersection which doubles as access to the Kansas Turnpike (KTA), while support is given for a new KTA interchange with K-254.	-	-	-	-	-	-
4	**Main, 6th & Main** With current HSIP funding to upgrade the intersection, additional low-cost measures identified in the traffic study can be considered.	-	-	-	-	-	-
5	**Central, Oil Hill to Main** Opportunities to improve safety for both vehicles and pedestrians.	-	-	-	-	-	-
6	**6th, Haverhill to Main** Critical east-west corridor that carries significant truck traffic as a truck route.	-	-	-	-	-	-
7	**Country Club Road, 12th to McCollum** As a collector Country Club Road will make an excellent demonstration project for repurposing 41' cross-sections.	-	-	-	-	-	-
8	**Haverhill & Towanda** Significant intersection serving both the community college and heavy industry to the south.	-	-	-	-	-	-

Figure 66: Prioritized Projects

All eight projects are scalable from major investment to individual low-cost strategies. Project costs are driven by scope. In order to calculate costs, unit costs are provided in *Appendix I.* As projects are scoped, cost is one factor that can be considered to assist planning. A prioritization framework, such as that shown in *Figure 67,* can be used to subjectively score and rank projects to help the city plan for projects that most effectively reduce fatal and serious injury crashes while also aligning with Safe Streets and Roads for All (SS4A) program objectives.

Criteria		Description
S	**Safety Impact**	Priority given to projects addressing fatal and serious injury risk or recurring crash patterns and crash rate.
C	**Consistency with Action Plan Findings**	Projects that directly address identified crash factors and clusters.
R	**Implementation Readiness**	Projects that can be implemented with reasonable cost and minimal right-of-way needs.
N	**Network Importance**	Locations along key corridors or major intersections.
M	**Multimodal and Community Benefits**	Projects improving pedestrian, bicycle, and school-area safety.

Figure 67: Prioritization Framework

POLICY IMPLEMENTATION

While many countermeasures categorized as policies can be implemented with projects, stand-alone city policy or practice documents are also key to the long-term success of this plan. For the purpose of this plan, policies are defined as institutional or regulatory actions that support long-term safety improvements by integrating safety into planning practices, roadway design standards, and transportation decision-making. Policies are prioritized starting with those listed in *Appendix A*, which lists the Federal Highway Administration (FHWA) Proven Safety Countermeasures (PSC) and NHTSA Countermeasures that Work (CTW). After that, policies are prioritized with consideration given to the MUTCD, community input, potential impact on safety, and ease of implementation.

Prioritized Policies:

1. Install retroreflective backplates on mast-arm-mounted signal heads. (PSC)
2. Establish policy for the use of high visibility crosswalks. (PSC)
3. Establish access management policy. (PSC)
4. Promote enforcement of distracted driving. (CTW)
5. Routinely inspect pavement markings for minimum retroreflectivity.
6. Routinely inspect signing for minimum retroreflectivity.
7. Establish policy for traffic control at what are currently uncontrolled intersections.
8. Promote enforcement of red light running.
9. Prioritize critical intersections for pavement marking refresh with emphasis on arrows, stop bars, crosswalks, and delineation.
10. Routinely inspect traffic and pedestrian signals for visibility, operation, and hardware.
11. Establish policy for traffic calming that manages speed and prioritizes active transportation.
12. Maintain sight triangles at signalized intersections and uncontrolled approaches to all intersections.
13. Convert left turn signals to flashing yellow arrow.
14. Routinely inspect for and trim vegetation that blocks regulatory and warning signs.
15. Promote enforcement of lane discipline.
16. Establish policy for the pre-treatment of streets for winter weather.
17. Routinely inspect signing along the truck route corridors.
18. Promote enforcement of parking restrictions.
19. Maintain emergency access in areas with heavy parking activity.

Policy Recommendations

Four policy examples are shown as recommendations for the city. These were selected based on their efficacy (crosswalks), MUTCD mandate (minimum retroreflectivity), and local input (uncontrolled intersections).

Routinely inspect pavement markings and signing for minimum retroreflectivity

In the United States, retroreflectivity is maintained across pavement markings, traffic signs, and supplemental devices through systematic, program-based approaches consistent with MUTCD requirements. Pavement markings are typically managed using hybrid programs that combine nighttime visual inspections, targeted measurements, and scheduled restriping cycles, while traffic signs rely on inventory-based and lifecycle management systems with defined minimum retroreflectivity levels. State DOTs and cities have implemented these practices through routine maintenance programs, asset management systems, and upgrades to durable materials. Additional retroreflective applications such as delineators, raised pavement markers, and pedestrian treatments are widely used to enhance nighttime visibility and reduce lane departure and pedestrian-related crashes, aligning with FHWA Proven Safety Countermeasures and Safe System principles.

Uncontrolled Intersections

Best practices for uncontrolled intersections in the United States focus on improving visibility, managing speeds, and clarifying right-of-way through a combination of low-cost engineering treatments, education, and targeted enforcement. Common strategies include sight distance improvements, installation of stop or yield control where warranted, enhanced signage and pavement markings, and traffic calming measures. Many agencies also implement public education campaigns on right-of-way rules and conduct targeted enforcement of failure-to-yield and speeding violations. These approaches are supported by FHWA, MUTCD, and Vision Zero guidance and align with Safe System principles for proactively reducing intersection-related crashes.

Pavement Markings

Best practices for pavement markings in the United States emphasize maintaining high visibility, consistency, and durability through systematic programs aligned with MUTCD standards. Agencies commonly use a combination of inspection, scheduled restriping, and strategic material selection, while enhancing lane delineation, intersection markings, and pedestrian crossings to improve driver awareness and reduce conflicts. Increasingly, agencies prioritize high-risk locations such as High-Injury Networks and integrate pavement marking management into asset management systems, supporting proactive, data-driven safety improvements consistent with the Safe System Approach.

High Visibility Crosswalks

High-visibility crosswalks are a proven, low-cost safety treatment widely used across U.S. agencies to improve pedestrian visibility and driver yielding behavior. Ladder or zebra-style markings provide stronger visual contrast than standard markings, making crossings more noticeable in both daytime and nighttime conditions. These treatments are typically prioritized at high-risk locations such as downtown areas, school zones, transit corridors, and High-Injury Networks using durable materials (e.g., thermoplastic, MMA).

In practice, their effectiveness is enhanced when combined with complementary measures such as advance yield markings, pedestrian signage, lighting improvements, and speed management strategies. Agencies maintain these markings through routine inspection and restriping programs, often using durable materials at high-volume locations to ensure long-term performance. Overall, high-visibility crosswalks align with FHWA Proven Safety Countermeasures and Safe System principles by proactively reducing pedestrian crash risk.

PROGRAM IMPLEMENTATION

While some countermeasures categorized as programs can be implemented with projects, dedicated programs with a local champion are key to the long-term success of this plan, in particular in addressing safe people and safe speeds. For the purpose of this plan, programs are defined as education, enforcement, and operational initiatives aimed at improving driver behavior, increasing public awareness, and supporting roadway safety initiatives. Programs are prioritized starting with those listed in *Appendix A*, which lists the NHTSA Countermeasures that Works (CTW) and FHWA Proven Safety Countermeasures (PSC). After that, programs are prioritized with consideration given to community input, potential impact on safety, and ease of implementation.

Prioritized Programs:

1. Utilize data-driven targeted speed enforcement. (CTW) (STEP)
2. Utilize data-driven targeted impaired driving enforcement. (CTW) (STEP)
3. Install dynamic speed feedback signs on corridors with recurring speed-related crashes. (CTW)
4. Promote motorcycle safety including gear and training. (CTW)
5. Establish teen driver safety program at local high schools. (CTW) (SAFE)
6. Establish educational program for older drivers. (CTW) (CarFit)
7. Implement educational campaign on driver distraction (CTW)
8. Improve or install lighting at locations with pattern of nighttime crashes. (PSC)
9. Establish cost-share program for maintenance of existing sidewalks. (PSC)
10. Implement educational campaign on aggressive driving
11. Implement educational campaign on safe speeds
12. Implement educational campaign on rules of the road
13. Promote “Share the Road” campaigns for truck-passenger vehicle interaction.
14. Promote “Share the Road” campaigns for motorcycle awareness.

Program Recommendations:

Four program examples are shown below as recommendations for the city. These were selected based on their readiness (SAFE), practicality (CarFit), community ownership (Cost Share), and available funding (STEP).

SAFE

SAFE (Seatbelts Are For Everyone) is a free, student-led program for high school students focusing on peer-to-peer promotion of traffic safety. It is coordinated by the Kansas Traffic Safety Resource Office (KTSRO) under contract with KDOT. Through education, rewards, and enforcement, SAFE highlights the importance of wearing a seatbelt, staying focused and aware of your surroundings while driving, and following traffic laws with the goal of decreasing the number of teen injuries and deaths from vehicle crashes. (KTSRO.org/safe)

CarFit

CarFit is an educational program developed by AARP and the American Occupational Therapy Association that offers older adults the opportunity to check how well their personal vehicles “fit” them. The program provides information and materials on community-specific resources that could enhance their safety as drivers and/or increase their mobility in the community. (car-fit.org)

Sidewalk Cost Share

El Dorado should pursue a city-administered sidewalk repair program that combines shared cost participation with targeted public investment to address the most critical safety and accessibility needs across the community. A 50/50 residential cost-share model is recommended as the most practical starting point because it provides a clear and easily understood framework while reinforcing shared responsibility between the City and adjacent property owners. Program implementation should prioritize locations where sidewalk deficiencies create the greatest public burden, including ADA barriers, major trip hazards, routes to schools and parks, downtown connections, senior housing, and other priority corridors identified through the Action Plan. To support equitable implementation, the program should also include affordability measures such as grants, deferred payment options, or installment plans for eligible property owners. As the program is developed, the City should clearly define responsibility for curb ramps, corner lots, and other special conditions, and consider a pilot phase to evaluate administrative needs, funding levels, and long-term scalability.

Supporting peer policy research, program examples, and implementation considerations are provided in *Appendix D.*

STEP

KDOT’s Special Traffic Enforcement Program (STEP) encourages local law enforcement agencies to conduct high-visibility enforcement during coordinated periods to address primary driver behaviors contributing to injury and fatality crashes in Kansas. Data shown in *Figures 68* and *69* can assist law enforcement during deployment.

Speed-Related Crashes

Location	Overall Priority Scoring
1 W Central Ave; N Haverhill Rd to S Vine St	High
2 SW Hwy 254; Toll Booth 71 to Boyer Rd	High
3 W 6th Ave; N Haverhill Rd to N Main St	High
4 N Main St; W Central Ave to E 6th Ave	Moderate
5 S Vine St; W Central Ave to E Locust Ave	Moderate
6 SW Trafficway; W Kansas Ave to S High St	Moderate
7 S Haverhill Rd; W Central Ave to W Sunset Rd	Lower
8 N Haverhill Rd; W 6th Ave to W Central Ave	Lower
9 S Summit St; W Central Ave to W Conner Ave	Lower
10 W 4th Ave; N Haverhill Rd to N Main St	Lower

Figure 68: Speed-Related Crashes

Impaired Driving Crashes

Location	Overall Priority Scoring
1 W Central Ave; N Haverhill Rd to S Vine St	High
2 N Main St; W Central Ave to E 6th Ave	High
3 W 6th Ave; N Haverhill Rd to N Main St	High
4 S Vine St; W Central Ave to E Locust St	Moderate
5 SW Trafficway; W Kansas Ave to S High St	Moderate
6 S Topeka St; W Central Ave to W Kansas Ave	Moderate
7 N Main St; E 6th Ave to North City Limits	Lower
8 S Summit St; W Kansas Ave to W Conner Ave	Lower
9 Downtown grid (Central, Locust, and 6th area local streets)	Lower

Figure 69: Impaired Driving Crashes

FURTHER STUDY IMPLEMENTATION

While some countermeasures categorized as further study can be implemented with projects, all would benefit from further study. For the purpose of this plan, further study strategies are items that would have been considered with this plan had budget and time allowed. Studies are prioritized based on progress in this plan, cost, potential impact on safety, and ease of implementation. Studies are also noted as being listed in *Appendix A,* which lists the NHTSA Countermeasures that Works (CTW) and FHWA Proven Safety Countermeasures (PSC).

Prioritized Studies

1. Evaluate signalized intersections for traffic signal warrants.
2. Evaluate signalized intersections for roundabout feasibility. (PSC)
3. Evaluate passive pedestrian crosswalks for feasibility of RRFB or PHB. (PSC)
4. Study school-route walking conditions for sidewalks, crosswalks, lighting, signing, and visibility within one-mile radius. (SRTS)
5. Repurpose 41-foot-wide collector streets with pavement markings and traffic calming for speed reduction and active transportation. (PSC)
6. Evaluate for new sidewalk construction to fill gaps and promote connectivity. (PSC)
7. Review left turn phasing for warrants and operation at signalized intersections.
8. Evaluate existing pedestrian signals for need, location, and upgrade to RRFB or PHB. (PSC)
9. Identify and correct ADA/PROWAG issues including ramps, detectable warnings, and push button placement.
10. Review parking and loading zone placement.

Study Recommendations

Three study examples are shown below as recommendations for the city. These were selected based on their readiness (SRTS), practicality (collectors), and local input.

Safe Routes to School

Community engagement indicated safety concerns related to students walking to school. Because school transportation is not provided within one mile of the school, improving pedestrian infrastructure along school travel routes is critical to reducing exposure risk for students walking to school. However, several walking routes have discontinuous sidewalks, deteriorated sidewalk conditions, missing pedestrian facilities, and limited crosswalk markings. In some areas, pavement markings are faded or missing, reducing pedestrian visibility and increasing safety concerns.

To improve safety for students traveling to and from school, the City may consider developing Safe Routes to School initiatives that combine infrastructure improvements and education programs.

- **Potential improvements include:**
  - Infrastructure Improvements
  - Construct missing sidewalk segments to improve network connectivity
  - Repair or replace deteriorated sidewalks

- Install high-visibility crosswalk markings near school routes
- Refresh faded pavement markings along school walking corridors
- Improve pedestrian signage and warning signs near school zones

- **Programs and Education**
  - School safety education programs
  - Crossing guard programs where needed
  - School zone safety awareness campaigns
  - Pedestrian safety training for students and families

These improvements would help create safer and more accessible walking routes for students traveling to school.

Collectors

41 Foot, 4 to 3 lane conversion with bike lanes

Peer communities across the country have shown that a 4-lane undivided street can often be reconfigured into a 3-lane section with a center two-way left-turn lane while creating space for bicycle facilities within the existing roadway footprint. FHWA defines this classic road diet as converting four undivided lanes into two through lanes and a center turn lane, with the reclaimed width used for elements such as bicycle lanes, pedestrian refuge islands, parking, or transit accommodations. Case studies from Chicago, Des Moines, and northern Virginia demonstrate that these projects have been used to calm traffic, improve multimodal access, and create safer, more comfortable streets without requiring full roadway widening.

For a 41-foot curb-to-curb street, a conventional 3-lane section with 5-foot bike lanes is a realistic planning-level fit, and a one-sided buffered bike lane is another planning-level option that can fit within 41 feet on paper.

Conceptual 41-foot Curb-to-Curb Fit Test

Bike Lane 5 ft	Through Lane 10 ft	Center TWLTL 11 ft	Through Lane 10 ft	Bike Lane 5ft

Figure 70: Conceptual 41-foot curb-to-curb fit test

Illustrative 41-foot curb-to-curb fit test for a 3-lane road diet with conventional bike lanes. This is a planning-level concept only, not a final design.

A one-sided two-way bikeway with an 8-foot riding area, 2-foot buffer, and 11-foot center turn lane is also worth studying within a 41-foot envelope, especially where one side of the street has fewer intersections and driveways and where the city wants modest space for flexible delineators or similar separation treatments. That type of asymmetrical treatment may still be attractive where one side of the street has fewer intersections and driveways, but it requires more deliberate design at intersections, driveways, and transitions so turning conflicts are managed clearly.

Alternative 41-foot Curb-to-Curb Fit Test

Two-Way Bike Lane 8 ft	Buffer 2 ft	Through Lane 10 ft	Center TWLTL 11 ft	Through Lane 10 ft

Figure 71: Alternative 41-foot curb-to-curb fit test

Alternative 41-foot curb-to-curb fit test showing an 8-foot two-way bike lane, 2-foot buffer, two 10-foot through lanes, and an 11-foot center TWLTL. This concept fits within 41 feet on paper and illustrates a more separated side-bikeway option, but it would require special intersection and driveway design because one direction of bicycle travel operates opposite the adjacent motor-vehicle lane.

A one-sided one-way bikeway with a 5-foot bike lane, 3-foot buffer space, and 3-lane conventional section is also worth considering. This provides greater separation between bike and vehicle traffic and may be a good alternative near other facilities for travel in the opposite direction.

Alternative 41-foot Curb-to-Curb Fit Test

Two-Way Bike Lane 5 ft	Buffer 3 ft	Through Lane 10 ft	Center TWLTL 13 ft	Through Lane 10 ft

Figure 72: Alternative 41-foot curb-to-curb fit test

Alternative 41-foot curb-to-curb fit test showing one-way buffered bike lane concept: 5-foot bike lane + 3-foot buffer + 10-foot through lane + 13-foot center TWLTL + 10-foot through lane. This is a planning-level concept only, not a final design.

This direction is consistent with El Dorado's Transportation Study, which found that existing streets generally do not require additional travel lanes to accommodate future traffic growth, identified opportunities to expand bicycle facilities for transportation trips, and specifically recommended a road diet on a segment of 6th Avenue. Taken together, these findings support the evaluation of road diets and lane narrowing as practical strategies for converting excess pavement into safer, more multimodal streets.

Multimodal Recommendations

The Strava all-sports heatmap provides a useful snapshot of where walking, running, and bicycling activity is occurring in El Dorado today. Activity appears strongest in the northeast part of the community, particularly around El Dorado State Park and the trail connection back toward town, with additional east-west movement visible along Central Avenue and, to a lesser extent, 6th Avenue. Activity in the core of El Dorado appears lighter and more dispersed, suggesting that recreational use and a few key corridors currently drive most recorded active travel. As the El Dorado Transportation Study notes, Strava does not capture every trip, but it does help illustrate where people are already choosing to walk and ride and where stronger multimodal connections may have the greatest immediate value.

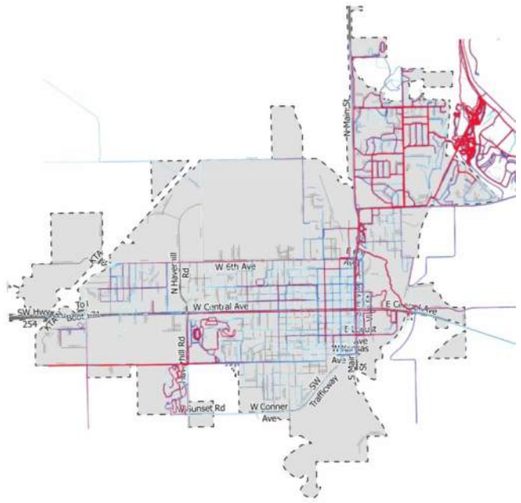

Figure 73: Strava Global Heatmap (All Sports) in El Dorado.

The map illustrates recorded walking, running, and bicycling activity in El Dorado, with blue indicating lower activity and red indicating higher activity. Activity appears most concentrated in the northeast part of the community, particularly around El Dorado State Park and the trail connection into town, with additional activity visible along key east-west corridors. The heatmap provides a useful snapshot of where active transportation and recreational travel are occurring today and helps inform future multimodal network planning.

Looking ahead, a future Multimodal Transportation Plan should build from these observed patterns to define a connected, all-ages-and-abilities network that supports both everyday travel and recreation. At a minimum, the plan should include a citywide inventory and pavement condition assessment of sidewalks, trails, bicycle facilities, crossings, and curb ramps; identify missing links and ADA/PROWAG deficiencies; evaluate connectivity and level of traffic stress; incorporate public input; and develop phased, data-driven project recommendations with funding and implementation strategies. Consistent with prior El Dorado planning, the plan should focus on establishing a small number of spine routes that connect neighborhoods to downtown, schools, parks, Butler Community College, and El Dorado Lake/State Park, with Central Avenue, 6th Avenue, Haverhill Road, Southwest Trafficway, and the 12th Avenue connection standing out as strong candidates for priority multimodal investment. This direction aligns with the El Dorado Transportation Study's goals to improve connected bikeways and sidewalks, eliminate sidewalk gaps and non-ADA ramps, and expand access to key destinations, as well as Connect 2025's emphasis on better trail connectivity and the Kansas Active Transportation Plan's focus on accessible facilities, maintenance, data tools, performance measures, and implementation resources.

Action Implementation

A few countermeasures categorized as action can be implemented immediately based on work performed as part of this plan. Recommendations are recorded in Chapter 4. One action is listed in *Appendix A*, which lists the NHTSA Countermeasures that Works (CTW) and FHWA Proven Safety Countermeasures (PSC).

Action-ready items:

- Apply recommended yellow change and all-red clearance intervals. (PSC)
- Apply recommended pedestrian signal flashing don't walk intervals.
- Address the findings of the rail-grade crossing review.

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Implementation

Chapter 6

IMPLEMENTATION

The Safe Streets 4 All El Dorado SAP was developed through analysis of crash trends, community engagement, development of the priority network, and collaboration with City staff and stakeholders. The recommendations identified throughout this plan provide a framework for improving transportation safety in El Dorado. However, meaningful progress will depend on the City's continued commitment to implementation. This chapter outlines how El Dorado can advance the recommended safety strategies through ongoing coordination, progress reporting, policy development, and phased investment in safety improvements.

Commitment to Safety

Adoption of this SAP reflects the City of El Dorado's commitment to improving safety for all users of its transportation system and to pursuing zero fatal and serious injury crashes within the community. The recommendations outlined in this plan position the City to pursue additional funding opportunities, including implementation funding through the USDOT SS4A and other state and federal sources.

As El Dorado continues to grow and invest in its transportation network, safety should remain a central consideration in project selection, ongoing maintenance operations, and future infrastructure improvements. The recommendations in this plan are intended to provide a flexible framework for implementation, rather than a fixed construction program. This approach allows the City to advance safety improvements through stand-alone countermeasures, broader corridor-based project packages, policy changes, and coordination with future development projects.

Achieving the goals of this plan will require continued support from City staff, elected officials, partner agencies, and the community. Maintaining a strong commitment to safety and prioritizing investments that reduce crash risk are central to this SAP's goals and will help El Dorado continue making progress toward eliminating fatal and serious-injury crashes within the community.

Progress Reporting

Regular reporting and communication of progress toward this plan's goals will be an important component of implementation. The City of El Dorado should continue to monitor crash trends, with particular attention to fatal and serious injury crashes, vulnerable road users, and locations identified in the City's priority network. Tracking this information will help the City identify emerging safety concerns, evaluate the effectiveness of implemented improvements, and guide future safety investments. In addition to monitoring crash trends, the City should also track progress toward implementing the recommendations identified in this SAP.

The Priority Network should be revisited in future Action Plan updates to ensure safety priorities remain aligned with the most current crash data. El Dorado should also continue to coordinate with KDOT, the Kansas Highway Safety Office, and other partners to evaluate safety trends and implement improvements across the transportation network.

Taking Action

The implementation of this plan will require ongoing focus and commitment by the City to safety in everyday decision-making and long-term planning. Through the engagement process conducted as part of this plan, community members made it clear that deaths and serious injuries on El Dorado's streets are not acceptable.

The recommendations identified in this SAP are intended to provide a flexible set of strategies and countermeasures that can be implemented over time as resources allow. Some improvements may be implemented as stand-alone safety projects, while others may be incorporated into larger corridor improvements or delivered incrementally through roadway maintenance, resurfacing, reconstruction, or redevelopment efforts.

By advancing the strategies identified in this plan and maintaining a persistent commitment to safety, El Dorado can continue to make steady progress toward reducing crash risk and improving safety for all roadway users. Through continued leadership, investment, and collaboration, El Dorado can move closer to achieving its goal of zero fatal and serious injury crashes.

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Appendices

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Appendix A: Comprehensive Toolkit

SAFETY COUNTERMEASURES TOOLBOX

The El Dorado Safe Streets 4 All Safety Countermeasure Toolbox presents potential countermeasures that support safety on the transportation network as evidenced in numerous other communities who have implemented similar practices and principles. The goal of these countermeasures is to provide solutions to existing safety concerns or issues within the El Dorado transportation and street system as well as provide a positive influence on overall safety in the community. In this section, recommended countermeasures are presented based on their relevance and potential for positively impacting El Dorado's transportation network. Some examples of safety countermeasures include Crosswalk Visibility Enhancements, Leading Pedestrian Intervals (LPIs), Medians and Pedestrian Refuge, and Rectangular Rapid Flashing Beacons (RRFBs).

The countermeasures presented in this section are recommended by sources including the Federal Highway Association (FHWA) and National Highway Traffic Safety Administration (NHTSA).

FHWA Proven Safety Countermeasures

Each of the FHWA's 27 Proven Safety Countermeasures is an effective strategy for reducing fatalities and serious injuries on the transportation network. Implementation of these strategies within any transportation agencies given jurisdiction can help to achieve a safer overall transportation network for all users. The FHWA has catered these strategies to meet the needs of all transportation agencies, including local, state, and federal, to better help them address safety focus areas. Each of these focus areas is outlined in this section.

Speed Management

With speed being a common correlation to the increase of fatal injury crashes, the following strategies have been proven to help manage speed within a transportation network to ensure safe arrival for all users.

Appropriate Speed Limits for All Road Users

When setting a speed limit, agencies should consider a range of factors such as pedestrian and bicyclist activity, crash history, land use context, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds *(Highways.DOT.gov 2024).*

Speed Safety Cameras (SSCs)

Agencies should conduct a network analysis of speeding-related crashes to identify locations to implement SSCs. The analysis can include scope (e.g., widespread, localized), location types (e.g., urban/suburban/rural, work zones, residential, school zones), roadway types (e.g., expressways, arterials, local streets), times of day, and road users most affected by speed-related crashes (e.g., pedestrians, bicyclists) *(Highways.DOT.gov 2024).*

Variable Speed Limits (VSLs)

Drivers typically determine their operating speeds under normal weather conditions on a straight roadway section with good pavement quality and adequate sight distances. If ideal conditions do not exist and the roadway does not meet the driver's expectations, there is a greater chance that a driver error could result in a crash. Providing variable speeds limits (VSLs) capable of adapting to changing circumstances could reduce crash frequency and severity. VSLs use prevailing information on the roadway, like traffic speed, volumes, weather, and road surface conditions, to determine appropriate speeds and display them to drivers. This strategy improves safety performance and traffic flow by reducing speed variance (i.e., improving speed harmonization). VSLs may also improve driver expectation by providing information in advance of slowdowns and potential lane closures, which could reduce the probability for secondary crashes. VSLs can mitigate adverse weather conditions or to slow faster-moving traffic as it approaches a queue or bottleneck *(Highways.DOT.gov 2024).*

Pedestrian/Bicyclist

Bicycle Lanes

To make bicycling safer and more comfortable for most types of bicyclists, State and local agencies should consider installing bicycle lanes. Providing bicycle facilities can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles, and create a network of safer roadways for bicycling. Bicycle Lanes align with the Safe System Approach principle of recognizing human vulnerability—where separating users in space can enhance safety for all road users *(Highways.DOT.gov 2024)*.

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

Transportation agencies should consider medians or pedestrian refuge islands in curbed sections of urban and suburban multi-lane roadways, particularly in areas with a significant mix of pedestrian and vehicle traffic, traffic volumes over 9,000 vehicles per day, and travel speeds 35 mph or greater. Medians/refuge islands should be at least 4-ft wide, but preferably 8 ft for pedestrian comfort. Some example locations that may benefit from medians or pedestrian refuge islands include *(Highways.DOT.gov 2024)*.

Road Diets (Lane Reconfiguration)

A Road Diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL). A Road Diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay, and the reconfiguration can be accomplished at no additional cost. Typically, a Road Diet is implemented on a roadway with a current and future average daily traffic of 25,000 or less *(Highways.DOT.gov 2024)*.

Crosswalk Visibility Enhancements

Three main crosswalk visibility enhancements help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers. These include high-visibility crosswalks, lighting, and signing and pavement markings. These enhancements can also assist users in deciding where to cross. Agencies can implement these features as standalone or combination enhancements to indicate the preferred location for users to cross *(Highways.DOT.gov 2024)*.

Pedestrian Hybrid Beacons

The pedestrian hybrid beacon (PHB) is a traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections. Nearly 74 percent of pedestrian fatalities occur at non-intersection locations, and vehicle speeds are often a major contributing factor.1 As a safety strategy to address this pedestrian crash risk, the PHB is an intermediate option between a flashing beacon and a full pedestrian signal because it assigns right of way and provides positive stop control. It also allows motorists to proceed once the pedestrian has cleared their side of the travel lane(s), reducing vehicle delay *(Highways.DOT.gov 2024)*.

Walkways

Well-designed pedestrian walkways, shared use paths, and sidewalks improve the safety and mobility of pedestrians. Pedestrians should have direct and connected network of walking routes to desired destinations without gaps or abrupt changes. In some rural or suburban areas, where these types of walkways are not feasible, roadway shoulders provide an area for pedestrians to walk next to the roadway, although these are not preferable *(Highways.DOT.gov 2024)*.

Leading Pedestrian Interval

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left (Highways.DOT.gov 2024).

LPIs provide the following benefits:

- Increased visibility of crossing pedestrians.
- Reduced conflicts between pedestrians and vehicles.
- Increased likelihood of motorists yielding to pedestrians.
- Enhanced safety for pedestrians who may be slower to start into the intersection.

Rectangular Rapid Flashing Beacons (RRFB)

The RRFB is applicable to many types of pedestrian crossings but is particularly effective at multi-lane crossings with speed limits less than 40 miles per hour. Research suggests RRFBs can result in motorist yielding rates as high at 98 percent at marked crosswalks, but varies depending on the location, posted speed limit, pedestrian crossing distance, one- versus two-way road, and the number of travel lanes. RRFBs can also accompany school or trail crossing warning signs. RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the diagonal downward arrow plaque pointing at the crossing. The flashing pattern can be activated with pushbuttons or passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated *(Highways.DOT.gov 2024)*.

Roadway Departure

Enhanced Delineation for Horizontal Curves

Enhanced delineation at horizontal curves includes a variety of potential strategies that can be implemented in advance of or within curves, in combination, or individually. Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and appropriate operating speed *(Highways.DOT.gov 2024)*.

Roadside Design Improvements at Curves

Horizontal curves account for 27 percent of all fatal crashes and 80 percent of all fatal crashes at curves are roadway departure crashes.1 Roadside design improvements at curves is a strategy encompassing several treatments that target the high-risk roadside environment along the outside of horizontal curves. These treatments can reduce roadway departure fatalities and serious injuries by giving vehicles the opportunity to recover safely and by reducing crash severity. Roadside design improvements can be implemented alone or in combination, and are particularly recommended at horizontal curves—where data indicates a higher risk for roadway departure fatalities and serious injuries *(Highways.DOT.gov 2024)*.

Longitudinal Rumble Strips and Stripes on Two-Lane Roads

Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicle has left the travel lane.

Rumble stripes are edge line or center line rumble strips where the pavement marking is placed over the rumble strip.

With roadway departure crashes accounting for more than half of the fatal roadway crashes annually in the United States, rumble strips and stripes are designed to address these crashes by alerting distracted, drowsy, or otherwise inattentive drivers who drift from their lane. They are most effective when deployed systemically *(Highways.DOT.gov 2024)*.

Median Barriers

Median barriers are longitudinal barriers that separate opposing traffic on a divided highway and are designed to redirect vehicles striking either side of the barrier. Median barriers significantly reduce the number of cross-median crashes, which are attributed to the relatively high speeds that are typical on divided highways. AASHTO's Roadside Design Guide (RDG) recommends guidelines for the use of median barriers on high-speed, fully controlled-access roadways for locations where the median is 30 ft in width or less and the average daily traffic (ADT) is greater than 20,000 vehicles per day (VPD) *(Highways.DOT.gov 2024)*.

Wider Edge Lines

Roadway departures account for over half of all traffic fatalities in the United States. If drivers cannot clearly identify the edge of the travel lanes and see the road alignment ahead, the risk of roadway departure may be greater. Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines. Edge lines are considered "wider" when the marking width is increased from the minimum normal line width of 4 inches to the maximum normal line width of 6 inches *(Highways.DOT.gov 2024)*.

Intersections

Backplates with Retroreflective Borders

Backplates added to a traffic signal head improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background. The improved visibility of a signal head with a backplate is made even more conspicuous by framing it with a 1- to 3-inch yellow retroreflective border. Signal heads that have backplates equipped with retroreflective borders are more visible and conspicuous in both daytime and nighttime conditions *(Highways.DOT.gov 2024)*.

Reduced Left-Turn Conflict Intersections

Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur. These intersections simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the Restricted Crossing U-turn (RCUT) and the Median U-turn (MUT) *(Highways.DOT.gov 2024)*.

Yellow Change Intervals

At a signalized intersection, the yellow change interval is the length of time that the yellow signal indication is displayed following a green signal indication. The yellow signal confirms to motorists that the green has ended and that a red will soon follow. Transportation agencies can improve signalized intersection safety and reduce red-light running by reviewing and updating their traffic signal timing policies and procedures concerning the yellow change interval. Agencies should institute regular evaluation and adjustment protocols for existing traffic signal timing *(Highways.DOT.gov 2024)*.

Corridor Access Management

Access management refers to the design, application, and control of entry and exit points along a roadway. Every intersection, from a signalized intersection to an unpaved driveway, has the potential for conflicts between vehicles, pedestrians, and bicyclists. The number and types of conflict points—locations where the travel paths of two users intersect—influence the safety performance of the intersection or driveway. Successful corridor access management involves balancing overall safety and mobility for all users along with the needs of adjacent land uses *(Highways.DOT.gov 2024)*.

Roundabouts

Roundabouts are not only a safer type of intersection; they are also efficient in terms of keeping people moving. Even while calming traffic, they can reduce delay and queuing when compared to other intersection alternatives. Furthermore, the lower vehicular speeds and reduced conflict environment can create a more suitable environment for walking and bicycling *(Highways.DOT.gov 2024)*.

Dedicated Left- and Right-Turn Lanes at Intersections

Auxiliary turn lanes—either for left turns or right turns—provide physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections. Turn lanes can be designed to provide for deceleration prior to a turn, as well as for storage of vehicles that are stopped and waiting for the opportunity to complete a turn *(Highways.DOT.gov 2024)*.

Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

This systemic approach to intersection safety involves deploying a package of multiple low-cost countermeasures, including enhanced signing and pavement markings, at a large number of stop-controlled intersections within a jurisdiction. These countermeasures increase driver awareness and recognition of the intersections and potential conflicts *(Highways.DOT.gov 2024)*.

Crosscutting

Lighting

The number of fatal crashes occurring in daylight is about the same as those that occur in darkness. However, the nighttime fatality rate is three times the daytime rate because only 25 percent of vehicle miles traveled (VMT) occur at night. At nighttime, vehicles traveling at higher speeds may not have the ability to stop once a hazard or change in the road ahead becomes visible by the headlights. Therefore, lighting can be applied continuously along segments and at spot locations such as intersections and pedestrian crossings in order to reduce the chances of a crash *(Highways.DOT.gov 2024)*.

Road Safety Audit

While most transportation agencies have established traditional safety review procedures, a road safety audit (RSA) or assessment is unique. RSAs are performed by a multidisciplinary team independent of the project. RSAs consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner *(Highways.DOT.gov 2024)*.

Local Road Safety Plans

A local road safety plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The LRSP development process and content are tailored to local issues and needs. The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on local roads *(Highways.DOT.gov 2024)*.

Pavement Friction Management

Friction is a critical characteristic of a pavement that affects how vehicles interact with the roadway, including the frequency of crashes. Measuring, monitoring, and maintaining pavement friction—especially at locations where vehicles are frequently turning, slowing, and stopping—can prevent many roadway departure, intersection, and pedestrian-related crashes. Pavement friction treatments, such as High Friction Surface Treatment (HFST), can be better targeted and result in more efficient and effective installations when using continuous pavement friction data along with crash and roadway data *(Highways.DOT.gov 2024)*.

NHTSA COUNTERMEASURES THAT WORK

While the FHWA's Proven Safety Countermeasures tend to focus more on engineering solutions to improving safety, NHTSA Countermeasures focus primarily on changing human behavior through education and environmental influences.

Impaired Driving

According to the NHTSA's latest edition of its Highway Safety Countermeasure Guide for State Highway Safety Offices (2023), deterrence is key to reducing drug/alcohol-impaired driving. "Deterrence works by changing behavior through the fear of apprehension and punishment. If drivers believe impaired driving is likely to be detected and impaired drivers are likely to be arrested, convicted, and punished, many will not drive while impaired by alcohol," (NHTSA 2023).

It is the City's goal to eliminate all drug/alcohol-impaired driving behaviors in the community.

The following are countermeasures that have been implemented by other states and agencies to support the reduction of impairment related crashes.

Legislation and Licensing

Countermeasure	Effectiveness	Cost	Use	Time
Administrative License Revocation or Suspension (ALR/ALS)	✪✪✪✪✪	$$$	High	Medium
Minimum Drinking Age 21 Laws	✪✪✪✪✪	$$$	High	Short
Open Container Laws	✪✪✪✪✪	$	High	Short
Lower BAC Limits	✪✪✪✪	$	Low	Short
High-BAC Sanctions	✪✪✪	$	Medium	Short
BAC Test Refusal Penalties	✪✪✪	$	Unknown	Short
Alcohol-Impaired-Driving Law Review	✪✪✪	$$	Unknown	Medium
Drug-Impaired-Driving Laws†	✪	Unknown	Medium	Short

Enforcement

Countermeasure	Effectiveness	Cost	Use	Time
Publicized Sobriety Checkpoints	✪✪✪✪✪	$$$	Medium	Short
High-Visibility Saturation Patrols	✪✪✪✪	$$	High	Short
Alcohol Measurement Devices	✪✪✪✪	$$	High	Short
Integrated Enforcement	✪✪✪	$	Unknown	Short
Alcohol Vendor Compliance Checks	✪✪✪	$$	Unknown	Short
Zero-Tolerance Law Enforcement	✪✪✪	$	Unknown	Short
Enforcement of Drug-Impaired Driving	✪✪✪	$$	Unknown	Short

Other Strategies for Behavior Change

Countermeasure	Effectiveness	Cost	Use	Time
Alcohol Ignition Interlocks	✪✪✪✪✪	$$	Medium	Medium
Alcohol Problem Assessment and Treatment	✪✪✪✪✪	Varies	High	Varies
Alcohol Screening and Brief Intervention	✪✪✪✪✪	$$	Medium	Short
Vehicle and License Plate Sanctions	✪✪✪✪	Varies	Medium	Short
DWI Offender Monitoring	✪✪✪✪	$$$	Unknown	Varies
DWI Courts	✪✪✪✪	$$$	Low	Medium
Limits on Diversion & Plea Agreements	✪✪✪	$	Medium	Short
Alternative Transportation	✪✪✪	$$	Unknown	Short
Mass-Media Campaigns	✪✪	$$$	High	Medium
Court Monitoring	✪✪	$	Low	Short
Education Regarding Medications	✪	Varies	Unknown	Varies

Seat Belts and Child Restraints

Proper seatbelt and restraint mechanisms can play a critical role in a vehicle crash becoming a KSI crash. Increasing drivers' use of these restraints can help to limit overall fatal and serious injury crashes in the community's street network and create a safer environment for both riders and pedestrians.

The following are legislative and enforcement activities implemented by other states and agencies that can help improve the use of these restraints within the community.

Legislation and Licensing

Countermeasure	Effectiveness	Cost	Use	Time
Primary Enforcement Seat Belt Use Laws	✪✪✪✪✪	$	Medium	Short
Strong Child Passenger Safety Laws	✪✪✪✪✪	$	High	Short
Increased Fines for Seat Belt Law Violations	✪✪✪✪	$	Low	Short

Enforcement

Countermeasure	Effectiveness	Cost	Use	Time
Short-Term, High-Visibility Seat Belt Law Enforcement	✪✪✪✪✪	$$$	Medium	Medium
Short-Term, High-Visibility Child Passenger Safety Law Enforcement	✪✪✪✪✪	$$$	Medium	Medium
Nighttime, High-Visibility Seat Belt Law Enforcement	✪✪✪✪	$$$	Unknown	Medium
Sustained Seat Belt Enforcement	✪✪✪	Varies	Unknown	Varies

Other Strategies for Behavior Change

Countermeasure	Effectiveness	Cost	Use	Time
Communication Strategies for Low-Belt-Use Groups as Part of HVE	✪✪✪✪✪	Varies	Unknown	Varies
Employer-based Programs	✪✪✪	Varies	Unknown	Varies
Programs for Older Children	✪✪✪	Varies	Unknown	Varies
Child Restraint Inspection Stations	✪✪✪	$$	High	Short
Programs for Increasing Child Restraint and Booster Seat Use	✪✪	Varies	Unknown	Varies

Speeding and Speed Management

Speed is one of the most common behaviors observed within the local street networks. With that, speed management is a top priority for the City.

According to NHTSA, “speeding can be dangerous on all types of roads, but particularly on non-interstate rural and urban roadways. In 2020 some 38% of speeding-related fatalities occurred on non-interstate rural roadways, another 49% on non-interstate urban roadways, 8% on interstate urban roadways, and 5% on interstate rural roadways,” (NCSA, 2022).

Recommended strategies from the NHTSA to mitigate the impacts of speeding include the following.

Legislation and Licensing

Countermeasure	Effectiveness	Cost	Use	Time
Lower Speed Limits	✪✪✪✪✪	$	High	Varies
Increasing Penalties	✪✪✪✪	Varies	High	Varies
Variable Speed Limits	✪✪	$$$	Medium	Varies

Enforcement

Countermeasure	Effectiveness	Cost	Use	Time
Speed Safety Camera Enforcement	✪✪✪✪✪	Varies	Low	Medium
High-Visibility Enforcement	✪✪✪✪	$$$	Medium	Medium

Other Strategies for Behavior Change

Countermeasure	Effectiveness	Cost	Use	Time
Dynamic Speed Display/Feedback Signs	✪✪✪✪✪	$	High	Short
Intelligent Speed Assistance	✪✪✪	Varies	Unknown	Varies

Distracted Driving

Another common behavior among drivers, distracted driving involves a variety of factors that can take a driver's attention away from the task of safely operating their vehicle. Distracted driving, as defined by the NHTSA, is "any activity that diverts attention from driving, including talking or texting on your phone, eating and drinking, talking to people in your vehicle, adjusting the stereo, entertainment or navigation system—anything that takes your attention away from the task of safe driving" (NHTSA, n.d.-a).

Strategies to prevent distracted driving can include:

Legislation and Licensing

Countermeasure	Effectiveness	Cost	Use	Time
GDL Passenger Limits for Young Drivers	✪✪✪✪✪	$	High	Medium
Cell Phone Laws	✪✪	$	Medium	Short

Enforcement

Countermeasure	Effectiveness	Cost	Use	Time
High-Visibility Cell Phone Enforcement	✪✪✪✪	$$$	Low	Medium

Other Strategies for Behavior Change

Countermeasure	Effectiveness	Cost	Use	Time
Employer Programs	✪✪	$	Unknown	Short

Motorcycle Safety

As reported by the NHTSA, motorcycle driving is one of the riskier forms of modern transportation. "Not only does operating a motorcycle require more physical skill and strength than driving a passenger vehicle, but motorcycles lack a protective structure, offering the rider virtually no protection in a crash," (NHTS 2023).

Recommended strategies to help prevent motorcycle KSI crashes and to keep motorcycle drivers safe include:

Legislation and Licensing

Countermeasure	Effectiveness	Cost	Use	Time
Universal Motorcycle Helmet Use Laws	✪✪✪✪✪	$	Medium	Short
GDL for Motorcyclists	✪✪	$	Medium	Short

Enforcement

Countermeasure	Effectiveness	Cost	Use	Time
Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions	✪✪✪	Varies	Unknown	Varies

Other Strategies for Behavior Change

Countermeasure	Effectiveness	Cost	Use	Time
Motorcycle Rider Training	✪✪	$$	High	Varies
Strategies to Increase Rider Conspicuity and Use of Protective Clothing	✪	Varies	High	Medium

Young Drivers

Young drivers are at a higher risk of being involved in a vehicle crash due to their limited experience operating a vehicle. According to the NHTSA, motor vehicle crashes are the leading cause of unintentional death for 15–24-year-olds in the United States.

To keep young drivers safe and increase overall safety within the network they operate a vehicle in, the following strategies can be implemented.

Legislation and Licensing

Countermeasure	Effectiveness	Cost	Use	Time
Graduated Driver Licensing (GDL)	✪✪✪✪✪	$	High	Medium
GDL Learner's Permit	✪✪✪✪✪	$	High	Medium
GDL Intermediate License Nighttime Restrictions	✪✪✪✪✪	$	High	Medium
GDL Intermediate License Passenger Restrictions	✪✪✪✪✪	$	High	Medium

Enforcement

Countermeasure	Effectiveness	Cost	Use	Time
Enforcement of GDL	✪✪	$	Unknown	Short

Other Strategies for Behavior Change

Countermeasure	Effectiveness	Cost	Use	Time
Electronic Technology for Parental/ Guardian Monitoring	✪✪✪	$	Low	Short
Programs to Assist Parents/Guardians of Young Drivers	✪✪	$$	Medium	Short
Hazard Perception Training	✪✪	Varies	Low	Varies

Older Drivers

Older drivers are more likely to be involved in a vehicle crash than most drivers due to age-related declines in vision, slower reaction times, and cognitive changes. Unfortunately for this population of drivers, the United States' current roadway network and system is not supportive of their unique needs and abilities. Signage, lighting, licensing, traffic signals and controls, and vehicles themselves are not always designed with this demographic in mind.

To ensure the safety of older drivers within the transportation system, the following strategies have been implemented by other states and agencies.

Legislation and Licensing

Countermeasure	Effectiveness	Cost	Use	Time
License Screening and Testing	✪✪✪✪†	$$	High	Medium
Licensing Agency Referrals	✪✪✪✪††	$$	Low	Medium
License Restrictions	✪✪✪✪	$	Low	Short
Medical Review Protocols	✪✪†††	Varies	High	Medium
In-Person Renewal and Vision Test	✪✪	$$$	Medium	Medium

† Proven for identifying drivers whose driving should be limited
†† Proven for identifying at-risk drivers
††† Part of a comprehensive system for identifying and restricting at-risk drivers. Quality varies considerably.

Other Strategies for Behavior Change

Countermeasure	Effectiveness	Cost	Use	Time
Formal Courses for Older Drivers (classroom + on-road feedback)†	✪✪✪✪	$$	Low	Medium

Pedestrian Safety

KSI crashes involving pedestrians accounted for a portion of El Dorado's total KSI crashes over the last ten years. As vulnerable road users, pedestrians are often left to accommodate their transportation methods based on the car-driven design of the modern transportation system. Designing streets and sidewalks in a way that prioritizes the pedestrian experience is a critical part of undoing this car-focused mentality. However, the City can also implement some behavior-based strategies that have been successful elsewhere, which also prioritize pedestrian safety.

Legislation and Licensing

Countermeasure	Effectiveness	Cost	Use	Time
Lower Speed Limits	✪✪✪✪	$	High	Varies

Enforcement

Countermeasure	Effectiveness	Cost	Use	Time
High-Visibility Enforcement at Pedestrian Crossings	✪✪✪	$$	Low	Short

Other Strategies for Behavior Change

Countermeasure	Effectiveness	Cost	Use	Time
Pedestrian Safety Zones	✪✪✪✪✪	$$$	Low	Long
Elementary-Age Child Pedestrian Training	✪✪✪	$	Unknown	Medium
Safe Routes to School	✪✪✪	$	High	Medium
Walking School Buses	✪✪	$	Unknown	Short
Conspicuity Enhancement	✪✪	$	Low	Medium

Bicycle Safety

Similar to pedestrians, bicyclists are also expected to fit their transportation needs and safety within a car-centered roadway system. According to the NHTSA, "Bicyclist injuries remain consistently, disproportionately high. In 2021 an additional estimated 41,615 bicyclists were injured. Over the last 5 years, estimated injury-only crashes averaged about 45,400 yearly," (NHTSA 2023). Although these statistics reflect the state of bicycle safety in the entire United States, prioritizing bicycle safety in El Dorado is also a priority for the City.

Other potential strategies as provided by NHTSA to improve bicycle safety include:

Legislation and Licensing

Countermeasure	Effectiveness	Cost	Use	Time
Lower Speed Limits	✪✪✪✪	$	High	Varies
Bicycle Helmet Laws for Children	✪✪✪	$	Medium	Short
Universal Bicycle Helmet Laws	✪✪✪	$	Low	Short
Active Lighting Laws	✪✪	$	High	Varies
Motorist Passing Bicyclist Laws	✪	$	Medium	Short

Other Strategies for Behavior Change

Countermeasure	Effectiveness	Cost	Use	Time
Promote Bicycle Helmet Use with Education	✪✪✪	$$$	Unknown	Medium
Safe Routes to School	✪✪✪	$	High	Short
Bicycle Safety Education for Children	✪✪	$	Unknown	Short
Cycling Skills Clinics, Bike Fairs, Bike Rodeos	✪	$	Unknown	Short

Approaches That Are Unproven or Need Further Evaluation

Countermeasure
Rider Conspicuity Laws
Driver Training
Bicycle Safety Education for Adult Cyclists
Share the Road Awareness Campaigns

Drowsy Driving

The NHTSA describes drowsy driving as a prevalent safety concern. “In 2021 some 684 people were killed in crashes involving a drowsy driver, representing 1.6% of all motor vehicle traffic crash fatalities (Stewart, 2023). Drowsy driving was reportedly involved in 1.8% of fatal crashes from 2017 to 2021,” (NHTSA, 2023).

Since this safety concern is highly driven by lifestyle patterns and behaviors of drivers, it can be difficult to influence vehicle drivers to not participate or to prevent them from participating in this practice.

Strategies identified by NHTSA include:

Legislation and Licensing

Countermeasure	Effectiveness	Cost	Use	Time
Graduated Drivers’ Licensing Intermediate License Nighttime Restrictions	✪✪✪✪✪	$	High	Medium

Other Strategies for Behavior Change

Countermeasure	Effectiveness	Cost	Use	Time
Employer Programs	✪✪	Varies	Unknown	Short
School Start Times	✪✪	Varies	Low	Long

Approaches That Are Unproven or Need Further Evaluation

Countermeasure
Communications and Outreach on Drowsy Driving
Education Regarding Medical Conditions and Medications
General Driver Drowsiness Laws

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Appendix B: Traffic Studies

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Appendix C: Guidance and Best Practices for Policy Implementation

1. Routinely inspect pavement markings for minimum retro-reflectivity

- **Standard:**
  The City of El Dorado shall use a method designed to maintain pavement marking retroreflectivity at or above **50 mcd/m^2/lx** under dry conditions shall be used for **longitudinal markings** on roadways with speed limits of **35 mph or greater.**

- **Guidance:**
  - The City should adopt and implement a systematic method designed to maintain pavement marking retroreflectivity at or above the minimum levels. This method may include one or more of the following:
    - Periodic inspections (including nighttime visual inspections),
    - Scheduled reapplication of pavement markings,
    - Engineering studies, or
    - Other methods that are designed to maintain retroreflectivity at or above the minimum levels.

    The selected method should be based on engineering judgment and should consider factors such as traffic volumes, speeds, and roadway conditions. The method should be applied consistently to ensure that pavement markings are maintained at or above the minimum retroreflectivity levels.
  - Retroreflectivity levels for pavement markings are measured with an entrance angle of 88.76 degrees and an observation angle of 1.05 degrees. This geometry is also referred to as 30-meter geometry. The units of pavement marking retroreflectivity are reported in mcd/m2 /lx, which means millicandelas per square meter per lux.

- **Support**
  Maintaining minimum levels of pavement marking retroreflectivity is important for providing adequate nighttime visibility and driver guidance. Special circumstances will periodically cause pavement marking retroreflectivity to be below the minimum levels. These circumstances include, but are not limited to, the following:

  - Isolated locations of abnormal degradation,
  - Periods preceding imminent resurfacing or reconstruction,
  - Unanticipated events such as equipment breakdowns, material shortages, and contracting problems, and
  - Loss of retroreflectivity resulting from snow and ice control activities.

When such circumstances occur, compliance with the minimum retroreflectivity requirements is considered to be achieved if a reasonable course of action is taken to resume maintenance of minimum retroreflectivity in a timely manner in accordance with the City's methods, policies, and procedures.

2. Routinely inspect signing for minimum retroreflectivity

- **Standard:**

The City of El Dorado shall use an assessment or management method that is designed to maintain sign retroreflectivity at or above the minimum levels in Table 2A-5.

Table 2A-5. Minimum Maintained Retroreflectivity Levels[1]

Sign Color	Beaded Sheeting Type (ASTM D4956) I	Beaded Sheeting Type (ASTM D4956) II	Beaded Sheeting Type (ASTM D4956) III	Prismatic Sheeting	Additional Criteria
White on Green	W*; G ≥ 7	W*; G ≥ 15	W*; G ≥ 25	W ≥ 250; G ≥ 25	Overhead
	W*; G ≥ 7	W ≥ 120; G ≥ 15			Post-mounted
White on Blue	W*; B ≥ 3	W*; B ≥ 5	W*; B ≥ 12	W ≥ 250; B ≥ 12	Overhead
	W*; B ≥ 3	W ≥ 120; B ≥ 7			Post-mounted
White on Brown	W*; Br ≥ 1	W*; Br ≥ 5	W*; Br ≥ 10	W ≥ 350; Br ≥ 10	Overhead
	W*; Br ≥ 1	W ≥ 150; Br ≥ 5			Post-mounted
Black on Yellow or Black on Orange	Y*; O*	Y ≥ 50; O ≥ 50			[2]
	Y*; O*	Y ≥ 75; O ≥ 75			[3]
White on Red	W ≥ 35; R ≥ 7				[4]
Black on White	W ≥ 50				–

[1] The minimum maintained retroreflectivity levels shown in this table are in units of cd/lx/m² measured at an observation angle of 0.2° and an entrance angle of -4.0°.
[2] For word legend and fine symbol signs measuring at least 48 inches and for all sizes of bold symbol signs
[3] For word legend and fine symbol signs measuring less than 48 inches
[4] Minimum sign contrast ratio ≥ 3:1 (white retroreflectivity ÷ red retroreflectivity)
* This sheeting type shall not be used for this color for this application

Bold Symbol Signs

• W1-1,2 – Turn and Curve • W1-3,4 – Reverse Turn and Curve • W1-5 – Winding Road • W1-6,7 – Large Arrow • W1-8 – Chevron • W1-10 – Intersection in Curve • W1-11 – Hairpin Curve • W1-15 – 270 Degree Loop • W2-1 – Cross Road • W2-2,3 – Side Road • W2-4,5 – T and Y Intersection • W2-6 – Circular Intersection • W2-7,8 – Double Side Roads	• W3-1 – Stop Ahead • W3-2 – Yield Ahead • W3-3 – Signal Ahead • W4-1 – Merge • W4-2 – Lane Ends • W4-3 – Added Lane • W4-5 – Entering Roadway Merge • W4-6 – Entering Roadway Added Lane • W6-1,2 – Divided Highway Begins and Ends • W6-3 – Two-Way Traffic • W10-1,2,3,4,11,12 – Grade Crossing Advance Warning	• W11-2 – Pedestrian Crossing • W11-3,4,16-22 – Large Animals • W11-5 – Farm Equipment • W11-6 – Snowmobile Crossing • W11-7 – Equestrian Crossing • W11-8 – Fire Station • W11-10 – Truck Crossing • W12-1 – Double Arrow • W16-5P,6P,7P – Pointing Arrow Plaques • W20-7 – Flagger • W21-1 – Worker

Fine Symbol Signs (symbol signs not listed as bold symbol signs)

Special Cases

- W3-1 – Stop Ahead: Red retroreflectivity ≥ 7
- W3-2 – Yield Ahead: Red retroreflectivity ≥ 7; White retroreflectivity ≥ 35
- W3-3 – Signal Ahead: Red retroreflectivity ≥ 7; Green retroreflectivity ≥ 7
- W3-5 – Speed Reduction: White retroreflectivity ≥ 50
- For non-diamond shaped signs, such as W14-3 (No Passing Zone), W4-4P (Cross Traffic Does Not Stop), or W13-1P,2,3,6,7 (Speed Advisory Signs), use the largest sign dimension to determine the proper minimum retroreflectivity level.

- **Guidance:**
  - Compliance with this Standard is achieved by having a method in place and using that method to maintain the minimum levels established in Table 2A-5. P
  - rovided that an assessment or management method is being used, the City would be in compliance even if there are some individual signs that do not meet the minimum retroreflectivity levels at a particular point in time. Signs that are identified through the City's method as being below the minimum levels should be replaced.
  - The City may exclude the following signs from the retroreflectivity maintenance guidelines described in this Section:
    - Parking, Standing, and Stopping (R7 and R8 series) signs;
    - Walking/Hitchhiking/Crossing (R9 series, R10-4b through R10-4j) signs;
    - Acknowledgment signs; and
    - Bikeway signs intended for exclusive use by bicyclists or pedestrians.
- **Support:**
  - Retroreflectivity is one of several factors associated with maintaining nighttime sign visibility.
  - Minimum maintained retroreflectivity levels are expressed in units of cd/lx/m^2, measured at a 0.2-degree observation angle and a -4.0-degree entrance angle.

3. Policy: High-Visibility Crosswalks

- **Standard**:
  High-visibility crosswalk markings may be used where additional conspicuity is desired for a crosswalk over transverse line crosswalk markings. High-visibility crosswalk markings include the longitudinal bar, ladder, and bar pair designs

- **Guidance:**
  - The City of El Dorado shall ensure that when high-visibility crosswalk markings are used, the minimum number of individual longitudinal elements shall be three. For bar pair crosswalk designs, a coupling set of two longitudinal bars shall be considered as one individual longitudinal element.
  - The City should ensure that the dimensions of the individual longitudinal elements and the lateral spacing between subsequent elements are uniform when establishing high-visibility crosswalks. This consistency should also be maintained across multiple approaches of the same intersection and on both sides of a median refuge, where present.

- The individual longitudinal elements should be aligned parallel to the path of approaching traffic to enhance visibility and driver recognition.

- **Support:**
  High-visibility crosswalk markings can provide benefits to crosswalk operations including:
  - Providing greater detection distances for the approaching motorist.
  - Emphasizing a crosswalk where substantial numbers of pedestrians cross without any other traffic control device.
  - Emphasizing a crosswalk at an uncontrolled approach.
  - Emphasizing the location where a high number of conflicts between turning motorists and users of the crosswalk are expected.
  - Improving visibility of the crosswalk location for otherwise difficult-to-detect pedestrians or other nonmotorized users of the crosswalk.
  - Emphasizing a school crossing

4. Policy: Traffic Control at Uncontrolled Intersections

- **Standard:**
  The City of El Dorado shall establish a context-sensitive approach to evaluate and implement appropriate traffic control at currently uncontrolled intersections to improve safety, visibility, and right-of-way assignment for all users.
  Geometric design and traffic control provide safe connectivity where bikeways cross streets without the assistance of traffic signals. Bikeway crossings over minor streets, driveways, and major streets present distinct opportunities to improve transportation safety and mobility for all street users.

- **Guidance:**
  The City should follow a comprehensive, step-by-step approach from National Association of City Transportation Officials (NACTO) when evaluating uncontrolled intersections, including:

  - *Step 1: Evaluate for lane reductions*

  Consider lane reductions for multilane streets that cross bikeways. Limit the number of lanes at crossing points using medians, merge treatments, or turn-only lane designations to reduce speeds and simplify movements.

- *Step 2: Apply roundabout concepts*
  Use roundabouts, mini-roundabouts, or traffic circles where feasible to slow traffic and improve visibility. Where full implementation is not feasible, incorporate elements such as intersection setbacks and crossing islands.

- Step 3: Reduce speed and volume.
  Manage vehicle speeds and volumes along approaches using traffic calming and volume management strategies. At intersections, consider raised crosswalks, speed humps, curb extensions, crossing islands, parking restrictions, and appropriate lighting to improve yielding and safety.

- Step 4: Identify appropriate intersection control.
  Evaluate traffic control after speed reduction measures are considered. Use yield signs, stop signs, or signal control to assign right-of-way appropriately. In lower-speed, lower-volume environments, prioritize pedestrian and bicycle movements through stop control or geometric design. Use more intensive controls where volumes or speeds are higher.

- Step 5: Use crossbikes and crosswalks.
  Install crossbikes and high-visibility crosswalks at uncontrolled crossings. These treatments improve yielding behavior and should be considered, particularly in low-speed, low-volume environments.

  The City may implement phased or interim treatments, including low-cost or quick-build solutions such as signage, pavement markings, temporary curb extensions, delineators, or pilot traffic calming measures, prior to permanent reconstruction.

- **Support:**
  Uncontrolled intersections can create safety risks due to unclear right-of-way, higher approach speeds, and conflicts between turning vehicles and vulnerable road users. NACTO guidance emphasizes reducing speed and volume prior to implementing traffic control, and selecting control strategies that minimize conflict points and improve user expectancy.

  Appropriate traffic control and geometric design can:

  - Improve yielding and turning behavior,

- Reduce vehicle speeds and conflict severity,
- Enhance visibility and crossing safety for pedestrians and bicyclists, and
- Provide clearer right-of-way assignment.

A. Best practices for retro-reflectivity

1. Pavement Markings

agencies maintain pavement marking retroreflectivity through **systematic, hybrid programs** as required by Manual on Uniform Traffic Control Devices (https://mutcd.fhwa.dot.gov). In practice, most agencies combine:

- **Nighttime visual inspections (network-wide)**
  Agencies conduct routine nighttime drive-through inspections to assess marking visibility under actual driving conditions; this low-cost method is widely used by cities and is recognized by Federal Highway Administration as a valid, practical approach for maintaining system-wide performance (https://safety.fhwa.dot.gov/roadway_dept/night_visib/pavement_marking/).
- **Targeted retroreflectivity measurements (critical roads only)**
  Handheld retroreflectometers are used selectively on high-speed or high-volume corridors to obtain objective measurements, supporting data-driven decisions and quality control (e.g., Texas Department of Transportation practice).
- **Scheduled restriping cycles (baseline practice)**
  Agencies implement routine repainting cycles (e.g., annually for paint, multi-year for durable materials) to ensure minimum visibility even without continuous inspection, as commonly practiced by Minnesota Department of Transportation and Iowa Department of Transportation.
- **City-level practice (implementation example)**
  Cities such as Charlotte and Phoenix maintain structured restriping programs combined with periodic inspections, prioritizing arterials, school zones, and high-traffic corridors.
- **Risk-based prioritization (modern approach)**
  Agencies increasingly prioritize maintenance on High-Injury Networks, high-speed roads, and nighttime crash corridors to maximize safety benefits, consistent with Federal Highway Administration guidance (https://safety.fhwa.dot.gov/provencountermeasures/).
- **Material strategy (performance-based)**
  Durable materials such as thermoplastic, MMA, and preformed tape are applied on high-volume or critical locations to extend service life, while lower-cost paint is used on local roads (supported by Transportation Research Board).

Over all, Most agencies use a **hybrid + risk-based program**, not a single method.

1. Traffic Signs

Traffic sign retroreflectivity is governed by MUTCD, which requires maintaining minimum retroreflectivity levels.
Typical nationwide practice:

- **Inventory-based sign management systems**
  Used by North Carolina Department of Transportation and Texas Department of Transportation

- **Visual nighttime inspections (most common local method)**
  Accepted by Federal Highway Administration
  (https://safety.fhwa.dot.gov/roadway_dept/night_visib/signs/)
- **Lifecycle replacement (expected sign life)**
  Based on sheeting type (e.g., Type XI high-performance sheeting)
- **City-level practice:**
  Cities such as New York City and Austin maintain **sign inventories with scheduled replacement cycles and upgrades to high-performance sheeting**

Overall, Sign retroreflectivity is typically **inventory-driven and lifecycle-based**, more structured than pavement markings.

3. Other Retroreflective Applications

- **Delineators & Object Markers**
  - Used on curves, guardrails, bridge ends
  - Improve nighttime lane guidance

  Source:
  Federal Highway Administration
  Example:
  Washington State Department of Transportation uses delineators extensively on rural curves to reduce run-off-road crashes

- **Raised Pavement Markers (RPMs)**
  - Provide reflective + tactile feedback
  - Used in lane lines and gore areas

  Example:
  California Department of Transportation uses RPMs extensively (limited in snow regions)

- **Pedestrian & Crosswalk Enhancements**
  - High-visibility crosswalks + reflective signs/markings

  Source:
  Federal Highway Administration
  City practice:
  Seattle and Boston use **high-visibility markings and reflective treatments** in pedestrian zones

- **Work Zones**
  - Retroreflective cones, drums, barricades required under MUTCD Part 6
  - Used nationwide for nighttime safety in temporary traffic control

SUMMARY:
In the United States, retroreflectivity is maintained across pavement markings, traffic signs, and supplemental devices through systematic, program-based approaches consistent with MUTCD requirements. Pavement markings are typically managed using hybrid programs that combine nighttime visual inspections, targeted measurements, and scheduled restriping cycles, while traffic signs rely on inventory-based and lifecycle management systems with defined minimum retroreflectivity levels. State

DOTs and cities—including Charlotte, Phoenix, New York City, and Austin—implement these practices through routine maintenance programs, asset management systems, and upgrades to durable materials. Additional retroreflective applications such as delineators, raised pavement markers, and pedestrian treatments are widely used to enhance nighttime visibility and reduce lane departure and pedestrian-related crashes, aligning with FHWA Proven Safety Countermeasures and Safe System principles.

B. Best Practices for Uncontrolled Intersections

1. Improve Visibility & Sight Distance (Primary Issue)

- **Remove obstructions** (vegetation, parking, signage clutter) and maintain clear sight triangles so drivers can detect conflicts earlier.
- Widely recommended in Federal Highway Administration and American Association of State Highway and Transportation Officials.

Practice: Cities routinely include sight distance maintenance in public works programs (e.g., trimming policies, parking setbacks).

2. Upgrade to Basic Traffic Control (When Needed)

- Convert uncontrolled intersections to:
  - **STOP control (2-way or all-way)**
  - **YIELD control**
- Based on warrants in Manual on Uniform Traffic Control Devices.

Practice:

- Local agencies (e.g., Austin, Portland) regularly evaluate neighborhood intersections and install all-way stops where crash patterns or volumes justify control.

3. Enhance Intersection Visibility (Low-Cost Engineering)

- Install:
  - Advance warning signs (e.g., W2-series)
  - Stop/Yield ahead signs where appropriate
  - Reflective sign sheeting and pavement markings

Supported by: Federal Highway Administration

Insight: Particularly effective in **rural or high-speed approaches**

4. Pavement Markings & Delineation

- Add:
  - Stop bars
  - Centerlines / edge lines
  - Intersection warning markings

Supported by: Federal Highway Administration

Practice: Many cities upgrade previously unmarked intersections with basic markings to improve driver expectancy.

5. Speed Management (Critical at Uncontrolled Intersections)

- Apply:
  - Traffic calming (speed humps, curb extensions, mini roundabouts)
  - Gateway treatments approaching intersections

Supported by: Federal Highway Administration

Practice:

- Seattle and New York City use traffic calming to reduce speeds at uncontrolled neighborhood intersections

6. Intersection Geometry Improvements

- Tighten corner radii to slow turning speeds
- Add curb extensions (bulb-outs) to reduce crossing distance and improve visibility

Supported by: National Association of City Transportation Officials
Insight: Improves both **vehicle yielding behavior and pedestrian safety**

7. Mini Roundabouts (When Appropriate)

- Convert uncontrolled intersections to **mini roundabouts** in low-speed environments

Supported by: Federal Highway Administration
Practice: Used in cities like Berkeley and Seattle for neighborhood traffic calming and conflict reduction

8. Lighting Improvements (Nighttime Safety)

- Install intersection lighting where visibility is poor

Supported by: Federal Highway Administration
Insight: Critical for reducing nighttime crashes at uncontrolled locations

9. Education Strategies (ROW Awareness & Behavior)

1. **Right-of-Way (ROW) Education Campaigns**

- Educate drivers on:
    - Who yields at uncontrolled intersections
    - Pedestrian priority rules

Used by: National Highway Traffic Safety Administration campaigns, Vision Zero cities (e.g., Boston)
Insight: Many crashes occur due to **confusion about priority**

2. **School & Community Programs**

- Target:
    - Teen drivers
    - Older drivers
- Focus on intersection decision-making and yielding behavior

Supported by: NHTSA and local Vision Zero programs

10. Enforcement Strategies

1. **Targeted Enforcement at Problem Intersections**

- Focus on:
    - Failure-to-yield violations
    - Rolling stops
    - Speeding

Used in: Vision Zero programs (e.g., New York City)
Insight: Reinforces compliance where engineering alone is insufficient

2. **Data-Driven Enforcement**

- Use crash data to identify high-risk uncontrolled intersections
- Deploy enforcement during peak crash times

SUMMARY:
Best practices for uncontrolled intersections in the United States focus on improving visibility, managing speeds, and clarifying right-of-way through a combination of low-cost engineering treatments, education, and targeted enforcement. Common strategies include sight distance improvements, installation of stop or yield control where warranted, enhanced signage and pavement markings, and traffic calming measures. Many agencies also implement public education campaigns on right-of-way rules and conduct targeted enforcement of failure-to-yield and speeding violations. These approaches are supported by FHWA, MUTCD, and Vision Zero guidance and align with Safe System principles for proactively reducing intersection-related crashes.

C. Best Practices for Pavement Markings

1. Maintain High Visibility (Retroreflectivity & Condition)

- Agencies maintain markings through **systematic programs** (inspection + restriping + material selection) to ensure visibility in all conditions, especially at night and in wet weather.
- Required under Manual on Uniform Traffic Control Devices and supported by Federal Highway Administration (https://safety.fhwa.dot.gov/roadway_dept/night_visib/pavement_marking/).

Practice: Most DOTs (e.g., Minnesota Department of Transportation, Texas Department of Transportation) use hybrid inspection + restriping programs.

2. Use Durable Materials Strategically

- Apply **thermoplastic, MMA, or preformed tape** on high-volume roads, intersections, and conflict areas, while using paint on low-volume streets.
- Supported by Transportation Research Board.

Practice: Agencies optimize cost vs. performance by matching material to traffic and wear conditions.

3. Provide Consistent Lane Delineation

- Install and maintain:
    - Centerlines
    - Edge lines
    - Lane lines

Supported by: Federal Highway Administration
Insight: Strong delineation reduces **lane departure crashes**, especially on rural and nighttime roads.

4. Enhance Intersection Markings

- Use:
    - Stop bars
    - Crosswalk markings
    - Turn lane arrows
    - Lane-use markings

Supported by: MUTCD
Practice: Improves driver expectancy and reduces **angle and turning conflicts**

5. High-Visibility Crosswalks & Pedestrian Markings

- Use ladder/zebra-style crosswalks and advance yield markings in pedestrian areas

Supported by: Federal Highway Administration
Practice: Cities like Seattle and Boston prioritize high-visibility crosswalks for pedestrian safety.

6. Use Advance Markings for Driver Awareness

- Install:
    - Advance yield/stop lines
    - "Yield Here to Pedestrians" markings
    - Speed reduction or lane transition markings

Supported by: FHWA Proven Safety Countermeasures
Insight: Provides **early visual cues**, reducing sudden braking and conflicts.

7. Support Speed Management

- Use markings such as:
    - Lane narrowing
    - Edge line extensions
    - Optical speed bars

Supported by: Federal Highway Administration
Practice: Used in cities like New York City to influence driver speed behavior.

8. Maintain Consistency & Standardization

- Follow uniform marking patterns, colors, and placement per MUTCD to ensure driver familiarity and expectancy

Source:

- MUTCD

Insight: Inconsistent markings increase driver confusion and crash risk.

9. Integrate with Asset Management Systems (Advanced Practice)

- Track marking condition, age, and material type using GIS or asset systems

Example: Utah Department of Transportation
Insight: Enables **data-driven prioritization and cost efficiency**

10. Prioritize High-Risk Locations

- Focus marking upgrades on:
    - High-Injury Networks
    - Nighttime crash corridors
    - Rural roads
    - School zones

Supported by: Federal Highway Administration
Insight: Aligns marking improvements with **actual safety needs**

SUMMARY:
Best practices for pavement markings in the United States emphasize maintaining high visibility, consistency, and durability through systematic programs aligned with MUTCD standards. Agencies

commonly use a combination of inspection, scheduled restriping, and strategic material selection, while enhancing lane delineation, intersection markings, and pedestrian crossings to improve driver awareness and reduce conflicts. Increasingly, agencies prioritize high-risk locations such as High-Injury Networks and integrate pavement marking management into asset management systems, supporting proactive, data-driven safety improvements consistent with the Safe System Approach.

Policy: High-Visibility Crosswalks

Install and maintain high-visibility crosswalk markings (e.g., ladder or zebra style) at priority pedestrian crossing locations—including downtown areas, school zones, transit stops, and high pedestrian activity corridors—to enhance visibility, improve driver yielding behavior, and reduce pedestrian crash risk, in accordance with MUTCD guidance and FHWA Proven Safety Countermeasures.

Best Practices: High-Visibility Crosswalks

- Use ladder or zebra-style markings instead of standard transverse lines to improve visibility under all lighting conditions.
- Prioritize installation on **High-Injury Networks**, school zones, downtown areas, and locations with documented pedestrian activity or crash history.
- Pair crosswalks with **advance yield/stop lines and "Yield Here to Pedestrians" markings** to reduce multiple-threat crashes.
- Enhance visibility with **supplemental treatments** such as pedestrian warning signs, curb extensions, or improved lighting where needed.
- Maintain markings through **routine inspection and restriping programs** to ensure long-term visibility and effectiveness.
- Use **durable materials (e.g., thermoplastic, MMA)** at high-volume or critical locations to extend service life.
- Ensure consistent placement and design in accordance with **MUTCD standards** to support driver expectancy and compliance.
- Integrate crosswalk improvements with broader **speed management strategies** (e.g., traffic calming, gateway treatments) to maximize safety benefits.

SUMMARY:
High-visibility crosswalks are a proven, low-cost safety treatment widely used across U.S. agencies to improve pedestrian visibility and driver yielding behavior. Ladder or zebra-style markings provide stronger visual contrast than standard markings, making crossings more noticeable in both daytime and nighttime conditions. These treatments are typically prioritized at high-risk locations such as downtown areas, school zones, transit corridors, and High-Injury Networks.
In practice, their effectiveness is enhanced when combined with complementary measures such as advance yield markings, pedestrian signage, lighting improvements, and speed management strategies. Agencies maintain these markings through routine inspection and restriping programs, often using durable materials at high-volume locations to ensure long-term performance. Overall, high-visibility crosswalks align with FHWA Proven Safety Countermeasures and Safe System principles by proactively reducing pedestrian crash risk.

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Appendix D: Sidewalk Repair Policy and Draft Recommendations

Sidewalk Repair Policies and Draft Recommendations

El Dorado SS4A Action Plan Support | Prepared March 27, 2026

This brief summarizes peer city approaches to sidewalk repair and replacement cost-share programs and provides draft policy recommendations tailored to El Dorado. The review emphasizes administrative structure, cost responsibility, and implementation features that may inform future policy development.

Peer Policy Review

A review of peer cities' sidewalk repair policies shows that communities use several approaches to balance property owners' responsibility with public investment. In Topeka, eligible residential sidewalk repairs are handled through a straightforward 50/50 cost-share program, with additional assistance available for income-qualified households. Lincoln uses a more city-led maintenance model in which the City is responsible for sidewalk repairs along the public street system and reimburses property owners for qualifying repairs they complete themselves. Lawrence combines owner responsibility with active City inspection, technical support, financial assistance for income-qualified households, and partial grants for corner lots. Ottawa uses a narrower materials-based model in which the City funds concrete, and the homeowner is responsible for labor and other materials. Taken together, these examples show that sidewalk programs can be structured in several workable ways, but the strongest models tend to pair a clear repair-responsibility framework with some form of affordability assistance, reimbursement, or City participation to advance ADA compliance and reduce implementation barriers.

Table 1. Selected peer program structures and implementation features.

City	Core Model	Implementation Notes
Topeka, KS	50/50 residential cost-share program	Qualifying residential properties; grant or deferred-loan assistance may offset some owner shares.
Lincoln, NE	City-led repair program with owner reimbursement option	City repairs public system sidewalks and reimburses approved private work up to program caps.
Lawrence, KS	Owner responsibility with City inspection and financial assistance	Includes help for qualifying low-income owners, corner-lot assistance, and some payment-over-time options.
Ottawa, KS	City pays for concrete; owner pays for labor and other materials	A lower-cost participation model is typically administered on a first-come, first-served basis.

Draft Policy Recommendations for El Dorado

Based on the peer examples reviewed, the most practical framework for El Dorado would be a policy that is clear to administer, affordable for property owners, and targeted to locations with the greatest safety and accessibility needs. Among the peer models, Topeka offers the strongest template for a simple, understandable local program, while Lawrence and Lincoln provide useful examples of implementation tools to improve participation and reduce barriers.

1. Establish a city-administered residential sidewalk repair cost-share program.

A formal City-administered program would provide a consistent structure for identifying defective sidewalks, defining eligible repairs, preparing standard construction requirements, and delivering work through qualified contractors. A 50/50 cost-share model similar to Topeka would likely offer the clearest starting point because it is easy to explain, easy to budget, and demonstrates shared responsibility between the City and adjacent property owners.

2. Prioritize repairs based on safety risk, ADA need, and community importance.

If funding is limited, the program should focus first on locations where sidewalk deficiencies create the greatest public burden. Priority criteria could include ADA barriers, vertical displacement and trip hazards, routes near schools and parks, access to downtown destinations, senior housing, and other corridors or crossings identified through the Action Plan's priority network and community feedback process.

3. Include affordability assistance and flexible payment options.

Peer cities show that cost-share programs are most effective when paired with measures that reduce hardship for lower-income households. El Dorado could include grant assistance for smaller owner shares, deferred payment options tied to property transfer, or installment repayment through the property tax bill. These tools can improve participation while helping the City address longstanding barriers without relying solely on enforcement.

4. Clearly define responsibilities for ADA ramps, corner lots, and special conditions.

The policy should specify how costs are handled for curb ramps, corner properties, tree-root damage, utility-related damage, drainage issues, and decorative or nonstandard sidewalk materials. Establishing these rules up front would reduce confusion, improve fairness, and help avoid case-by-case inconsistency during implementation. The policy should also distinguish between the repair of existing sidewalks and the construction of new sidewalks associated with development or redevelopment.

5. Begin with a pilot program and refine the policy over time.

A phased pilot approach would allow El Dorado to test program demand, construction costs, administrative workload, and typical owner participation before committing to a greater citywide effort. Initial implementation could focus on high-need areas such as school walk routes, downtown connections, or locations with recurring accessibility concerns, with program adjustments made after the first funding cycle.

Together, these recommendations show that El Dorado can adopt a sidewalk program that combines municipal support with property owner participation. With a clear repair framework, shared cost participation, targeted prioritization, and affordability provisions, the City can make steady progress toward safer, more accessible sidewalks over time.

Source Notes

- City of Topeka, Sidewalk Repair program page (official municipal website).
- City of Lincoln, Sidewalk Management program page and 2025 program report (official municipal website).
- City of Lawrence, Sidewalk Improvement Program page and 2024 program brochure (official municipal website).
- City of Ottawa, Sidewalk Improvement Program page and application materials (official municipal website).
- Kansas State Legislature, K.S.A. 12-1808 regarding sidewalk repair responsibility and special assessments.

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Appendix E: State of Practice

MEMO

To: City of Eldorado

From: JEO Consulting Group

Date: April 15, 2026

Subject: Eldorado Comprehensive Safety Action Plan – State of Practice & Data Review

State of Practice

National programs and activities to address transportation safety at the national, state, and local levels have been identified and are summarized below under National Initiatives in this report. This information is intended to serve as a resource in developing the Eldorado Comprehensive Safety Action Plan. Efforts at the national level are the catalysts that generate grant programs such as SS4A. While examples from other communities are valuable, the final plan's development, ownership, and responsibility belong to the City of Eldorado. As such, the most effective plan will fully represent all of Eldorado and result in effective strategies for and relevant to the City.

Framework and Background

Safe System Approach

"Zero is our goal. A Safe System is how we will get there." — This statement by the Federal Highway Administration (FHWA) captures a paradigm shift in roadway safety practice. The Safe System Approach (SSA) moves beyond reacting to crashes or assigning blame to individual drivers, emphasizing a proactive, systemwide strategy that acknowledges human error and designs the transportation network to minimize the consequences of those errors.

The SSA recognizes that people make mistakes, yet those mistakes should not result in death or serious injury. It focuses on managing speed, improving roadway design, and fostering shared responsibility among all stakeholders to protect every road user. This data-driven framework serves as the foundation for developing the El Dorado Comprehensive Safety Action Plan and guides all elements of the Safe Streets for All (SS4A) program. The six guiding principles of SSA, illustrated in Figure 1, underpin the current state of practice:

- Death and serious injury are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

Figure 1 - Safe System Approach

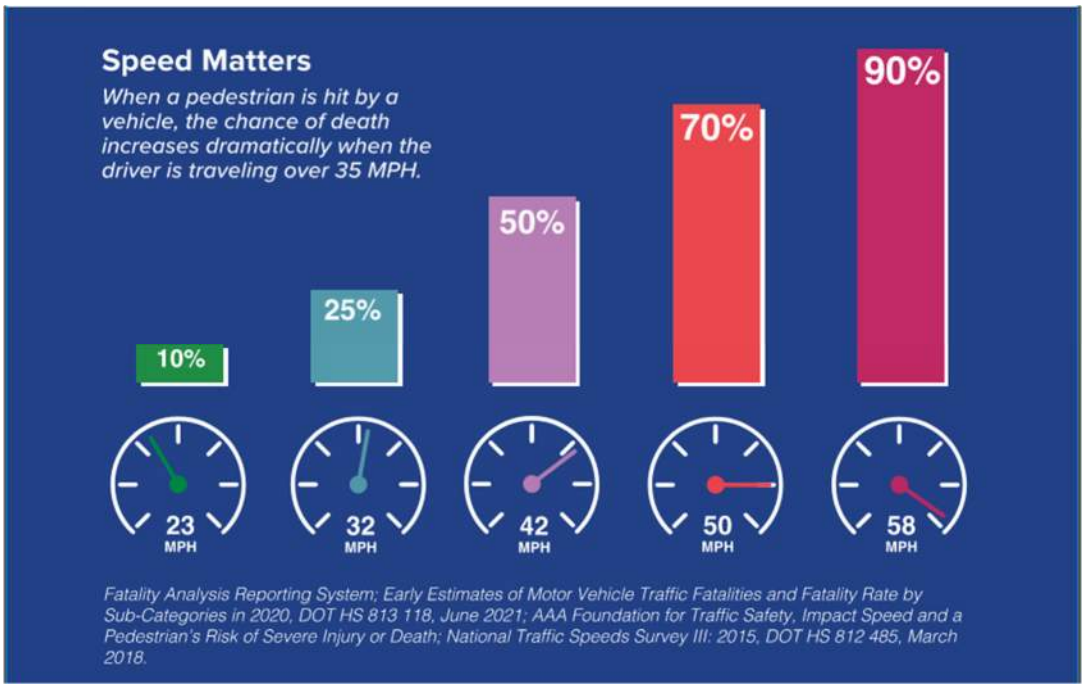
Source: FHWA

These principles define a forward-looking safety framework—one that prioritizes proactive risk management, system design, and coordinated action to ensure that mistakes do not lead to fatalities or serious injuries.

Achieving a Safe System requires contributions from all parts of the transportation ecosystem—not just roadway design. A **whole-system approach** integrates people, vehicles, speeds, roads, and post-crash care into a unified framework (Figure 1). Implementing this approach involves coordination across system planners, designers, vehicle manufacturers, emergency services, and road users, with each element working together to minimize crash risk and severity.

The five interacting elements of the Safe System are:

1. **Safe Streets** – Streets are designed to self-explain intended use, manage speeds through design, and reduce conflict points. Context-sensitive design, access control, protected intersections, and forgiving roadsides all help keep users safe.
2. **Safe Speeds** – Speed directly determines crash energy. Managing speeds through design, enforcement, and policy ensures that crashes that do occur remain survivable. For instance, a pedestrian struck at 23 mph faces a 10% risk of death, while at 50 mph, the risk rises to 70%, and at 58 mph, to 90% (see *Speed Matters* graphic below).



3. **Safe Vehicles** – Vehicle design and technology play a vital role in preventing crashes and protecting occupants. Features such as advanced braking, lane-keeping, pedestrian detection, airbags, and crash-resistant structures help reduce both crash likelihood and severity.
4. **Safe Road Users** – Education, enforcement, and culture shape user behavior. The SSA promotes shared responsibility—road users must obey traffic laws and system managers must create environments that make safe choices the easiest choices.
5. **Post-Crash Care** – When crashes occur, survival depends on rapid detection, response, and medical treatment. Coordinated emergency response systems, quick incident management, and efficient transport to trauma centers save lives and reduce long-term injury impacts.

National Initiatives

Two key initiatives contributing to the highway safety conversation are the United States Department of Transportation's (USDOT) National Roadway Safety Strategy and the international program Vision Zero. Each of these initiatives is detailed below. These efforts speak directly to other programs, such as the FHWA's Highway Safety Improvement Program, Strategic Highway Safety Plans, and Safe Streets and Roads for All, to name a few.

National Safety Frameworks

The National Roadway Safety Strategy (NRSS) outlines the USDOT's comprehensive approach to significantly reducing serious injuries and deaths on highways, roads, and streets. It is considered the first step toward the long-term goal of reaching zero roadway fatalities. Recent activity under the NRSS umbrella relevant to safety action planning and implementation in the City of Eldorado includes:

- Publishing the updated USDOT's 11th Edition of the Manual on Uniform Traffic Control Devices (MUTCD)—last updated more than a decade ago—that incorporates new guidance for pavement markings, signs, and signals to ensure the safety of all users.

- Updating guidance for safer roads encourages state agencies to use federal funds to consider the safety of all users at all phases of project development. This includes resurfacing and rehabilitation projects to improve safety and allow local agencies to use alternative design guidance that provides more information about designing for pedestrians, bicyclists, and public transit.
- Launching a Complete Streets initiative that defines the Complete Streets design model, contributes to important guidance, and produced numerous resources—such as the Complete Streets website—to help federal aid recipients ensure safety for all road users.
- Providing speed management resources, including a Speed Safety Camera Program Planning and Operations Guide, Safe System Approach for Speed Management, and free web-based Designing and Operating Roadways for Safe Speeds course.
- Eldorado is one of 511 communities to receive grant awards through the first round of SS4A funding. In total, 474 action plan grants were awarded.

Strategies in the NRSS are organized consistent with the SSA, including:

- Safer Road Users: encourage safe, responsible driving and behavior and support conditions prioritizing each traveler reaching their destination unharmed. For example:
  - USDOT is providing more than $750 million in behavioral safety funds to help states target the root causes of traffic fatalities and crashes.
- Safer Roads: advancing the implementation of roadway environments designed to encourage safer behaviors, mitigate human mistakes, and facilitate safe travel by the most vulnerable users. For example:
  - League of American Bicyclists will provide technical assistance to local governments and other stakeholders interested in addressing vulnerable road user (VRU) safety for people walking and bicycling. It will work with states as they implement the Highway Safety Improvement Program's VRU Safety Assessments.
  - Fifty-two state DOTs—including Washington, D.C., and Puerto Rico—finalized data-driven safety assessments of VRUs, including identifying a program of projects and strategies to improve the safety of those walking, biking, and rolling.
  - Transportation agencies are encouraged to take immediate actions to advance the widespread deployment of FHWA's Proven Safety Countermeasures, NHTSA's Countermeasures that Work, and other emerging technologies such as a data-driven approach to address fatal and serious injury pedestrian, bicyclist, roadway departure, intersection, and speed-related crashes.
  - USDOT launched the Intersection Safety Challenge to transform intersection safety by developing innovative systems that identify, predict, and mitigate unsafe conditions involving vehicles and VRUs.
- Safer Vehicles: commitments toward pilot or larger-scale deployments of advanced technology to improve vehicle safety. For example:
  - Technology-focused commitments toward safer vehicles include deployments of vehicle-to-everything (V2X) communications for vehicle, pedestrian, and bicyclist safety.
- Safer Speeds: promote safer speeds in all roadway environments through various approaches. For example:
  - USDOT published the Speed Safety Camera Program Planning and Operations Guide and an informational report on the Safe System Approach for Speed Management as tools for local governments to address community crashes.

  - USDOT developed the web-based course Designing and Operating Roads for Safe Speeds, which provides an overview of the SSA and the roles designers, operators, and maintenance staff play in establishing safer roadways.
  - FHWA broadened the criteria for setting appropriate speed limits in differing roadway contexts through updates to the MUTCD.
- Post-crash care: focus on approaches to prevent secondary crashes and keep first responders safe alongside efforts to optimize emergency response to crashes. For example:
  - The National Association of Emergency Medical Technicians will expand emergency vehicle operator safety training to EMS personnel.
  - USDOT promoted grants that continue to fund rural emergency medical service (EMS) training, EMS assessments, and health/crash data linkages.

The NRSS is the organizing framework intended to catalyze the USDOT's efforts to make roadways safer for everyone. USDOT continues to build on this strategy and identify new actions. As reported in the USDOT's 2024 Progress Report (February 2024), a key action in 2024 will focus on distracted driving, defined as anything that takes your attention away from the task of safe driving. Strategies included:

- National advertising campaigns
- Support education and enforcement efforts
- A refresh of educational materials to reflect the latest technological changes and research.
- Updated national guidelines on electronic devices and in-vehicle software systems.

For more information: https://www.transportation.gov/NRSS

Vision Zero

The Vision Zero strategy is built on the belief that no loss of life on the transportation system is acceptable. It seeks to eliminate all traffic fatalities and serious injuries while promoting safe, healthy, and equitable mobility for everyone. Originating in Sweden in the late 1990s, Vision Zero introduced a transformative philosophy—shifting the focus from preventing all crashes to preventing fatal and serious injury outcomes. Its success in significantly reducing roadway deaths led to its global adoption, inspiring cities and countries around the world to rethink how transportation systems are designed and managed.

In the United States, Vision Zero began gaining momentum after 2014, when several cities—including New York, San Francisco, and Los Angeles—formally adopted the approach. The U.S. Department of Transportation later embraced Vision Zero principles through the Safe System Approach (SSA) and the Safe Streets for All (SS4A) program, uniting federal, state, and local partners under a shared goal: achieving zero fatalities and serious injuries on American roads.
Vision Zero represents a fundamental shift in how communities approach roadway safety. It moves beyond traditional strategies that react to crashes or focus solely on driver behavior, toward a proactive, systems-based framework that emphasizes safe design, speed management, and shared responsibility. This shift is illustrated in Figure 2.

Figure 2 - Vision Zero Approach

Source: Visionzeronetwork.org

The Safe System Approach—which recognizes that people make mistakes but that those mistakes should not result in death or serious injury—forms the foundation of this plan and guides the development of the El Dorado Comprehensive Safety Action Plan.

Communities making a commitment to Vision Zero understand that doing the same thing is not working and that systemic changes are needed to make progress. These changes begin with:

- Recognizing that people will sometimes make mistakes, the road system and policies should be designed to ensure those mistakes do not result in severe injuries or fatalities.
- Many factors contribute to safe mobility, including roadway design, speeds, behaviors, technology, and policies.
- Setting clear goals to achieve the shared goal of zero fatalities and severe injuries.
- Building collaboration and accountability among diverse stakeholders to include transportation professionals, policymakers, public health officials, police, and community members.
- Using data to understand trends and potential disproportionate impacts of traffic deaths on certain populations.
- Prioritizing equity and community engagement.
- Managing speed to safe levels.
- Setting a timeline to achieve zero traffic deaths and serious injuries.

Figure 3 illustrates the responsibilities of the road owner—typically a government entity—and the road user, including all modes of travel. The relationship is cyclical and should be seen as a continuous effort as lessons learned and innovative ideas contribute to an evolving plan.

Figure 3 - Responsibility of Road Owners and Users

Source: Visionzeronetwork.org

There are nine components of a strong Vision Zero commitment:

- Political Commitment: Official commitments to zero fatalities and serious injuries for all road users.
- Multi-Disciplinary Leadership: The official leadership committee is charged with leading the multi-disciplinary efforts for Vision Zero.
- Action Plan: Strategies identified within one year of initial commitment, clearly defined with action, owners, targets, timelines, and performance measures.
- Equity: Local commitment to an equitable approach by establishing inclusive and representative processes and equitable outcomes by ensuring transparency and measurable benchmarks.
- Cooperation and Collaboration: Local commitment to meaningful cooperation and collaboration among relevant government agencies and community stakeholders.
- Safe System Approach: Local commitment to a safe system approach to roadway safety.
- Data-Driven: Community leaders gather, analyze, utilize, and share reliable data to understand roadway safety issues and prioritize resources based on evidence of the greatest needs and impact.
- Community Engagement: Public engagement is prioritized through outreach, workshops, surveys, and other feedback opportunities.
- Transparency: The process is transparent to stakeholders, including regular updates on action plan progress and performance measures and public reports to governing boards

For more information: https://visionzeronetwork.org/

Case Studies

Early Vision Zero and Local Initiatives

Kansas has advanced toward the Vision Zero and Safe System Approach through a combination of state-led safety programs and locally driven initiatives, significantly accelerated by the Safe Streets and Roads for All (SS4A) program. Unlike many states that began with formal Vision Zero policies, Kansas initially developed a strong safety foundation through statewide programs and is now transitioning toward a comprehensive, data-driven Safe System framework.

Vision Zero Initiatives

Kansas City (Regional Leadership)

The **Kansas City** region was among the earliest adopters of Vision Zero principles in the Kansas area, formally launching its initiative in 2021 with a goal of eliminating traffic fatalities by 2030. Key elements include:

- Established a High Injury Network (HIN) to identify corridors contributing the majority of fatal and serious injury crashes.
- Uses data-driven prioritization, combining crash severity, exposure, and roadway characteristics.
- Strong multi-agency coordination (transportation, law enforcement, public health, community groups).
- Focus areas include:
    - Speed management and traffic calming
    - Intersection safety (left-turn conflicts, signal visibility)
    - Pedestrian and bicycle safety

This represents one of the first comprehensive, system-level Vision Zero implementations in the region.

Wyandotte County (Countywide Expansion)

Wyandotte County initiated a countywide Vision Zero Action Plan (2025), Integrating multiple municipalities under a unified safety framework.

- Key contributions:
    - Development of a regional high-risk network
    - Standardized prioritization across jurisdictions
    - Alignment with SS4A funding requirements
- Addresses both urban and suburban crash patterns, including:
    - Intersection-related crashes
    - Speed-related and corridor crashes

Demonstrates scalability from city → county level implementation.

Winfield and Smaller Communities

Illustrates adoption of Vision Zero and Safe System principles in small and rural communities.

- Combines:
    - Vision Zero policy adoption
    - SS4A Safety Action Planning
- Focus on low-cost, high-impact strategies:
    - Improved signage and pavement markings
    - Speed management in local corridors
    - Pedestrian visibility and safety enhancements

Demonstrates that SS4A is not limited to large cities and supports statewide scalability.

SS4A Implementation and Safety Planning in Kansas

Wichita

Wichita is advancing one of the largest SS4A implementation projects in the state, focusing on the Broadway Corridor (~$25M). The project represents a shift toward corridor-level, network-based safety improvements rather than isolated fixes, with emphasis on:

- speed management and traffic calming
- access management and conflict reduction
- multimodal safety (pedestrian and bicycle improvements)

Olathe

Olathe's SS4A efforts focus on vulnerable road users, particularly in school zones and neighborhood streets. Implementation includes:

- pedestrian refuge islands
- rectangular rapid flashing beacons (RRFBs)
- enhanced lighting and visibility

The city demonstrates a strong alignment with the Safe System principle of Safer Road Users, prioritizing pedestrian safety and accessibility.

Independence

The City of Independence, Kansas developed a Local Road Safety Plan (LRSP) in 2023 through an FHWA pilot program, qualifying as an SS4A Safety Action Plan and securing a $1.28 million implementation grant for improvements along its High Injury Network (HIN). The plan follows a Safe System Approach, emphasizing proactive, data-driven strategies to reduce fatal and serious injury crashes.

Data-Driven Analysis and High Injury Network
Analysis showed that 17% of roadways account for 84% of fatal and injury crashes, forming the HIN and guiding project prioritization. These corridors also overlap with transportation-disadvantaged areas, incorporating equity into decision-making.

Planning Approach
The LRSP was developed through a collaborative, multi-agency process and followed FHWA's six-step methodology, ensuring a structured progression from data analysis to strategy development and prioritization.

Key Emphasis Areas and Strategies
Key emphasis areas include roadway departure, intersections, older drivers, pedestrians, and bicyclists. The plan applies a systemic approach to address risk across the network rather than focusing solely on specific locations.

Implementation and Countermeasures
The LRSP identifies implementation-ready, low-cost strategies such as:

- pedestrian and ADA improvements
- school zone enhancements
- speed management

- improved roadway visibility

Overall, the LRSP provides a prioritized, data-driven framework that integrates safety analysis, stakeholder input, and systemic strategies to support targeted improvements and align with statewide safety goals.

Lawrence

The Lawrence metropolitan planning area (including Eudora and Baldwin City) developed one of the first formal Vision Zero Safety Action Plans in Kansas under SS4A funding. It covers multiple jurisdictions (Lawrence, Eudora, Baldwin City), showing regional integration.

- Key elements:
  - Identification of high-risk corridors and intersections using crash data
  - Integration of equity analysis (underserved and vulnerable populations)
  - Strong emphasis on implementation-ready countermeasures
- Focus areas:
  - Pedestrian and bicycle infrastructure improvements
  - Speed management strategies
  - Intersection redesign and visibility enhancements

Provides a direct pipeline from planning → funding → implementation.

Valley Falls

Valley Falls represents SS4A application in a small-town context, focusing on targeted, cost-effective improvements. The approach emphasizes:

- low-cost, high-impact treatments
- localized safety issues
- scalability for smaller communities

Leavenworth County

Leavenworth County is implementing large-scale infrastructure improvements (~$21.8M), focusing on:

- corridor safety modernization
- reduction of severe crashes on key routes

This reflects a regional, system-level safety approach.

Shawnee County

Shawnee County's efforts extend beyond infrastructure to include:

- real-time safety systems
- emergency response and post-crash care improvements

This aligns with the Safe System pillar of **Post-Crash Care**, complementing traditional engineering measures.

Regional and Rural Plans

Several counties, including Norton County, Jefferson County, Franklin County, and Chase County, are developing SS4A Safety Action Plans focused on:

- rural roadway safety (run-off-road and high-speed crashes)
- systemic risk identification across networks
- regional coordination and prioritization

Small Community Initiatives

Cities such as **Halstead**, **Coffeyville**, and **Junction City** are leveraging SS4A for planning and early-stage improvements through:

- road safety audits (RSAs)
- engineering-based studies
- identification of future implementation projects

Summary Observation

Across Kansas, SS4A demonstrates a scalable, multi-level safety framework, where:

- large cities focus on corridor-level transformations
- mid-sized cities emphasize pedestrian and intersection safety
- counties address regional and systemic risks
- small communities implement targeted, cost-effective improvements

This city-by-city progression highlights a clear transition toward proactive, data-driven, and systemwide safety implementation.

State-Level Safety Framework (KDOT Initiatives)

Drive To Zero Initiative

- Statewide goal of eliminating fatalities and serious injuries
- Aligns with Vision Zero philosophy without early branding

Strategic Highway Safety Plan (SHSP)

- Focus areas include:
  - Roadway departure crashes
  - Intersection crashes
  - Impaired driving
  - Speed-related crashes
- Uses data-driven emphasis areas and performance tracking

Highway Safety Improvement Program (HSIP)

- Funds infrastructure improvements based on crash data
- Emphasizes systemic safety treatments, not just hotspots

Key Characteristics

- Strong data-driven safety culture prior to SS4A
- Focus on fatal and serious injury reduction (K+A crashes)
- Early adoption of systemic safety concepts (before SS4A expansion)
- Provides a top-down framework that supports local SS4A plans

NATIONAL INITIATIVES

Omaha Vision Zero

The City of Omaha recently completed the development of a Vision Zero plan. Omaha is the first community in Nebraska to have completed the Vision Zero Safety Action Plan process and document. The associated logo used in marketing and promoting the effort is shown in Figure 4.

Figure 4 - Vision Zero Omaha

Vision Zero Omaha is:

- A comprehensive and data-driven plan to eliminate traffic fatalities and serious injuries on Omaha's streets.
- Based on the Safe System Approach
- Based on the best available evidence with support of the City and community
- Has a goal to eliminate all traffic fatalities by 2045
- Includes proven strategies for speed reduction, user safety, and safer streets, including:
  - Traffic calming devices
  - Reconfiguring lanes
  - Speed management plans
  - Communication and outreach efforts
  - Expanding transit use
  - Enhanced police enforcement
  - Traffic safety education
  - Better road design with a more context-sensitive approach
  - Addressing new and existing policies through the perspective of a Safe System Approach

For more information: https://www.omahavisionzero.com/

Lancaster, California

The Lancaster Safer Streets Action Plan involves a data-driven process to address fatal and serious injuries for all crash types, identify high-risk roadway characteristics, recommend countermeasures, and devise a program to eliminate traffic-related deaths and severe injuries. The plan includes four main purpose statements:

- Provide a citywide systemic safety framework
- Identify representative locations and corresponding key crash types
- Develop a list of safety countermeasures recommended for each location
- Provide resources to secure funding to improve the representative locations

The documented plan is organized into four sections:

- A summary of all plans and policies that govern roadway planning and construction in the City of Lancaster
- A detailed crash analysis where a crash database was created to identify crash patterns and contributing factors. The systemic nature of crashes was also evaluated, focusing on areas where the number of crashes was higher than the expected crash rate. This helped identify low-volume streets with safety issues and which locations had the most crashes.
- Recommendation of projects and locations, including short-, medium-, and long-term projects for each location, as well as a cost estimate and benefit-to-cost ratio for each project.

- A summary of federal, state, and regional funding programs that could be used to finance projects in addition to Highway Safety Improvement Program (HSIP) funds.

Des Moines, Iowa

The Des Moines Vision Zero Transportation Safety Action Plan aims to eliminate deaths and serious injuries on all streets in Des Moines by 2040. They are applying the Safe System Approach to create a positive transportation safety culture. The plan has five focus areas:

- City policies, programs, processes, and partnerships
- Safe streets for everyone
- Safe speeds
- A culture of safe street behaviors
- Data and transparency

Residents of Des Moines helped identify safety issues and concerns through pop-up events, listening workshops, and an interactive website. The documented plan includes a safety countermeasure toolbox that includes nationally proven safety countermeasures such as:

- Speed management
- Bicycle and pedestrian safety improvements including bike lanes, crosswalk enhancements, Pedestrian refuge islands, pedestrian hybrid beacons, etc.
- Roadway departure management such as rumble strips, median barriers, wider edge lines, etc.
- Intersection improvements include dedicated turn lanes at intersections and roundabouts, reduced conflict intersections, corridor access management, etc.
- Crosscutting (lighting, local road safety plans, pavement friction management, road safety audit)

Somerville (Boston), Massachusetts

The Somerville Vision Zero Action Plan has a goal to eliminate all transportation injuries and fatalities. It details actions that will be taken in the next five years to meet this goal. The guiding principles are equity, data-driven decision-making, coordination, and accountability. The plan includes four objectives and strategies for each one:

- Build a robust and transparent data framework
  - Develop a traffic monitoring program
  - Improve crash data
  - Enhance the Vision Zero portal
- Prioritize safe street design
  - Enhance the design of major intersections
  - Calm traffic in residential neighborhoods
  - Build safe mid-block crossings
  - Build safe pedestrian routes
  - Enhance and expand Somerville neighbor-ways

  - Grow a network of separate bike facilities
  - Prevent blocking of bike lanes and crosswalks
- Operate safe streets
  - Reduce traffic speeds
  - Ensure equitable enforcement
  - Evaluate and modernize traffic signals
  - Provide safe routes through construction
  - Mitigate impacts of extreme weather
- Promote and institutionalize a culture of safety
  - Establish a framework of advisory and policy committees
  - Educate and engage the public on Vision Zero
  - Improve truck safety
  - Create city policies and advocate for state legislation supportive of Vision Zero.

Columbia, Missouri

The City of Columbia Vision Zero Action Plan aims to eliminate all traffic deaths and serious injuries by 2030. The guiding principles are equity, data-driven, accountability, and partnership. The plan includes three action categories and critical actions for each one:

- Engineering Actions
  - Formalize a program and protocol for road safety audits and road safety assessments.
  - Create a crash analysis team.
  - Identify engineering design parameters that improve safety for all road users.
  - Reduce legal, posted speed limits
- Education Actions
  - Develop a comprehensive safety and education communication campaign
  - Work with other organizations to develop education campaigns and policies
  - Promote traffic safety innovations and improvements
- Enforcement Actions
  - Increase funding for police traffic safety enforcement
  - Prohibit cellphone use and texting while driving
  - Improve and reform enforcement of speed limits and prosecution of violators.
  - Provide routine bicycle and pedestrian safety training for law enforcement officers.

Barrington, Rhode Island

The Barrington Complete Streets Action Plan aims to establish a local street network that safely accommodates automobile, bicycle, and pedestrian activity within critical corridors for users of all ages and abilities. They emphasized improving routes near schools, commercial and mixed-use areas, major roadways, parks, and recreational areas. The plan has four objectives:

- To remove or reduce barriers that limit access to destinations
- To connect destinations
- To create safe routes to schools
- To promote linkages to the trail network, Town Beach, access points to the shore

The plan also documented four critical issues that need to be addressed:

- Pedestrian and bicycle safety
- Gaps in the sidewalk system
- Sidewalk maintenance
- Limited bike facilities

Conclusions and Considerations

Eldorado is one of many communities nationwide advancing toward the development of a Comprehensive Safety Action Plan under the Safe Streets and Roads for All (SS4A) program. As demonstrated through national initiatives, state-level frameworks, and peer community examples, transportation safety planning is evolving from a reactive, crash-based approach to a proactive, data-driven Safe System Approach (SSA) that emphasizes reducing fatal and serious injury outcomes. Across the country, communities of varying sizes—from large metropolitan areas to small rural towns—are developing and implementing Safety Action Plans that integrate systemic risk identification, High Injury Network (HIN) prioritization, and implementation-ready countermeasures. Similarly, Kansas communities such as Wichita, Olathe, Independence, and Lawrence demonstrate how SS4A enables a transition from planning to targeted, scalable implementation, while maintaining alignment with statewide initiatives such as the Strategic Highway Safety Plan (SHSP).

As Eldorado continues to develop its Comprehensive Safety Action Plan, best practices from national guidance, peer communities, and Safe System principles should continue to be incorporated. Key considerations include:

1. Strengthen stakeholder coordination – Maintain ongoing collaboration with KDOT, local agencies, schools, law enforcement, emergency responders, and community organizations to ensure a unified and multidisciplinary approach.
2. Adopt a systemic, data-driven approach – Utilize crash data, roadway characteristics, and tools such as High Injury Networks and systemic analysis to prioritize locations and identify risk factors beyond individual hotspots.
3. Advance implementation-ready strategies – Focus on low-cost, high-impact countermeasures such as speed management, pedestrian safety improvements, intersection visibility, and access management that can be deployed across similar roadway conditions.
4. Enhance equity and community engagement – Incorporate input from residents and prioritize improvements in transportation-disadvantaged areas to ensure equitable safety outcomes.
5. Integrate education and enforcement efforts – Coordinate targeted campaigns and enforcement strategies addressing key risk factors such as speeding, impaired driving, and unsafe behaviors.
6. Establish performance monitoring and evaluation – Define measurable performance indicators and continuously track progress to refine strategies and ensure accountability.
7. Promote a culture of safety – Align policies, programs, and community messaging with Vision Zero and Safe System principles to reinforce safety as a shared responsibility.

As Eldorado moves forward with its goal of reducing and ultimately eliminating fatal and serious injury crashes, the Comprehensive Safety Action Plan should be viewed not only as a document but as an adaptive, data-driven process. By integrating qualitative insights, quantitative analysis, and evolving best

practices, the City can develop a scalable framework that supports both site-specific improvements and systemwide safety enhancements over time.

Other Resources

The following resources provide data, guidance, and supporting information relevant to development of the Eldorado Comprehensive Safety Action Plan.

- Kansas Crash Data System (KCDS): https://www.ksdot.gov/about/our-organization/divisions/transportation-safety/safety-data/kansas-crash-data-system-kscds
- KDOT Safety Data Dashboards and Tools: https://www.ksdot.gov/about/our-organization/divisions/transportation-safety/safety-data
- Kansas Strategic Highway Safety Plan (SHSP): https://www.ksdot.gov/about/publications-and-reports/strategic-highway-safety-plan
- Kansas Drive To Zero Initiative: https://www.ksdot.gov/about/our-organization/divisions/transportation-safety/drive-to-zero
- KDOT Local Transportation Safety Planning / LRSP Resources: https://www.ksdot.gov/programs/safety-programs/local-transportation-safety-planning
- KDOT Functional Classification Maps: https://www.ksdot.gov/about/our-organization/divisions/planning-and-development/kansas-maps-and-gis-resources/functional-classification-maps
- KDOT Maps and GIS Resources (including city and county maps via KanPlan): https://ksdot.maps.arcgis.com/home/index.html
- Safe Streets and Roads for All (SS4A): https://www.transportation.gov/grants/SS4A
- National Roadway Safety Strategy (NRSS): https://www.transportation.gov/NRSS
- FHWA Proven Safety Countermeasures: https://highways.dot.gov/safety/proven-safety-countermeasures
- FHWA Road Safety Audits (RSA): https://highways.dot.gov/safety/rsa
- Vision Zero Network: https://visionzeronetwork.org/

These resources support development of Eldorado's Comprehensive Safety Action Plan by providing access to crash data, statewide safety priorities, systemic planning tools, and nationally recognized countermeasure guidance.

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Appendix F: Data Review

Data Review

Introduction

The Data Review provides the foundation for the City of El Dorado's Safe Streets and Roads for All (SS4A) Action Plan. It summarizes statewide and local transportation safety documents, crash data, and performance metrics that directly inform the Action Plan's goals and strategies. By reviewing these sources, the City can align its priorities with those of the Kansas Department of Transportation (KDOT), national safety objectives, and peer community efforts across the state.

This section draws on Kansas' key safety planning documents, including the Highway Safety Improvement Program (HSIP) Annual Report, the Vulnerable Road User (VRU) Safety Assessment, the KDOT Annual Report, the Long Range Transportation Plan (LRTP), the Triennial Highway Safety Plan (HSP), and the Drive to Zero (DTZ) Strategic Highway Safety Plan (SHSP). Additionally, it incorporates findings from the El Dorado Transportation Study (2024) and statewide data dashboards, including KanPlan and the VRU Dashboard. Together, these resources provide a data-driven context for understanding crash trends, systemic safety issues, and opportunities for funding and implementation.

The review also identifies thematic areas, such as impaired driving, occupant protection, traffic volumes, recreational mobility, and equity, that cross-cut all documents. These topics are essential for interpreting local crash data in El Dorado and for ensuring that the Action Plan addresses both state-identified emphasis areas and locally relevant needs.

Local and State Document Review

2023 HSIP Annual Report

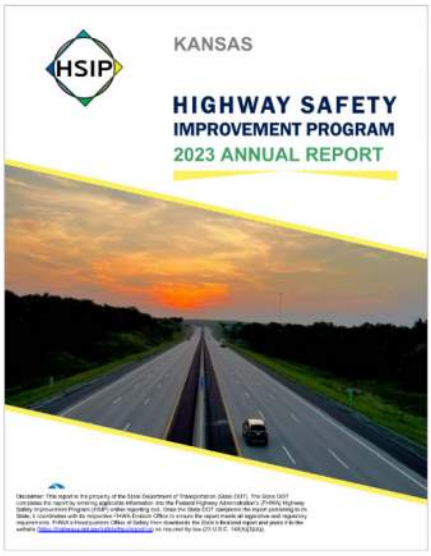


Photo Source:
Robert G Heckler Photography

The Kansas Department of Transportation's 2023 Highway Safety Improvement Program (HSIP) Annual Report provides the most recent statewide crash and performance data. In 2022, Kansas reported 410 roadway fatalities and 1,816 serious injuries, equating to a fatality rate of 1.293 per 100 million VMT and a serious injury rate of 5.725 per 100 million VMT. Non-motorized users accounted for 45 fatalities and 161 serious injuries. These values reflect persistent challenges in reducing severe crashes, despite HSIP's support for systemic countermeasures such as shoulder widening, sign upgrades, and pavement marking enhancements.

Beyond tracking outcomes, the 2023 HSIP Annual Report documents Kansas' adoption of the Safe System Approach and its expansion of programs that directly connect to SS4A. Key initiatives include the Kansas SS4A Match Pilot Program, which removes local financial barriers to participation in federal SS4A grants, the statewide Vulnerable Road User Safety Assessment, and the Drive to Zero Safety Corridor Pilot Program, launched in 2023 and scheduled to continue through 2028. These initiatives highlight the State's commitment to reducing fatalities and serious injuries while aligning local planning efforts with statewide strategies.

The HSIP report serves as a baseline reference and a policy alignment tool. Incorporating HSIP fatality and serious injury trends into the Action Plan ensures consistency with state performance measures, while referencing HSIP-funded systemic programs strengthens eligibility for future implementation resources. By framing local strategies within the context of HSIP's statewide efforts, El Dorado can demonstrate that its SS4A priorities are both data-driven and fully integrated into Kansas' long-term safety agenda.

2023 Vulnerable Road User (VRU) Safety Assessment

The 2023 Kansas Vulnerable Road User Safety Assessment (VRUSA) was developed as an addendum to the 2020–2024 Strategic Highway Safety Plan, in response to federal requirements under the Bipartisan Infrastructure Law. The assessment provides a detailed analysis of pedestrian, bicyclist, and other non-motorized crash outcomes across Kansas. Between 2014 and 2021, Kansas recorded 1,034 fatal or serious injury VRU crashes, resulting in 269 deaths and 790 serious injuries. While these crashes make up less than 10% of all severe crashes in the state, they are increasing at a faster rate than overall crash trends. The total economic cost associated with VRU fatal and serious injury crashes during this period exceeded $4.2 billion.

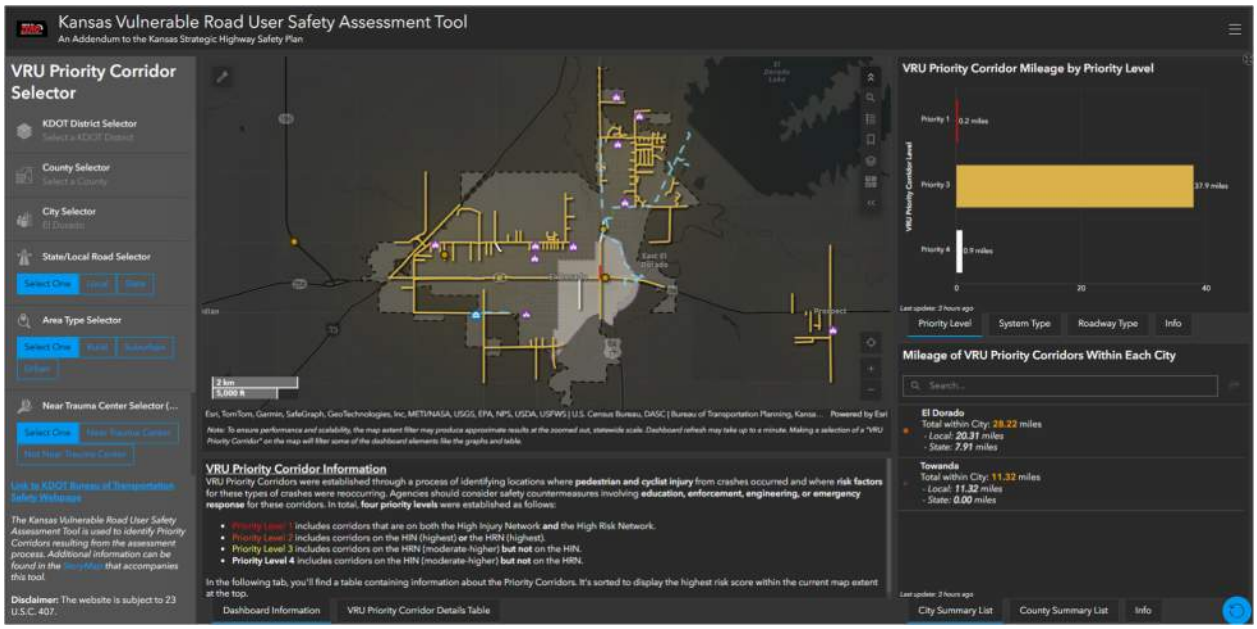
The VRUSA highlights that pedestrians account for more than 70% of VRU fatalities and serious injuries, with bicyclists comprising about 29%. Disadvantaged Census Tracts (DACs), urban areas, and demographic groups such as males, young people under 24, and

Black and Native American residents are disproportionately represented in VRU crashes. KDOT used these findings to map a High-Injury Network (HIN) and a High-Risk Network (HRN). These tools help prioritize systemic safety improvements where VRU exposure and crash likelihood are greatest.

For SS4A Action Plans, the VRUSA provides clear direction for equity-centered safety planning. Recommended strategies include expanding sidewalks and bikeways, constructing safer crossings, implementing speed management measures (e.g., road diets, traffic calming, roundabouts), and focusing investments in high-risk urban corridors. For El Dorado, integrating VRUSA findings, particularly the identification of high-risk corridors and DAC equity considerations, ensures the local Action Plan aligns with statewide analysis and supports projects most likely to reduce fatalities and serious injuries among vulnerable users.

Kansas Active Transportation Plan 2023

VRU Dashboard

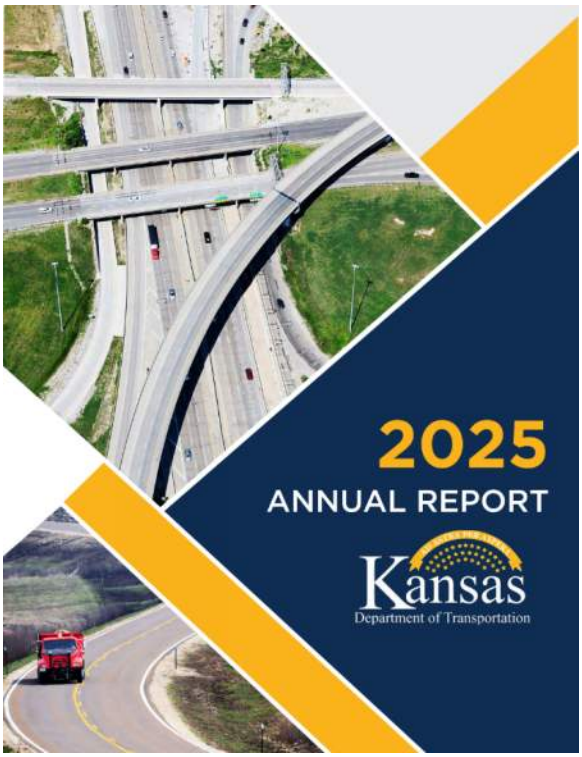


KDOT developed a Vulnerable Road User (VRU) Dashboard as part of the 2023 VRU Safety Assessment to make complex crash data accessible for local governments and stakeholders. The dashboard allows users to filter VRU fatal and serious injury crashes by geography, time period, roadway characteristics, and demographics. By normalizing VRU crashes against exposure data, such as population, roadway miles, and estimated VRU

trips, the dashboard helps identify communities and corridors where risk is disproportionately high.

For SS4A planning, the VRU Dashboard provides a critical tool for aligning local analysis with state-level data. Communities can use it to validate crash locations, identify whether high-risk corridors overlap with disadvantaged census tracts, and compare the safety performance of VRUs to that of peer cities. For El Dorado, the dashboard prioritizes pedestrian crossings, bikeways, and sidewalk gap closures in locations where both crash history and systemic risk indicators converge. Incorporating VRU Dashboard findings directly into the Action Plan will strengthen the case for federal funding by demonstrating a data-driven and equity-focused approach.

2025 KDOT Annual Report



The 2025 Kansas Department of Transportation (KDOT) Annual Report highlights progress in delivering the Eisenhower Legacy Transportation Program (IKE), a nearly $10 billion, 10-year initiative. By 2024, KDOT had allocated $604 million for preservation projects and $307 million for modernization and Expansion projects, while also adding 17 new projects valued at $932 million to the development pipeline. The report emphasizes that IKE investments are designed not only to maintain highways and bridges but also to support multimodal quality-of-life improvements, including funding for aviation, rail, public transportation, and bicycle and pedestrian facilities.

The Annual Report also underscores KDOT's commitment to equity and accountability. The "$8 Million Promise" requires that each county in Kansas receive at least $8 million in transportation investment, a benchmark that has been nearly met statewide. KDOT additionally leveraged federal discretionary programs in 2024 to supplement state funds, allowing more projects, particularly those benefiting local communities and VRUs, to advance. For SS4A planning, this context is critical: positioning local safety projects in El Dorado as complementary to IKE initiatives (especially preservation and modernization projects) can enhance funding competitiveness and accelerate implementation. The emphasis on multimodal investments and state–local partnerships provides a clear pathway for integrating SS4A projects into the broader statewide program framework.

Kansas Long Range Transportation Plan (LRTP) 2020–2045

The Kansas Long-Range Transportation Plan (LRTP), adopted in 2021, establishes the statewide multimodal vision through 2045. The plan establishes goals in the areas of safety and security, asset preservation, freight and economic vitality, stewardship, and workforce development, aligning with KDOT's mission of providing a safe, reliable, and innovative transportation system for all Kansans. It also emphasizes flexibility and responsiveness to emerging trends such as demographic change, electric and automated vehicles, broadband expansion, and system resiliency in the face of climate and economic challenges.

Public input through KDOT's "local consult" process highlighted safety as a top concern across all six transportation districts. Stakeholders consistently prioritized preserving the system, implementing practical improvements, and expanding multimodal options, including transit, biking, and walking. For SS4A planning, the LRTP provides the high-level policy framework that supports local safety initiatives. By demonstrating how El Dorado's Action Plan advances LRTP priorities, especially safer multimodal networks, equitable access, and support for economic growth, local projects can be positioned as integral to Kansas' long-term strategy for mobility and safety.

Kansas Triennial Highway Safety Plan (HSP) 2024–2026

State of Kansas

Triennial Highway Safety Plan FFY 2024-2026

Laura Kelly, Governor
Calvin E. Reed, P.E., Secretary, Kansas Department of Transportation
Chris Herrick, Director, KDOT Division of Planning and Development
Vanessa Spartan, Chief, KDOT Bureau of Transportation Safety
Chris Bortz, KDOT Bureau of Transportation Safety
Gary Herman, Behavioral Safety Section, Traffic Safety

The FFY 2024 Kansas Highway Safety Plan is being submitted to NHTSA and FHWA. The report describes the processes followed by the State of Kansas in the use of federal highway safety funds, consistent with the guidelines, the priority areas, and other requirements established under Section 402 and 405.

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IKE

Kansas
Department of Transportation

The Kansas Highway Safety Plan (HSP) is developed every three years to fulfill federal requirements under the National Highway Traffic Safety Administration (NHTSA). The 2024–2026 plan establishes annual performance targets and details behavioral safety strategies supported by Section 402 funding. While engineering improvements are led through HSIP and the Strategic Highway Safety Plan (SHSP), the HSP focuses on driver behavior, occupant protection, impairment, and speed management, key complements to infrastructure investments. Performance measures mirror those in HSIP, including statewide fatality, serious injury, and VRU targets, calculated on a five-year rolling average.

For SS4A Action Plans, the HSP is important because it ensures that local targets and strategies are consistent with Kansas' broader safety performance framework. The plan

highlights priority emphasis areas, such as impaired driving, seatbelt use, and young drivers, all of which align with the federal emphasis on the Safe System Approach. By referencing HSP performance measures in El Dorado's Action Plan, the City can demonstrate that its goals are methodologically consistent with state and federal reporting, reducing review friction and increasing the likelihood of funding success. Additionally, the HSP's behavioral strategies, such as education campaigns, enforcement support, and occupant protection initiatives, can be cited alongside infrastructure countermeasures to show a holistic safety approach.

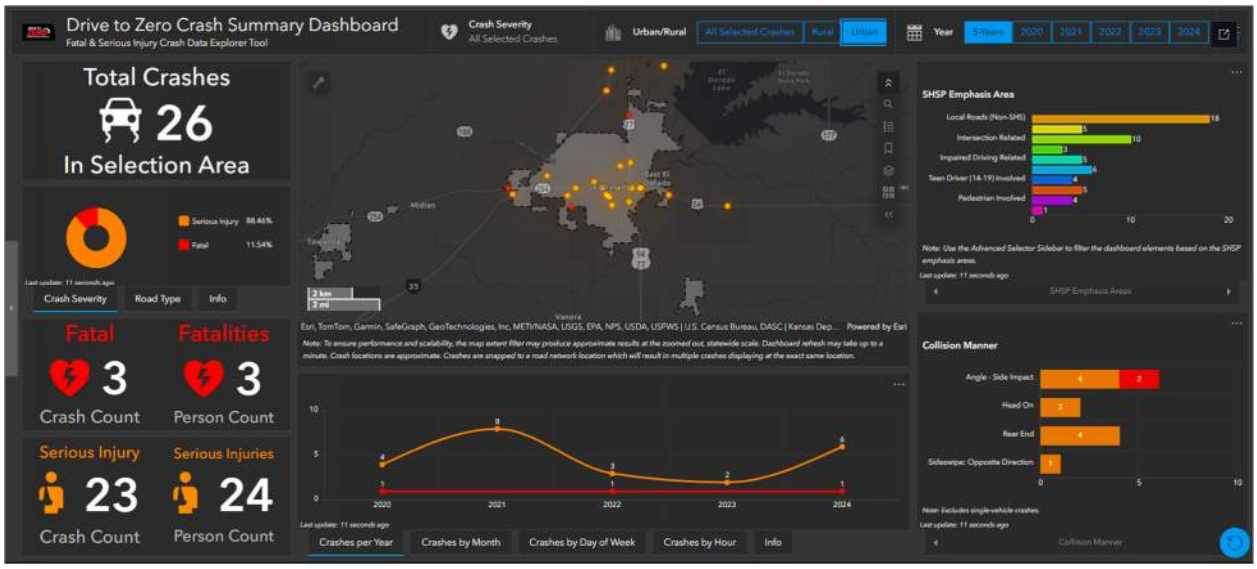
Kansas Drive to Zero Plan (2025–2029)

The Kansas Drive to Zero (DTZ) Plan serves as the state's current Strategic Highway Safety Plan (SHSP) for 2025–2029. Building on earlier SHSPs, the DTZ Plan adopts the Safe System Approach, emphasizing that roadway deaths and serious injuries are preventable. Between 2019 and 2023, Kansas crashes fatally injured more than 2,000 people and seriously injured more than 8,000 others. While the state recorded its lowest number of traffic fatalities on record in 2024, the plan acknowledges an ongoing rise in serious injuries, reinforcing the need for systemic, proactive strategies.

The DTZ Plan reorganizes Kansas' safety strategies into five Safe System categories: Safer People, Safer Roads, Safer Speeds, Safer Vehicles, and Post-Crash Care. A total of 23 strategic initiatives have been identified, ranging from expanding the Safety Corridor Pilot

Program to supporting local safety planning and implementation to accelerating speed management and emergency response strategies. The plan also provides appendices with detailed strategy action plans, stakeholder engagement records, and supporting crash data. For El Dorado, aligning local Action Plan strategies with DTZ initiatives ensures strong consistency with statewide priorities. Framing local projects as “operationalizing DTZ at the city level” strengthens the City’s case for both HSIP and SS4A implementation funding.

Drive to Zero Crash Summary Dashboard

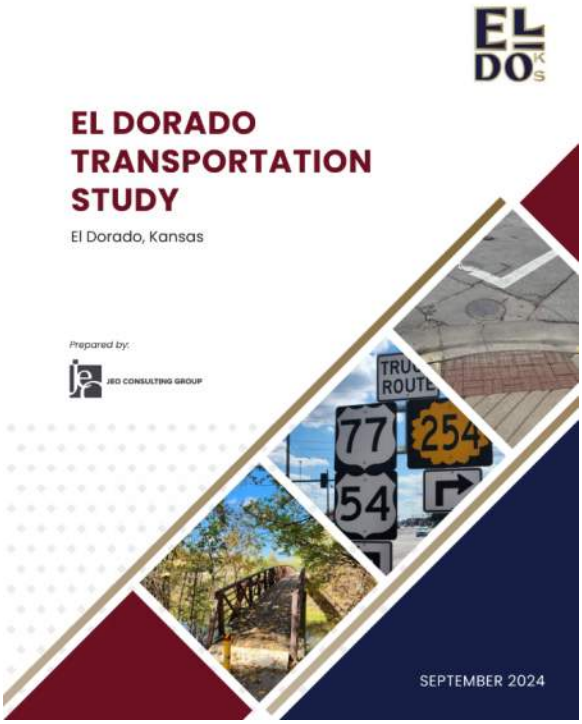


The Kansas Drive to Zero Crash Dashboard provides an interactive view of fatal and serious injury crashes across the state, with data filters by geography, roadway type, user group, and contributing circumstances. Between 2016 and 2021, the dashboard indicates that severe crashes continue to be concentrated along state highways and high-volume corridors, with intersections and roadway departures consistently identified as major contributors. Vulnerable road users, particularly pedestrians and bicyclists, are disproportionately represented relative to their overall travel share, while systemic factors such as speeding and impairment continue to drive crash severity. Notably, while Kansas recorded its lowest number of fatalities on record in 2024, the dashboard illustrates that serious injuries have not declined at the same rate, underscoring the need for a Safe System focus on reducing crash forces and improving survivability.

For El Dorado, the Drive to Zero Dashboard provides both a benchmark and a diagnostic tool. By comparing local crash patterns to statewide hotspots and contributing factors, the City can validate its priority corridors and high-risk intersections. The dashboard’s filters enable a closer look at trends involving pedestrians, bicyclists, and unbelted occupants, key emphasis areas for SS4A planning. Incorporating findings from the dashboard into the Action Plan strengthens El Dorado’s ability to set realistic fatality and serious injury

reduction targets that align with Kansas' statewide performance measures, while also tailoring solutions, such as intersection safety improvements, speed management, and pedestrian crossings, to address the City's specific risk profile.

El Dorado Transportation Study (2024)



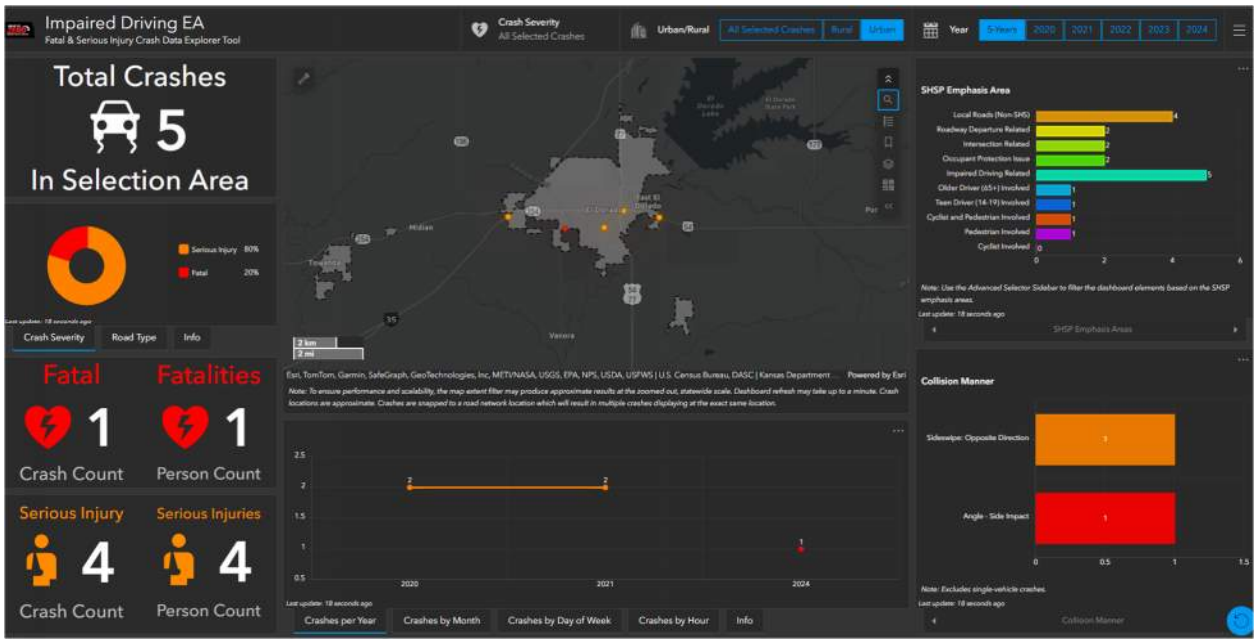
The 2024 El Dorado Transportation Study offers a comprehensive assessment of the city's transportation network, identifying strategies to enhance safety, efficiency, and accessibility. Through community engagement, crash data review, and system performance analysis, the study established a vision for a safe, multimodal, and sustainable transportation system. Key goals include reducing severe crashes, expanding pedestrian and bicycle networks, maintaining infrastructure, and supporting economic development through reliable access and connectivity.

Crash data from 2018 to 2022 revealed the city's top 20 crash locations, many of which involve intersections and corridors with high levels of truck traffic. The study also incorporated KDOT's Vulnerable Road User (VRU) Safety Assessment tool, highlighting areas where pedestrians and bicyclists face higher risks of injury. Recommendations include targeted intersection upgrades, expansion of sidewalks and bikeways, and the development of new bypass routes to alleviate congestion. For SS4A planning, the El Dorado Transportation Study provides a locally grounded dataset and project pipeline.

Integrating its findings into the Action Plan ensures that safety priorities are rooted in both statewide policy (HSIP, VRU Assessment, DTZ Plan) and locally validated needs.

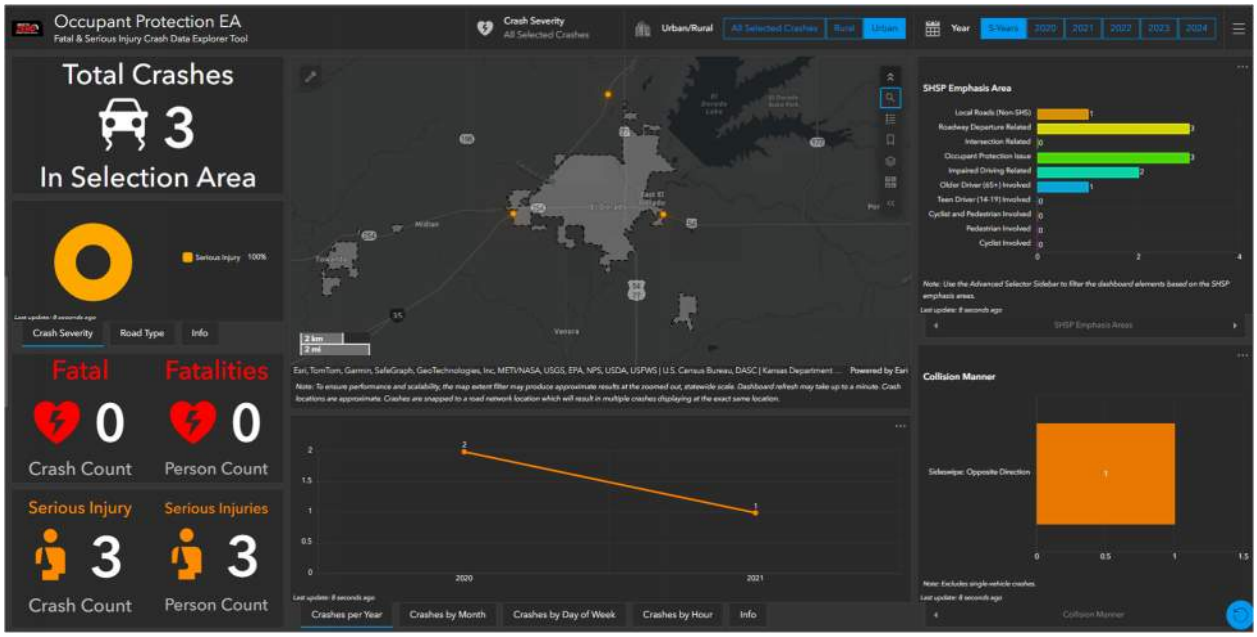
Key Safety Themes

Impaired Driving



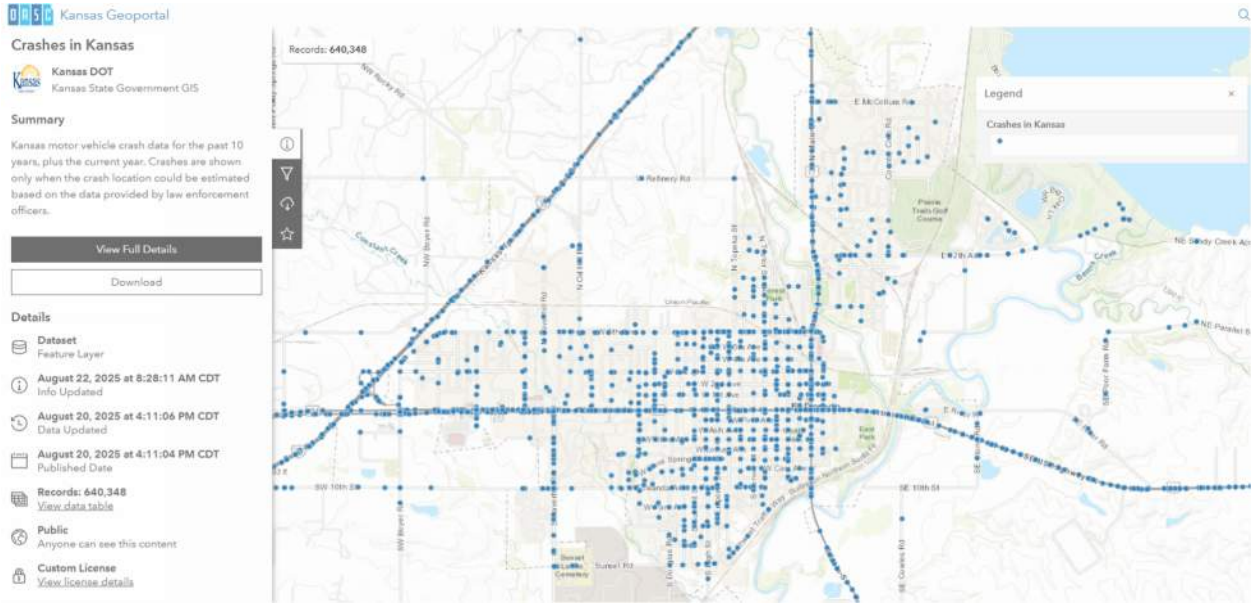
Impaired driving remains one of the most persistent contributors to fatal and serious injury crashes in Kansas. Both the Highway Safety Plan (HSP) and the Drive to Zero Plan identify alcohol- and drug-related crashes as a top emphasis area. Statewide, impaired driving has been linked to a significant share of roadway deaths, particularly on rural highways and at night. Enforcement initiatives such as saturation patrols, sobriety checkpoints, and ignition interlock programs remain key strategies. For El Dorado, this theme underscores the importance of combining infrastructure strategies (e.g., rumble strips, lighting, intersection improvements) with behavioral initiatives (education, enforcement, outreach) to reduce alcohol- and drug-impaired crashes.

Occupant Protection



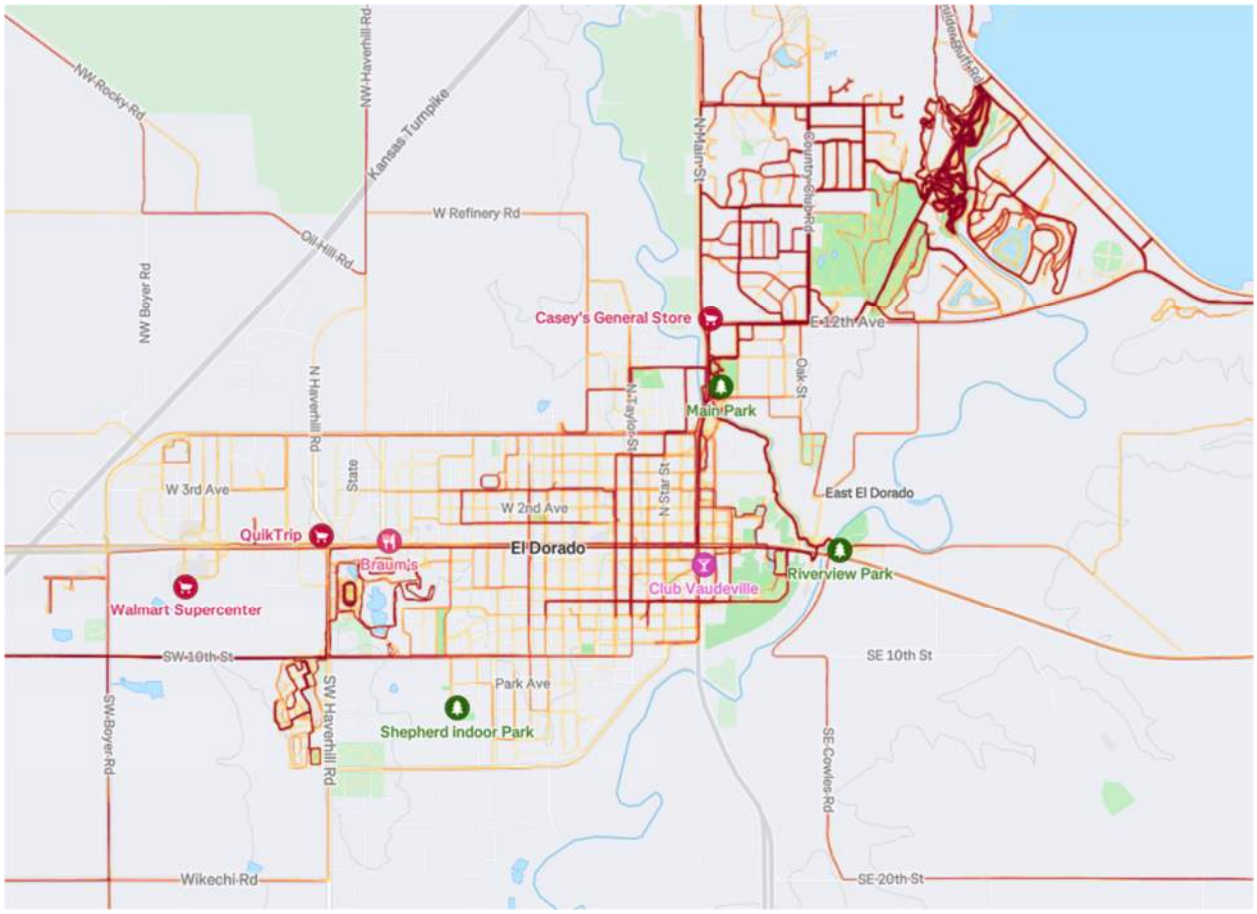
Seat belt use in Kansas continues to lag behind the national average, particularly in rural areas, highlighting occupant protection as a critical emphasis area. The Triennial Highway Safety Plan documents ongoing efforts to increase seatbelt usage through programs such as “Click It or Ticket” and the Seatbelts Are For Everyone (SAFE) program, which targets high schools. Lack of seat belt use is consistently overrepresented in fatal and serious injury crashes. For El Dorado, reinforcing seat belt education campaigns and supporting state-led enforcement efforts can complement infrastructure projects to reduce the severity of crashes.

Crash Data (Kansas Geospatial Hub)



KDOT's Geospatial Hub provides public access to crash data, traffic volumes, and roadway characteristics across the state. For SS4A planning, this tool is vital for identifying local high-crash locations, analyzing trends over time, and benchmarking El Dorado against peer cities. The dashboard's filters for crash type, severity, and user group enable the City to drill down into priority emphasis areas, such as roadway departures, intersections, and VRU crashes. Incorporating geospatial outputs into the Action Plan demonstrates a transparent, data-driven approach consistent with HSIP and SS4A expectations.

Recreational



Active transportation and recreation trends, particularly growth in biking and walking, have implications for roadway safety in Kansas communities. The VRU Safety Assessment highlighted the need for improved pedestrian crossings, sidewalks, and bikeways, especially near parks, schools, and community destinations. For El Dorado, recreational mobility is especially relevant given the connections between the city, El Dorado Lake, and regional trail systems. Expanding safe pedestrian and bicycle facilities not only improves safety but also supports quality of life, tourism, and economic vitality.

Traffic Volume

Traffic volumes in Kansas have grown slowly but steadily, averaging about 0.5% annual growth statewide, with localized increases on key freight and commuter corridors. In El Dorado, heavy truck traffic compounds congestion and safety risks, particularly along US-77, K-254, and Main Street. As traffic is projected to continue increasing, intersection improvements, bypass planning, and access management strategies become critical. Incorporating these traffic trends into the SS4A Action Plan ensures that safety solutions anticipate future demand rather than reacting only to past crashes.

Equity

Equity is a recurring theme across federal, state, and local safety plans. The VRU Safety Assessment found that nearly half of Kansas' severe pedestrian and bicyclist crashes occur in Disadvantaged Census Tracts (DACs). At the same time, demographic groups such as young people, Black and Native American residents, and males are disproportionately represented in severe VRU outcomes. For El Dorado, integrating equity into project prioritization means directing resources toward areas with higher concentrations of vulnerable populations, school zones, and neighborhoods with limited non-motorized infrastructure. Demonstrating how safety investments reduce disparities will strengthen federal funding applications and ensure that all residents benefit from these investments.

Data Review Conclusion

The combination of statewide reports, local planning studies, and thematic data sources creates a comprehensive foundation for El Dorado's SS4A Action Plan. State documents, such as the HSIP, the VRU Safety Assessment, and the Drive to Zero Plan, establish Kansas' safety priorities and provide performance baselines. Local studies, notably the 2024 El Dorado Transportation Study, ensure that statewide frameworks are grounded in city-specific crash trends and community input. Finally, thematic focus areas, impaired driving, occupant protection, VRU safety, traffic volume, and equity, highlight the cross-cutting issues that shape both the challenges and opportunities for El Dorado. Together, these resources support a data-driven, Safe System–aligned Action Plan designed to reduce fatalities and serious injuries on El Dorado's roadways.

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Appendix G: SS4A Action Plan Funding Section

Funding Strategy and Implementation

Implementing the three high-priority corridor projects identified in this Action Plan will require a coordinated and strategic approach to funding. While the Action Plan establishes a clear framework for improving transportation safety in El Dorado, advancing these projects into design and construction depends on aligning available financial resources with project scope and readiness. Each corridor includes a mix of improvements—such as roadway reconfiguration, signal upgrades, access management, and pedestrian and bicycle accommodations—that vary in scale and eligibility, and no single funding source is expected to fully support implementation.

The City of El Dorado will pursue a layered funding strategy that matches specific project components with the most competitive and appropriate funding programs. Federal safety programs, including Safe Streets and Roads for All (SS4A) and the Highway Safety Improvement Program (HSIP), are expected to serve as primary funding sources, particularly for systemic safety improvements and high-risk intersections. Because Main Street (US-77) and Central Avenue (K-254) are state highway routes within the city, the City Connecting Link Improvement Program (CCLIP) will also be a key funding source for corridor-level improvements, including geometric upgrades and reconstruction.

Additional programs will support complementary project elements. The Transportation Alternatives (TA) and Kansas Active Transportation Program (ATP) are well suited for pedestrian, bicycle, and ADA-related improvements, while the Surface Transportation Block Grant (STBG) and KDOT Cost Share Program can support larger construction phases and gap financing. Community Project Funding / Congressional Directed Spending (CPF/CDS) may be pursued for high-cost corridor projects that require additional federal investment.

Local funding will play a critical role in implementation. Municipal bonds, capital improvement funds, and other local revenue sources will be necessary to provide required match, advance design and right-of-way acquisition, and cover nonparticipating project costs. The City may also utilize the Kansas Federal Fund Exchange Program to convert federal allocations into more flexible state funding, allowing for more efficient delivery of smaller or phased improvements.

Based on funding alignment and competitiveness, the City should prioritize pursuing SS4A Implementation funding for corridor-wide improvements on Central Avenue and downtown improvements along Main Street (Locust Street to 3rd Street), HSIP funding for high-risk intersections such as Main Street and McCollum Road, and early coordination with KDOT to position both Main Street (US-77) and Central Avenue (K-254) projects for CCLIP funding. Advancing preliminary engineering and cost estimates will further improve competitiveness across all major funding programs. The City should pursue these opportunities in sequence, beginning with SS4A and HSIP applications, followed by coordination with KDOT for CCLIP eligibility, and then advancing larger construction phases through STBG and the KDOT Cost Share Program as projects become more fully developed.

This section is intended to guide the City in identifying and pursuing the most relevant funding opportunities for these projects. Successful implementation will depend on strategically aligning project components with the most appropriate programs and combining funding sources where necessary.

Key Funding Sources

The **Safe Streets and Roads for All (SS4A) Implementation Grant Program** offers federal funding for projects that implement safety strategies and reduce fatal and serious injury crashes. This program aligns closely with the adopted Action Plan and serves as a key funding source for corridor-wide safety improvements.

The **Highway Safety Improvement Program (HSIP)** supports data-driven infrastructure improvements that deliver measurable safety benefits and is well suited for high-risk intersections, signal enhancements, and targeted corridor safety projects.

The **City Connecting Link Improvement Program (CCLIP)** provides state and federal funding for improvements on state highway routes within city limits. This program is especially relevant for Main Street (US-77) and Central Avenue (K-254), supporting pavement restoration, geometric improvements, and corridor reconstruction.

The **Transportation Alternatives (TA) Program** funds pedestrian and bicycle infrastructure, including sidewalks, shared-use paths, and crossing improvements that enhance safety and connectivity for vulnerable road users.

The **Kansas Active Transportation Program (ATP)** supports multimodal infrastructure and planning, including sidewalks, ADA upgrades, shared-use paths, and intersection safety improvements that promote walking and bicycling.

The **Surface Transportation Block Grant (STBG) Program** provides flexible federal funding for a wide range of transportation improvements, including roadway reconstruction, multimodal enhancements, and corridor-level projects.

The **KDOT Cost Share Program** offers state funding for high-priority transportation projects that improve safety, mobility, and economic activity and is well suited for construction phases and gap financing.

Community Project Funding (CPF) / Congressional Directed Spending (CDS) provides discretionary federal funding for projects supported by members of Congress and is most effective for large-scale corridor improvements requiring additional federal investment.

Municipal bonds and other local funding sources serve as critical tools to provide required match, fund design and pre-construction activities, and cover project components not eligible for state or federal funding.

Each funding program serves a distinct role in implementing the City's priority projects. SS4A is best suited for corridor-wide and systemic safety improvements aligned with the Action Plan. HSIP is most competitive for targeted improvements at high-risk intersections and locations with documented crash history. CCLIP is uniquely suited for improvements along state highway routes within the city and can support larger-scale reconstruction and geometric upgrades. TA and ATP are best used for pedestrian, bicycle, and ADA-related improvements, while STBG and the KDOT Cost Share Program are more

appropriate for larger construction phases and gap funding. Understanding these roles allows the City to strategically match project components with the most competitive funding sources.
For example, a single corridor project may combine SS4A funding for corridor-wide safety improvements, HSIP funding for high-risk intersections, and local funding sources such as municipal bonds to cover design, right-of-way, and other nonparticipating costs.

Funding Matrix – High Priority Project Groups

Group #1: Main Street from Locust Street to 3rd Street

Potential Funding Source	Eligible Components	Typical Match	Notes / Competitiveness
SS4A Implementation	Road diet, raised crossings, curb extensions, corridor safety improvements	20%	Strong alignment with adopted Action Plan and downtown safety focus
CCLIP (Geometric Improvements)	Intersection upgrades, lane reconfiguration, corridor improvements	Varies (~10–20%)	Excellent fit as US-77 City Connecting Link
HSIP	Signal upgrades, crossing improvements, lighting tied to crash risk	~10%	Competitive for high-risk intersections (e.g., near 3rd Street)
TA / ATP	Sidewalks, ADA upgrades, pedestrian crossings, streetscape safety elements	20%	Strong fit for downtown pedestrian-focused improvements
STBG	Corridor reconstruction, multimodal improvements	20%	Flexible but requires federal process and readiness
Municipal Bonds	Full corridor buildout, local match, phased implementation	N/A	Critical for match and nonparticipating costs
CPF/CDS	Downtown corridor reconstruction, multimodal improvements	Varies	Best for fully developed, high-visibility project

Funding Strategy

Primary funding opportunities may include SS4A and CCLIP, with HSIP potentially supporting key intersections and TA/ATP funding pedestrian improvements. Municipal bonds and STBG may also support larger construction phases and help meet local match requirements. The City should coordinate with KDOT and the Congressional delegation to explore potential CPF/CDS funding opportunities.

Group #2: Main Street from 12th Street to McCollum Road

Potential Funding Source	Eligible Components	Typical Match	Notes / Competitiveness
HSIP	Signal upgrades, roundabouts, pavement markings, safety improvements	~10%	Strong crash-based justification at McCollum intersection
SS4A Implementation	Crossings, ADA improvements, systemic safety upgrades	20%	Strong alignment with Action Plan recommendations
CCLIP	Intersection reconstruction, geometric improvements	Varies	Strong fit as US-77 corridor
TA / ATP	Sidewalks, ADA upgrades, pedestrian connectivity	20%	Good for school and neighborhood access
Cost Share	Intersection reconstruction, corridor improvements	≥15%	Competitive if project is shovel-ready
STBG	Corridor upgrades and reconstruction	20%	Suitable for larger phases
Municipal Bonds	Match, design, and phased improvements	N/A	Supports implementation flexibility
CPF/CDS	Intersection or corridor upgrades	Varies	Strong candidate if bundled with corridor improvements

Funding Strategy

HSIP may serve as a primary funding opportunity given the strong safety needs, with SS4A and CCLIP potentially supporting corridor improvements. TA/ATP may fund pedestrian elements, while Cost Share and STBG may support larger capital phases. Local funding can provide match and enable phased implementation. The City should coordinate with KDOT and the Congressional delegation to explore potential CPF/CDS funding opportunities.

Group #3: Central Avenue from Boyer Road to Haverhill Road

Potential Funding Source	Eligible Components	Typical Match	Notes / Competitiveness
SS4A Implementation	Corridor safety improvements, signal upgrades, access management	20%	Strongest corridor-wide safety candidate
CCLIP	Corridor reconstruction, geometric improvements	Varies	Excellent fit as K-254 City Connecting Link
HSIP	Intersection improvements, signals, turn lanes	~10%	High-risk intersections strengthen competitiveness
TA / ATP	Sidewalks, bike facilities, ADA improvements	20%	Strong for multimodal corridor enhancements
STBG	Full corridor reconstruction	20%	Ideal for large-scale capital project phases
Cost Share	Construction and gap funding	≥15%	Effective for shovel-ready improvements
Municipal Bonds	Match, ROW, utilities, phased implementation	N/A	Essential for advancing large project
CPF/CDS	Major corridor reconstruction	Varies	Strong candidate for high-cost, high-impact project

Funding Strategy

This corridor may be well-suited for a layered funding approach, with SS4A and CCLIP representing primary funding opportunities, HSIP potentially supporting high-risk intersections, and TA/ATP funding multimodal improvements. STBG and Cost Share may support larger reconstruction phases, while municipal bonds can provide match and help enable project delivery. The City should coordinate with KDOT and the Congressional delegation to explore potential CPF/CDS funding opportunities.

Implementation Considerations

The City should implement these projects in phases, starting with short-term improvements like signal upgrades, striping, and crossing enhancements. This should be followed by intersection reconstruction and corridor reconfiguration, with full corridor reconstruction occurring as funding becomes available. This phased approach helps the City match project readiness with funding cycles, enhances competitiveness, and provides measurable safety benefits in the near term.

Successful implementation will also rely on ongoing coordination with the KDOT, regional partners, and the City's Congressional delegation to identify funding opportunities and ensure projects align with state and federal priorities. Early coordination and project development, including preliminary engineering, cost estimation, and right-of-way evaluation, will be essential to position projects for competitive funding programs.

Future Funding Outlook

Many of the federal funding programs mentioned here are authorized by the Bipartisan Infrastructure Law (BIL), which is currently set to expire on September 30, 2026. While future federal transportation funding is expected, program structures, funding amounts, and eligibility criteria may change during the next authorization cycle. The City should keep monitoring federal and state funding programs and stay coordinated with KDOT, FHWA, and other federal partners to stay prepared for upcoming funding opportunities.

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Appendix H: Traffic Calming and Lane Narrowing Precedents for 41-Foot City Streets

Traffic Calming and Lane Narrowing Precedents for 41-Foot City Streets

Prepared for SS4A planning and concept development
Focus: converting 4-lane undivided streets to 3 lanes with a center two-way left-turn lane and bike space within the existing roadway footprint.

Key takeaway. A 41-foot curb-to-curb street can accommodate several planning-level road diet concepts, but the bicycle treatment depends on the degree of separation and operational flexibility the corridor requires. Both the one-sided buffered bike-lane concept and the two-way bikeway concept can fit within the 41-foot curb-to-curb footprint on paper. Any one-sided or bidirectional bikeway option would still require special attention at intersections and driveways, including visibility, turning conflicts, access management, and safe transitions through conflict areas.

Why this memo matters

The city's 41-foot streets are wider than needed for many local and collector contexts. That extra pavement can encourage speeding, create longer crossing distances, and leave no dedicated space for bicyclists, even when the street is physically wide enough to provide it. A 4-lane-to-3-lane road diet is one strategy to right-size that pavement: two through lanes remain, a center two-way left-turn lane organizes turning movements, and the reclaimed width can be reassigned to bike lanes, buffers, parking, pedestrian refuge areas, or other multimodal elements.

FHWA describes the classic road diet as converting a four-lane undivided roadway to a three-lane cross section consisting of one through lane in each direction plus a center two-way left-turn lane. FHWA also notes that road diets are typically implemented on corridors with current and future average daily traffic of 25,000 vehicles per day or less, and that the reclaimed width can be used for bike lanes and other complete-streets elements. In El Dorado, the local Transportation Study reports that Central Avenue carries up to 15,500 vehicles per day, Main Street up to 11,800, and 6th Avenue up to 10,000, all below the traffic range FHWA commonly cites for 4-to-3 conversions. The same study states that existing streets do not require additional travel lanes to handle expected future traffic volumes and that bicycle facilities should evolve from primarily recreational facilities to facilities that also serve transportation trips.

Conceptual 41-foot fit test

FHWA's Road Diet Informational Guide states that a typical one-way bicycle lane is 5 feet wide under normal circumstances. NACTO's urban street guidance states that 10-foot travel lanes are appropriate in urban settings and that one 11-foot lane in each direction may be used on designated truck or transit routes. Using those dimensions, a 41-foot section can fit a conventional road-diet cross section without widening: 5-foot bike lane + 10-foot through lane + 11-foot center turn lane + 10-foot through lane + 5-foot bike lane. An alternative fit test shifts that same width toward greater separation from traffic by placing a 5-foot one-way bike lane and a 3-foot buffer on one side of the street, alongside two 10-foot through lanes and a 13-foot

center turn lane. A third concept uses an 8-foot two-way bike lane and a 2-foot buffer on one side of the street with two 10-foot through lanes and an 11-foot center turn lane, which fits within 41 feet on paper. This option could provide slightly more separation and modest room for flexible delineators or similar treatments, but it also introduces contra-flow bicycle movement on one side of the street and would require special care at intersections and driveways.

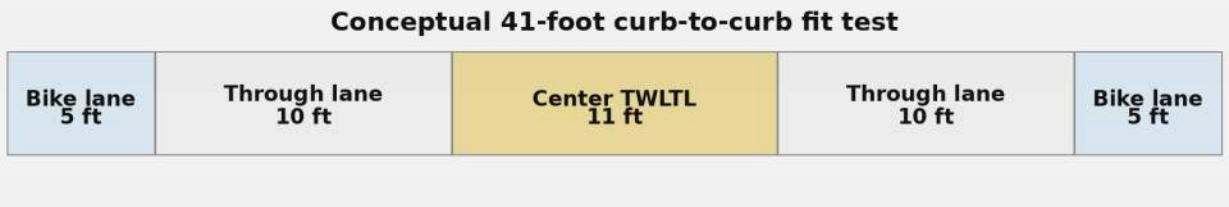

Figure 1. Illustrative 41-foot curb-to-curb fit test for a 3-lane road diet with conventional bike lanes. This is a planning-level concept only, not a final design.

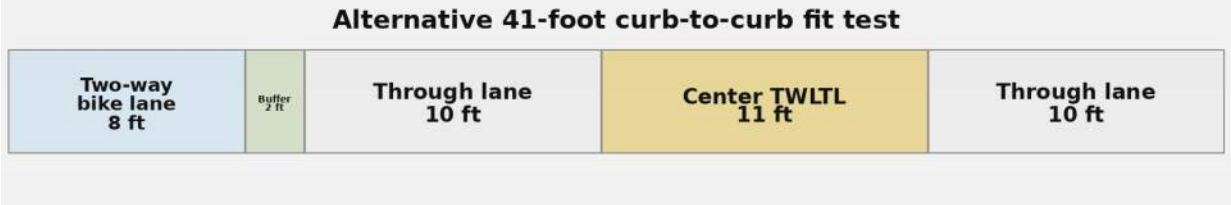

Figure 1A. Alternative 41-foot curb-to-curb fit test showing an 8-foot two-way bike lane, 2-foot buffer, two 10-foot through lanes, and an 11-foot center TWLTL. This concept fits within 41 feet on paper and illustrates a more separated side-bikeway option, but it would require special intersection and driveway design because one direction of bicycle travel operates opposite the adjacent motor-vehicle lane.

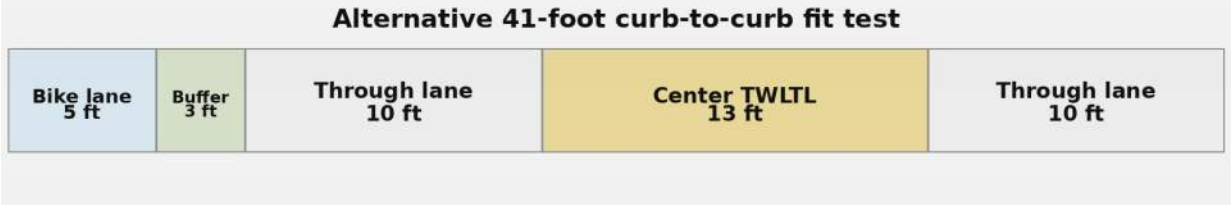

Figure 1B. Alternative 41-foot curb-to-curb fit test showing one-way buffered bike lane concept: 5-foot bike lane + 3-foot buffer + 10-foot through lane + 13-foot center TWLTL + 10-foot through lane. This is a planning-level concept only, not a final design.

The key takeaway is that a 41-foot curb-to-curb street can support more than one planning-level road-diet concept, and the preferred option depends on comfort goals, corridor context, and intersection needs. Figure 1 shows the simplest two-sided bike-lane fit test within 41 feet. Figure 1A shows a third within-41 option that places an 8-foot two-way bike lane and a 2-foot buffer on one side of the street with an 11-foot center turn lane. That concept may provide more comfort and modest room for flexible delineators or similar separation treatments, but it would require especially careful design at intersections and driveways because one direction of bicycle travel operates opposite the adjacent motor-vehicle lane. Figure 1B shows a one-sided buffered bike-lane option that still fits within 41 feet on paper. NACTO notes that unidirectional bikeways are preferred in most situations, while bidirectional bikeways can be helpful where one side of the street has fewer intersections and driveways, but they require especially careful design at intersections and driveways, including visibility in both directions, slower turning movements, and clear transitions.

National precedents most relevant to a 41-foot street

The examples below were selected because they most closely match the treatment being considered: a 4-lane undivided street narrowed to a 3-lane section with a center turn lane, or a comparable right-sizing treatment that creates bicycle space within the existing roadway footprint. Together, they show that these conversions have been implemented on downtown streets, neighborhood collectors, commercial corridors, and corridors with transit and on-street parking.

Example	Treatment	Scale/volume	Reported outcomes	Why it matters for a 41-foot street
Chicago – 55th Street	4 lanes to 3 lanes with parking-separated bicycle lanes	0.8 mile	Reduced speeds, easier crossings, livability benefits, and increased bicycle use	Shows how bike space can be added within an urban corridor while keeping a center turn lane and accommodating transit.
Chicago – Wabash Avenue	4 lanes to 3 lanes with on-street parking and buffered bicycle lanes; signal optimization	1.5 miles	Overall capacity and service levels improved; better bicycle safety and connectivity.	Useful downtown precedent showing that a lane reduction can be paired with operations improvements rather than treated as a capacity loss.
Des Moines – Ingersoll Avenue	4 lanes to 3 lanes with parking and bicycle lanes in both directions	2 miles; about 11,000–17,000 vpd	No major traffic problems after installation; 50% reduction in crashes; the majority favored keeping the project	Strong example for moderate-volume corridors where merchants and residents may initially worry about congestion.
Dunn Loring – Oak Street	4 lanes to 3 lanes with bicycle lanes and on-street parking during resurfacing	Short neighborhood/collector segment; about 3,000 vpd	No crashes in the first year after completion; better safety and livability	Excellent low-cost resurfacing/restriping precedent for smaller-city or lower-volume streets.
Reston – Soapstone Drive	Mixed right-sizing treatments, including a classic road diet and lane narrowing that carried bike lanes through	Nearly 2 miles; about 2,000–7,000 vpd	70% crash reduction; improved bicycle access to nearby transit	Shows that one corridor can use different cross sections by subsegment rather than forcing a single design everywhere.

Chicago, Illinois – 55th Street

FHWA documents a 0.8-mile conversion of 55th Street from a 4-lane roadway with parking on both sides to a 3-lane roadway with parking-separated bicycle lanes. Reported results included reduced speeds, easier pedestrian crossings at intersections, livability benefits, and increased bicycle use. This is one of the best precedents for a corridor that wants more separation than a standard stripe-only bike lane but still needs to stay within the existing paved footprint. It is also a useful example of designing a bike facility through a corridor with transit activity.

Figure 2. Chicago, Illinois – 55th Street. FHWA case-study graphic showing the conversion from a 4-lane street to a 3-lane street with parking-separated bicycle lanes. Source: FHWA Road Diet Case Studies, pp. 9–10.

Chicago, Illinois – Wabash Avenue

FHWA's Wabash Avenue case study is especially useful for downtown or mixed-use contexts. The 1.5-mile corridor was converted from four lanes with on-street parking to a three-lane section with on-street parking and buffered bicycle lanes on both sides. FHWA reports that overall corridor capacity and level of service improved after the conversion when paired with signal optimization. For cities concerned that a lane reduction automatically means worse traffic, Wabash provides a strong counterexample.

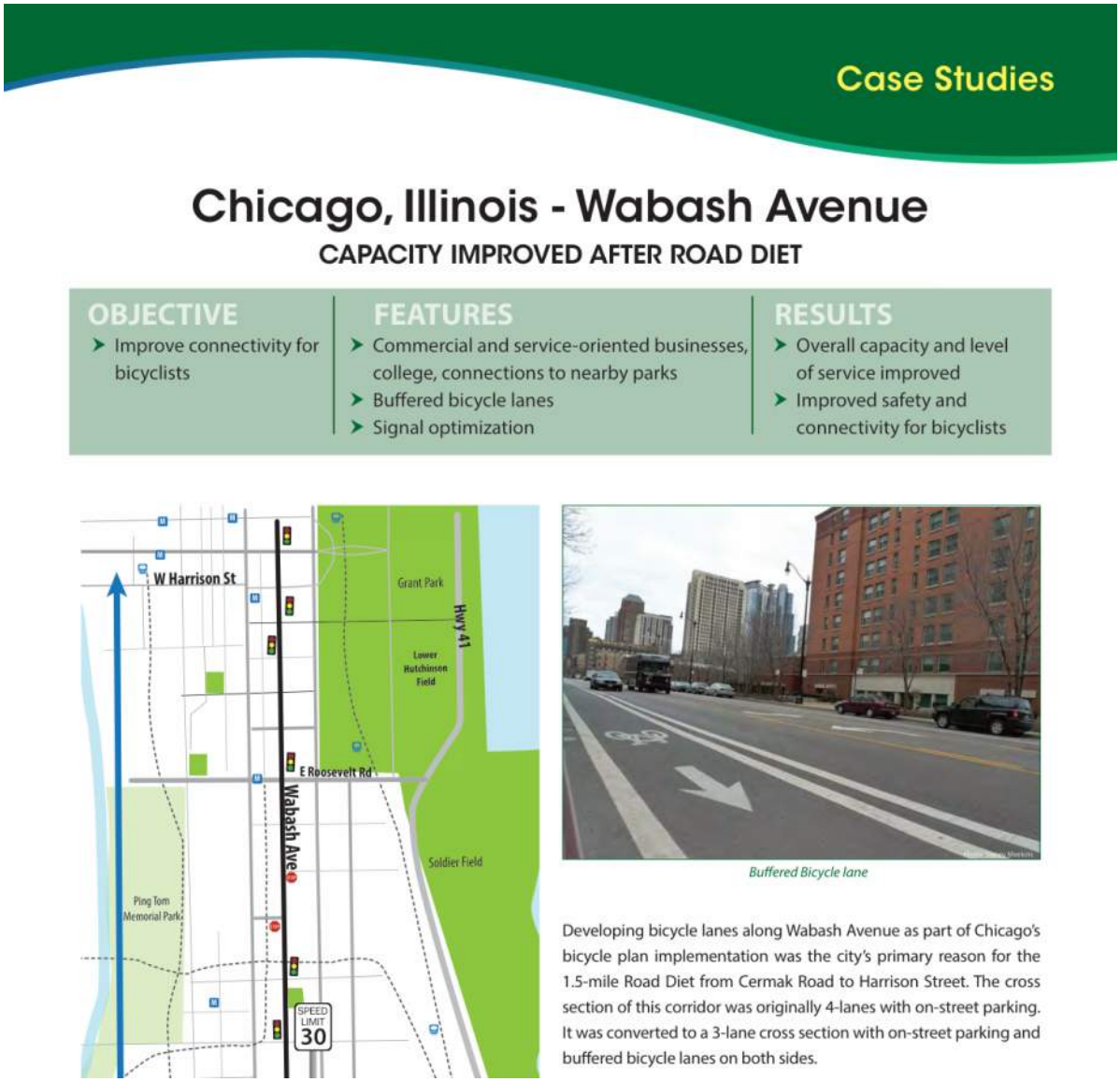

Figure 3. Chicago, Illinois – Wabash Avenue. FHWA case-study graphic showing a 4-to-3 conversion with buffered bike lanes and signal optimization. Source: FHWA Road Diet Case Studies, pp. 13–14.

Des Moines, Iowa – Ingersoll Avenue

Ingersoll Avenue is one of the most persuasive moderate-volume precedents. FHWA reports that the corridor carried about 11,000 to 17,000 vehicles per day and was converted from a 4-lane roadway to a 3-lane roadway with parking and bike lanes in both directions. Six months after installation, FHWA reported no major traffic problems. A before-and-after crash study found a 50 percent reduction in crashes, and a majority of surveyed respondents supported keeping the road diet. This example is particularly valuable when business owners or corridor users ask whether a road diet can still work on a street with steady daily traffic.

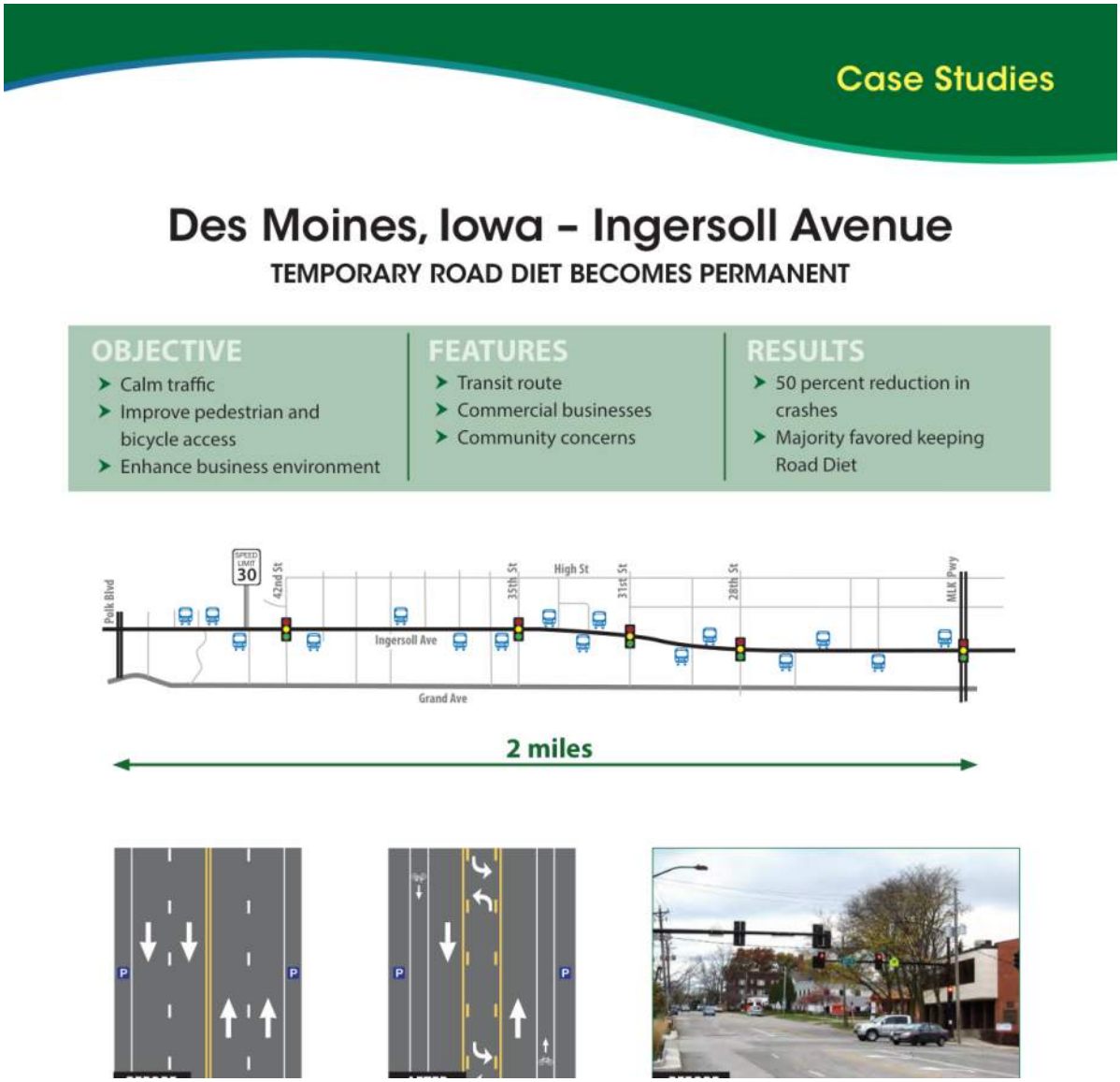

Figure 4. Des Moines, Iowa – Ingersoll Avenue. FHWA case-study graphic showing the 2-mile road-diet corridor and the before-and-after section. Source: FHWA Road Diet Case Studies, pp. 27–28.

Dunn Loring, Virginia – Oak Street

Oak Street shows how a road diet can be implemented as part of a resurfacing project rather than as a major reconstruction. FHWA reports that VDOT used resurfacing to convert a 4-lane segment to a 3-lane roadway with bicycle lanes and on-street parking. The treatment also resolved an awkward transition from four lanes to two. FHWA reports that there were no crashes in the first year after completion. For a smaller city or lower-volume corridor, this is a strong precedent because it demonstrates a practical, lower-cost implementation path.

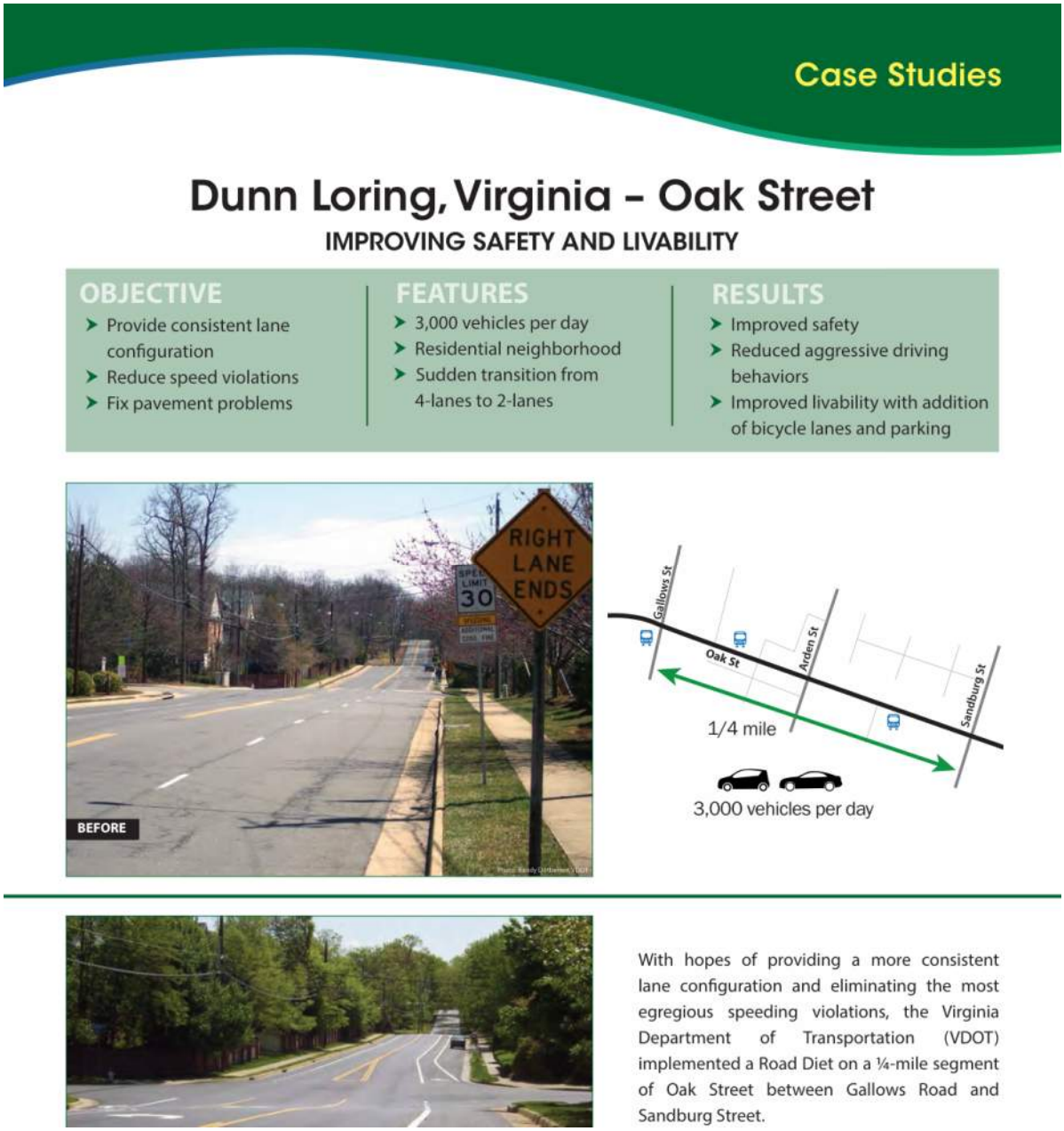

Figure 5. Dunn Loring, Virginia – Oak Street. FHWA case-study graphic showing before/after conditions and striping changes implemented during resurfacing. Source: FHWA Road Diet Case Studies, pp. 25–26.

Reston, Virginia – Soapstone Drive

Soapstone Drive is valuable because it shows that corridor right-sizing does not have to rely on one single cross-section. FHWA documents several subsegments, including a classic road diet section and a segment where very wide lanes were narrowed, and bike lanes were carried through. The nearly 2-mile corridor carried approximately 2,000 to 7,000 vehicles per day. FHWA reports a 70 percent crash reduction and better bicycle access to a nearby transit station. This is especially relevant where the city may want one design approach in a more urban subsegment and a slightly different approach in a more residential or park-adjacent subsegment.

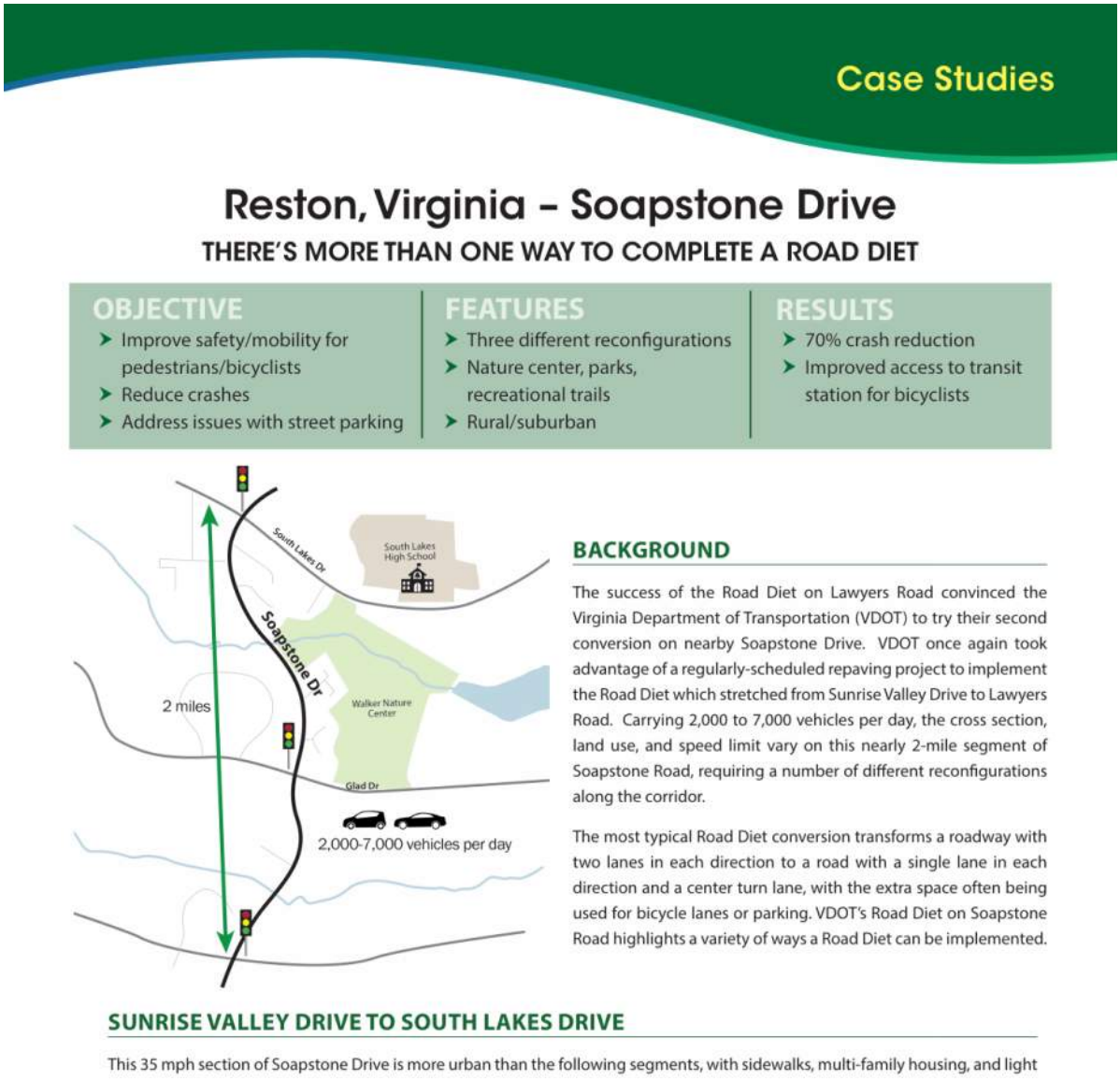

Figure 6. Reston, Virginia – Soapstone Drive. FHWA case-study graphic showing multiple road-rightsizing treatments along one corridor. Source: FHWA Road Diet Case Studies, pp. 23–24.

What these examples mean for El Dorado

These precedents align closely with El Dorado's local planning context. The Transportation Study states that the city's existing streets do not require additional travel lanes to handle expected future traffic volumes, that bicycle facilities should move beyond a purely recreational role, and that a specific segment of 6th Avenue should be converted from four lanes to three. The study also notes that downtown Main Street, at roughly 6,000 vehicles per day, would be a candidate for a road diet. In short, the city's own transportation work already points toward right-sizing and multimodal retrofits, rather than widening existing over-built streets.

KDOT's 2023 Vulnerable Road User Safety Assessment reinforces that direction. The assessment recommends road rightsizing in appropriate locations where there is excess capacity and a need to reduce crashes involving pedestrians, cyclists, or vehicles, and notes that reducing a four-lane undivided road to three lanes can free pavement space for on-street bicycle lanes or other multimodal uses. The assessment

also highlights road diets, traffic calming, sidewalks, lighting, and improved crossings as common implementation strategies to create safer conditions for VRUs.

For a 41-foot city street, the most transferable lesson is that the city need not choose between retaining the entire existing motor-vehicle footprint and undertaking full widening. The existing pavement is wide enough to study multiple 3-lane concepts, including conventional bike lanes on both sides or, where greater separation is preferred, a one-way buffered bike lane on one side of the street. In many cases, the most practical path is to pilot the concept during resurfacing or restriping, collect before-and-after data, and then refine the cross-section if parking, transit, truck operations, or network connectivity require adjustments.

Recommended corridor-screening considerations

- Traffic volumes today and in the planning horizon, including seasonal peaks and intersection operations.
- Truck and bus activity, especially whether one 11-foot lane in each direction is advisable on designated truck or transit routes.
- Parking demand and turnover. Streets with limited parking demand are generally easier to retrofit.
- Driveway density and side-street turning demand, which affect how valuable the center turn lane will be.
- Special intersection and driveway design needs for any one-sided or bidirectional bikeway, including sight distance, turn conflicts, signal phasing, and clear transitions into and out of the facility.
- Walking and bicycling destinations such as downtown, schools, parks, commercial nodes, and neighborhoods that currently lack comfortable bike access.
- Crash history, speeding, crossing difficulty, and other qualitative evidence show that the current width is working against safety.

Selected sources

- Federal Highway Administration. Road Diets (Roadway Reconfiguration).
- Federal Highway Administration. Road Diet Informational Guide, Chapter 4: Designing a Road Diet.
- Federal Highway Administration. Road Diet Case Studies, especially Chicago – 55th Street (pp. 9–10), Chicago – Wabash Avenue (pp. 13–14), Reston – Soapstone Drive (pp. 23–24), Dunn Loring – Oak Street (pp. 25–26), and Des Moines – Ingersoll Avenue (pp. 27–28).
- NACTO. Urban Street Design Guide – Lane Width.
- NACTO. Urban Bikeway Design Guide - Bikeway Operations (unidirectional vs. bidirectional bikeways and intersection/driveway considerations).
- City of El Dorado Transportation Study, July 2024, especially p. 41, pp. 68–76.
- Kansas Department of Transportation. 2023 Kansas Vulnerable Road User Safety Assessment, especially pp. 4, 18–19, and 23.

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Appendix I: Cost Details

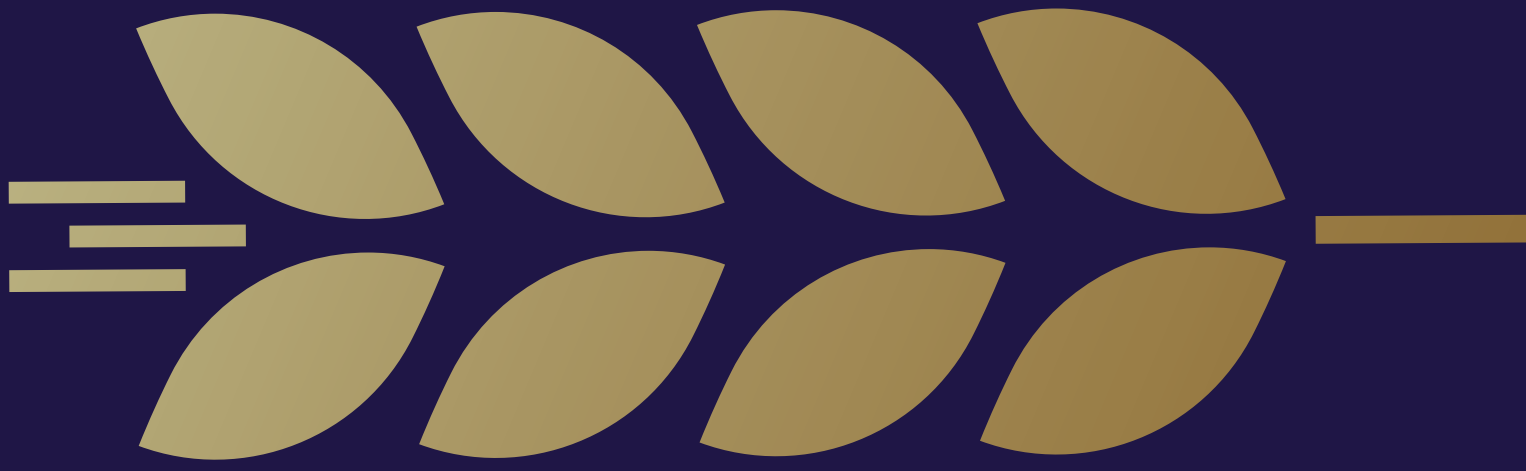
COST DETAILS

Traffic Calming Measures (Source: FHWA)	**UNIT**	**ESTIMATE**
ROAD DIET - Striping-based; higher if resurfacing or curb work is included	LNMI	5,000 – 50,000
RAISED CROSSWALK - Cost increases with drainage, materials, and utilities	EACH	7,500 – 15,000
RAISED INTERSECTION - Depends on size, materials, and drainage modifications	EACH	25,000 – 150,000
BULBOUT - Per corner - Lower cost if using temporary/quick-build materials	EACH	15,000 – 80,000
CHOKER - Typically midblock narrowing	EACH	10,000 – 30,000
LATERAL SHIFT - Striping-based; higher if constructed	EACH	5,000 – 20,000
HIGH VISIBILITY MARKINGS - Per crosswalk - Thermoplastic increases durability and cost	EACH	500 – 2,000
General Project Costs (Source: JEO)	**UNIT**	**ESTIMATE**
TWO LANE URBAN SECTION	LNMI	6,000,000
THREE LANE URBAN SECTION	LNMI	8,000,000
FIVE LANE URBAN SECTION	LNMI	11,000,000
CONCRETE MULTI USE TRAIL	LNMI	1,000,000
TRAFFIC SIGNAL IMPROVEMENTS (LOW)	LS	50,000
TRAFFIC SIGNAL IMPROVEMENTS (HIGH)	LS	200,000
SIDEWALK AND ADA UPGRADE - Four corners	EACH	25,000
TRAFFIC SIGNAL OPTIMIZATION	EACH	10,000
PEDESTRIAN HYBRID BEACON (2-LANE)	LS	250,000
PEDESTRIAN HYBRID BEACON (4-LANE)	LS	300,000
RECTANGULAR RAPID FLASHING BEACON	LS	120,000
KDOT Bid Tabs (Source: KDOT)	**UNIT**	**5YR WEIGHTED AVG**
BENCH	EACH	4,221.91
BICYCLE RACK	EACH	2,624.80
CONCRETE PAVEMENT (6" UNIFORM) (AE) (NRDJ)	SQYD	80.08
CONCRETE PAVEMENT (6" UNIFORM) (AE) (PLAIN)	SQYD	53.52
CONCRETE PAVEMENT (8" UNIFORM) (AE) (NRDJ)	SQYD	78.89
CONCRETE PAVEMENT (8" UNIFORM) (AE) (PLAIN)	SQYD	49.97
CURB AND GUTTER, COMBINED (AE)	LNFT	32.97
ELECTRIC LIGHTING SYSTEM	LS	210,360.66
FLASHING BEACON SYSTEM	LS	27,179.22
FLEXIBLE RAISED PAVEMENT MARKERS (4" BROKEN (3 FT.))	STAL	9.20
FLEXIBLE RAISED PAVEMENT MARKERS (4" BROKEN (8 FT.))	STAL	12.14
HIGH FRICTION SURFACE	SQYD	28.51
PAVEMENT MARKING (INTERSECTION GRADE) (WHITE) (4")	LNFT	2.00
PAVEMENT MARKING (INTERSECTION GRADE) (WHITE) (6")	LNFT	1.52
PAVEMENT MARKING (INTERSECTION GRADE) (WHITE) (12")	LNFT	10.10
PAVEMENT MARKING (INTERSECTION GRADE) (WHITE) (24")	LNFT	20.36
PAVEMENT MARKING (INTERSECTION GRADE) (WHITE) (36")	LNFT	39.81
PAVEMENT MARKING (INTERSECTION GRADE) (YELLOW) (4")	LNFT	2.25
PAVEMENT MARKING (INTERSECTION GRADE) (YELLOW) (12")	LNFT	7.30
PAVEMENT MARKING (PAINT) (WHITE) (4")	LNFT	0.14
PAVEMENT MARKING (PAINT) (WHITE) (6")	LNFT	0.21
PAVEMENT MARKING (PAINT) (WHITE) (8")	LNFT	0.78
PAVEMENT MARKING (PAINT) (WHITE) (12")	LNFT	2.29
PAVEMENT MARKING (PAINT) (YELLOW) (4")	LNFT	0.15
PAVEMENT MARKING (PAINT) (YELLOW) (6")	LNFT	0.38
PAVEMENT MARKING (PAINT) (YELLOW) (12")	LNFT	3.00
PAVEMENT MARKING (PATTERNED COLD PLASTIC) (BLACK) (6")	LNFT	5.82
PAVEMENT MARKING (PATTERNED COLD PLASTIC) (WHITE) (6")	LNFT	6.93
PAVEMENT MARKING (PATTERNED COLD PLASTIC) (WHITE) (8")	LNFT	10.00
PAVEMENT MARKING (PATTERNED COLD PLASTIC) (YELLOW) (4")	LNFT	3.94
PAVEMENT MARKING (PATTERNED COLD PLASTIC) (YELLOW) (6")	LNFT	4.75
PAVEMENT MARKING (PATTERNED COLD PLASTIC) (YELLOW) (12")	LNFT	8.00
PAVEMENT MARKING (PREFORMED THERMOPLASTIC) (WHITE) (4")	LNFT	0.60
PAVEMENT MARKING (PREFORMED THERMOPLASTIC) (WHITE) (6")	LNFT	1.50
PAVEMENT MARKING (PREFORMED THERMOPLASTIC) (WHITE) (12")	LNFT	9.49
PAVEMENT MARKING (PREFORMED THERMOPLASTIC) (WHITE) (24")	LNFT	19.67
PAVEMENT MARKING (PREFORMED THERMOPLASTIC) (YELLOW) (4")	LNFT	0.60
PAVEMENT MARKING (PREFORMED THERMOPLASTIC) (YELLOW) (12")	LNFT	15.00
PAVEMENT MARKING (TEMP) (BROKEN) (LINE MASKING TAPE)	STAL	217.94

PAVEMENT MARKING (TEMP) (SOLID) (LINE MASKING TAPE)	STAL	230.75
PAVEMENT MARKING (TEMP) (SYMBOL) (TYPE I)	EACH	115.15
PAVEMENT MARKING (TEMP) (SYMBOL) (TYPE II)	EACH	153.07
PAVEMENT MARKING (TEMP) 4" BROKEN (3')(TYPE I)	STAL	9.93
PAVEMENT MARKING (TEMP) 4" BROKEN (3')(TYPE II)	STAL	6.46
PAVEMENT MARKING (TEMP) 4" BROKEN (8') (TYPE II)	STAL	12.28
PAVEMENT MARKING (TEMP) 4" BROKEN (8')(TYPE I)	STAL	30.44
PAVEMENT MARKING (TEMP) 4" DOTTED EXTENSION (TYPE I)	STAL	69.98
PAVEMENT MARKING (TEMP) 4" DOTTED EXTENSION (TYPE II)	STAL	20.40
PAVEMENT MARKING (TEMP) 4" SOLID (TYPE I)	STAL	122.61
PAVEMENT MARKING (TEMP) 4" SOLID (TYPE II)	STAL	57.52
PAVEMENT MARKING (THERMOPLASTIC) (WHITE) (4")	LNFT	1.26
PAVEMENT MARKING (THERMOPLASTIC) (WHITE) (6")	LNFT	0.71
PAVEMENT MARKING (THERMOPLASTIC) (WHITE) (8")	LNFT	1.10
PAVEMENT MARKING (THERMOPLASTIC) (WHITE) (12")	LNFT	2.15
PAVEMENT MARKING (THERMOPLASTIC) (WHITE) (24")	LNFT	20.00
PAVEMENT MARKING (THERMOPLASTIC) (YELLOW) (4")	LNFT	0.60
PAVEMENT MARKING (THERMOPLASTIC) (YELLOW) (6")	LNFT	0.81
PAVEMENT MARKING (THERMOPLASTIC) (YELLOW) (12")	LNFT	2.82
PAVEMENT MARKING REMOVAL	LNFT	0.42
PAVEMENT MARKING SYMBOL (PAINT) (WHITE) (HANDICAP)	EACH	430.00
PAVEMENT MARKING SYMBOL (PAINT) (WHITE) (LEFT ARROW)	EACH	94.62
PAVEMENT MARKING SYMBOL (PAINT) (WHITE) (ONLY)	EACH	300.00
PAVEMENT MARKING SYMBOL (PAINT) (WHITE) (RIGHT ARROW)	EACH	85.00
PAVEMENT MRK SYM (COLD PLASTIC) (WHITE) (LEFT ARROW)	EACH	551.00
PAVEMENT MRK SYM (COLD PLASTIC) (WHITE) (RAILROAD X-ING)	EACH	956.00
PAVEMENT MRK SYM (COLD PLASTIC) (WHITE) (RIGHT ARROW)	EACH	556.00
PAVEMENT MRK SYM (INTERSECTION GRADE) (HIGHWAY SHIELD)	EACH	2,408.44
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (AHEAD)	EACH	438.95
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (BICYCLE)	EACH	336.91
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (EAST)	EACH	701.03
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (EXIT)	EACH	415.63
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (HANDICAP)	EACH	319.31
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (LEFT ARROW)	EACH	263.75
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (LT & RT)	EACH	441.33
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (NORTH)	EACH	579.96
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (ONLY)	EACH	378.74
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (RT ARROW)	EACH	263.44
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (SHARROW)	EACH	366.02
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (SOUTH)	EACH	600.00
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (SPECIAL)	EACH	781.88
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (STOP)	EACH	424.06
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (THRU ARROW)	EACH	206.35
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (U-TURN)	EACH	464.49
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (WEST)	EACH	612.49
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (X-ING)	EACH	1,196.43
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) (YIELD)	EACH	268.54
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) BUS	EACH	450.00
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) THRU-LT ARROW	EACH	430.89
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE) THRU-RT ARROW	EACH	435.21
PAVEMENT MRK SYM (INTERSECTION GRADE) (WHITE)(RAILROAD XING)	EACH	1,222.57
PAVEMENT MRK SYM (INTERSECTION GRADE)(WHITE)MERGE LEFT ARROW	EACH	602.58
PAVEMENT MRK SYM (INTERSECTION GRADE)(WHITE)MERGE RIGHT ARROW	EACH	738.33
PAVEMENT MRK SYM (PATTERNED COLD PLASTIC)(WHITE) BICYCLE	EACH	608.35
PAVEMENT MRK SYM (PATTERNED COLD PLASTIC)(WHITE) LEFT ARROW	EACH	525.39
PAVEMENT MRK SYM (PREFORMED THERMOPLASTIC) HIGHWAY SHIELD	EACH	2,500.00
PAVEMENT MRK SYM(PREFORMED THERMOPLASTIC) WH MERGE LT ARROW	EACH	606.67
PAVEMENT MRK SYM(PREFORMED THERMOPLASTIC) WH THRU-LEFT ARROW	EACH	372.50
PAVEMENT MRK SYM(PREFORMED THERMOPLASTIC) WH THRU-RT ARROW	EACH	350.00
PAVEMENT MRK SYM(PREFORMED THERMOPLASTIC) WHITE BUS	EACH	433.33
PAVEMENT MRK SYM(PREFORMED THERMOPLASTIC) WHITE LEFT ARROW	EACH	239.59
PAVEMENT MRK SYM(PREFORMED THERMOPLASTIC) WHITE ONLY	EACH	428.13

PAVEMENT MRK SYM(PREFORMED THERMOPLASTIC) WHITE RIGHT ARROW	EACH	239.65
PAVEMENT MRK SYM(PREFORMED THERMOPLASTIC) WHITE THRU ARROW	EACH	350.00
PORTABLE CHANGEABLE MESSAGE SIGN	EADA	11.80
PORTABLE RADAR SPEED SIGN	EADA	30.12
RUMBLE STRIPS (MILLED) (ASPHALT)	STA.	13.64
RUMBLE STRIPS (MILLED) (ASPHALT) (CENTERLINE)	STA.	17.19
SIDEWALK CONSTRUCTION (4")	SQYD	130.54
SIDEWALK CONSTRUCTION (4") (AE)	SQYD	60.59
SIDEWALK CONSTRUCTION (5") (AE)	SQYD	51.49
SIDEWALK CONSTRUCTION (6") (AE)	SQYD	61.15
SIDEWALK CONSTRUCTION (8") (AE)	SQYD	64.99
SIDEWALK RAMP	SQYD	190.99
SIDEWALK RAMP (DETECTABLE WARNING)	SQYD	576.78
SIGN (FLAT SHEET) (HIGH PERFORMANCE)	SQFT	22.17
SIGN POST (1-3/4" PERFORATED SQUARE STEEL TUBE)	LNFT	8.22
SIGN POST (2 LB/FT "U" STEEL)	LNFT	15.15
SIGN POST (2" PERFORATED SQUARE STEEL TUBE)	LNFT	6.96
SIGN POST (2-1/2" PERFORATED SQUARE STEEL TUBE)	LNFT	5.62
SIGN POST (2-1/4" PERFORATED SQUARE STEEL TUBE)	LNFT	8.17
SIGN POST (4" X 6" WOOD) (FLAT SHEET SIGN)	LNFT	15.72
SIGN POST FOOTING (1-3/4" PERFORATED SQUARE STEEL TUBE)	EACH	70.60
SIGN POST FOOTING (2" PERFORATED SQUARE STEEL TUBE)	EACH	66.20
SIGN POST FOOTING (2-1/2" PERFORATED SQUARE STEEL TUBE)	EACH	92.92
SIGN POST FOOTING (2-1/4" PERFORATED SQUARE STEEL TUBE)	EACH	70.62
SIGN POST FOOTING (18" WOOD POST CONCRETE)	LNFT	264.38
SIGNING DELINEATOR (TYPE A) (BRACKET MOUNT) (WHITE)	EACH	176.88
SIGNING DELINEATOR (TYPE A) (BRACKET MOUNT) (YELLOW)	EACH	175.00
SIGNING DELINEATOR (TYPE A) (WHITE FLEX) (B-B) (TY I ANCHOR)	EACH	35.86
SIGNING DELINEATOR (TYPE A) (WHITE FLEXIBLE) (TYPE 1 ANCHOR)	EACH	72.59
SIGNING DELINEATOR (TYPE A) (WHITE FLEXIBLE) (TYPE 3 ANCHOR)	EACH	124.60
SIGNING DELINEATOR (TYPE A) (WHITE RIGID "U" POST)	EACH	57.76
SIGNING DELINEATOR (TYPE A) (WHITE RIGID "U" POST) (B-B)	EACH	55.63
SIGNING DELINEATOR (TYPE A) (YELLOW FLEX) (B-B)(TY 3 ANCHOR)	EACH	130.67
SIGNING DELINEATOR (TYPE A) (YELLOW FLEX) (TY 1 ANCHOR)	EACH	94.21
SIGNING DELINEATOR (TYPE A) (YELLOW FLEX) (TY 3 ANCHOR)	EACH	90.04
SIGNING DELINEATOR (TYPE A) (YELLOW RIGID "U" POST)	EACH	56.22
SIGNING DELINEATOR (TYPE B) (BRACKET MOUNT) (WHITE)	EACH	175.00
SIGNING DELINEATOR (TYPE B) (WHITE FLEXIBLE) (TYPE 1 ANCHOR)	EACH	101.34
SIGNING DELINEATOR (TYPE B) (WHITE FLEXIBLE) (TYPE 3 ANCHOR)	EACH	104.25
SIGNING DELINEATOR (TYPE B) (WHITE RIGID "U" POST)	EACH	65.23
SIGNING DELINEATOR (TYPE B) (YELLOW FLEXIBLE) (TY 1 ANCHOR)	EACH	105.00
SIGNING DELINEATOR (TYPE B) (YELLOW FLEXIBLE) (TY 3 ANCHOR)	EACH	132.51
SIGNING DELINEATOR (TYPE B) (YELLOW RIGID "U" POST)	EACH	78.92
SIGNING OBJECT MARKER (TYPE 2)	EACH	92.71
SIGNING OBJECT MARKER (TYPE 2) (DOUBLE)	EACH	105.09
SIGNING OBJECT MARKER (TYPE 3)	EACH	122.00
SIGNING OBJECT MARKER (TYPE 3) (DOUBLE)	EACH	149.97
TRAFFIC SIGNAL	LS	304,852.74

SAFE STREETS 4 ALL
El Dorado, Kansas



EL DORADO
KANSAS

TO: City Commission
FROM: Scott Rickard
SUBJ: Consideration of the approval of the Kansas Department of Transportation (KDOT) Transportation Alternatives Grant Application for the 12th Avenue bike path
DATE: April 20, 2026

Summary:
The City Commission reviewed the 12th Avenue Bike Path concept at 3 previous work sessions. The Commission has also previously expressed support for including pedestrian accommodations on the 12th Avenue bridge replacement. KDOT has since reviewed the City's concept submittal for the Transportation Alternatives Program, found the project eligible, and invited the City to submit a full application by May 15, 2026.

The project is intended to address the gap that will remain after the bridge is rebuilt by connecting the new crossing to the existing path near Jason Drive, the Walnut River Sports Complex, and onward access toward El Dorado Lake and the State Park. The corridor has limited shoulder width, a posted speed of 45 mph, and is not well suited for pedestrians or inexperienced cyclists in its current condition.

At the Commission's direction, staff had JEO complete additional concept work and evaluate alignment options. Staff have also continued outreach with adjacent property owners. Advancing the application at this time would allow the City to compete for Transportation Alternatives funding while continuing to refine final design details if the project is selected.

Attachments:
1. KDOT TA RESOLUTION

Funding Source:
This item most directly supports the Commission's Infrastructure priority. The proposed bike path would improve transportation connectivity, expand multimodal access, and address a documented gap between the 12th Avenue bridge corridor, existing trail facilities, recreational assets, and El Dorado Lake area destinations.

The item also supports Downtown and Economic Development indirectly by improving community access, quality of life, and recreational connectivity that contribute to the overall attractiveness of El Dorado as a place to live, visit, and invest. The project is also consistent with the City's prior transportation planning efforts and the Commission's previous direction to pursue safer pedestrian accommodation in the 12th Avenue corridor.

Operation Impact:
Transportation Alternatives is a reimbursement based federal aid program administered by KDOT. If awarded, the City would be responsible for the required local match, project development costs not covered by the program, and long term maintenance of the completed facility. Submission of the application does not immediately commit construction funds, but it does position the City to compete for outside funding for a project.

Options/Alternatives:
Do not authorize submission of the application at this time. This would maintain the status quo and avoid local match and project obligations for now, but it would also leave the existing corridor gap unresolved and likely require a greater local funding commitment if the City wants to pursue the project later without grant assistance.

Staff Recommendation:
Staff recommends approval of a resolution authorizing submission of the Transportation Alternatives application for the 12th Avenue Bike Path.

Commission Action:
Commissioner _____ moved to adopt a Resolution authorizing submission of the Transportation Alternatives application for the 12th Avenue Bike Path.

Commissioner _____ seconded the motion.

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION WITH THE KANSAS DEPARTMENT OF TRANSPORTATION FOR TRANSPORTATION ALTERNATIVES PROGRAM FUNDING FOR THE 12TH AVENUE BIKE PATH PROJECT, COMMITTING THE CITY'S REQUIRED LOCAL MATCH AND OTHER PROJECT COST RESPONSIBILITIES, AND COMMITTING TO THE OPERATION AND MAINTENANCE OF THE PROJECT

WHEREAS, the Kansas Department of Transportation has opened the Transportation Alternatives Program for eligible bicycle, pedestrian, and other transportation related improvement projects; and

WHEREAS, the City of El Dorado, Kansas desires to submit an application for Transportation Alternatives Program funding for the 12th Avenue Bike Path project; and

WHEREAS, the proposed project is intended to improve pedestrian and bicycle connectivity in the 12th Avenue corridor, including connection to the 12th Avenue bridge pedestrian accommodation, nearby existing trail facilities, the Walnut River Sports Complex, and access toward El Dorado Lake and the State Park; and

WHEREAS, the City Commission finds that submission of the application is in the public's interest and consistent with the City's transportation and safety planning efforts; and

WHEREAS, as part of the application and, if awarded, project development, the City is required to provide evidence of local financial commitment and long-term maintenance responsibility.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF EL DORADO, KANSAS:

Section 1. Authorization to Apply.
The City Commission hereby authorizes the filing and submission of an application to the Kansas Department of Transportation for Transportation Alternatives Program funding for the 12th Avenue Bike Path project, together with such supporting materials, exhibits, letters, certifications, and related application documents as may be necessary or advisable.

Section 2. Local Match and Project Cost Responsibility.
The City of El Dorado hereby acknowledges and commits that, if the project is selected for funding, the City will provide the required local cash match for the participating project costs, in an amount not less than twenty percent, and will be responsible for all non-participating costs, ineligible expenses, and any project costs exceeding the amount of grant funds awarded.

Section 3. Budget Commitment.
The City Commission acknowledges and commits that the City will make funds available in its budget, as needed and subject to lawful appropriation, to pay project costs required to be advanced or otherwise borne by the City in connection with the project.

Section 4. Operation and Maintenance.
The City of El Dorado hereby commits to the operation and maintenance of the completed project for the useful life of the improvement, if the project is awarded and constructed.

Section 5. Effective Date.
This Resolution shall take effect and be in full force from and after its adoption.

ADOPTED by the City Commission of the City of El Dorado, Kansas, this 20th day of April 2026.

CITY OF EL DORADO, KANSAS

_____
Bill Young, Mayor

ATTEST:

_____
Emerald Vetch, City Clerk

EL DORADO
KANSAS

TO:	City Commission
FROM:	Scott Rickard
SUBJ:	Consideration of a motion to approve a Notice of Reimbursement Interest for public infrastructure for the Greens at Prairie Trails, 2nd Addition, in the City of El Dorado, Kansas
DATE:	April 20, 2026

Summary:
Greens at Prairie Trails 2nd Addition is the remaining unimproved phase of the Prairie Trails development area. The City has incurred consultant and related project review costs associated with this area, and additional work may continue while final development and reimbursement documents are still being negotiated.

At the prior work session, staff presented the concept of using an interim instrument to help protect the City's reimbursement interest while the final package of development-related documents is still being worked through. The intent is to provide a recorded notice of the City's interest without waiting until every related agreement and authorization is fully finalized.

This approach is intended to serve as an interim step only. It would not replace the need for a development agreement or other future approvals, nor would it constitute approval of any final plat, permit, CID, RHID, reimbursement agreement, or other authorization that may later be required. Those items would still come back separately as needed.

Attachments:
1. Greens at Prairie Trails Reimb. Interest (003)

Funding Source:
This item most directly supports the Commission's Housing and Infrastructure priorities. Greens at Prairie Trails 2nd Addition is part of a larger development area tied to future residential growth, and this action is intended to help preserve the City's position as infrastructure planning, reimbursement discussions, and related development documents move forward.

The item also supports sound fiscal and project management practices by helping document the City's reimbursement interest while final agreements are still being developed. Although this action is administrative and interim in nature, it is consistent with the City's broader development planning efforts and with the Commission's interest in facilitating responsible growth while protecting the City's financial position.

Operation Impact:
The consultant cost currently tied to this matter is approximately $58,900, plus reimbursable expenses. Authorizing the interim notice does not create a new funding obligation, but it does help preserve the City's ability to document and protect its reimbursement interest while final terms are still being developed.

Options/Alternatives:

1. Defer action and direct staff to return with additional revisions or a more complete reimbursement framework. This option would allow more time to refine the interim instrument or coordinate it with the broader development package, but it would delay the City's ability to formally document its reimbursement interest in the meantime.
2. Take no action at this time and continue working only toward the final development and reimbursement documents. This would avoid adding an interim recorded instrument, but it would also leave the City without this additional level of interim protection while negotiations and final authorizations continue.

Staff Recommendation:
Staff recommends authorizing the City Manager, with owner's consent, to enter into and record a Notice of Reimbursement Interest and Conditional Release for Greens at Prairie Trails 2nd Addition.

Commission Action:
Commissioner _____ moved to authorize the City Manager, with the owner's consent, to enter into and record a Notice of Reimbursement Interest and Conditional Release for the Greens at Prairie Trails, 2nd Addition.

Commissioner _____ seconded the motion.

NOTICE OF CITY REIMBURSEMENT INTEREST AND CONDITIONAL RELEASE

THIS NOTICE OF CITY REIMBURSEMENT INTEREST AND CONDITIONAL RELEASE is made this ___ day of _____, 2026, by _____, Owner, for the benefit of the City of El Dorado, Kansas, a municipal corporation, hereinafter "City."

1. **Property.** This instrument applies to all platted lots within The Greens at Prairie Trails 2nd Addition, Butler County, Kansas, as shown on the recorded Final Plat of The Greens at Prairie Trails 2nd Addition, together with any related replat of the same property or portion thereof, unless and until released by the City.

2. **Background**
   A. Owner is pursuing development of The Greens at Prairie Trails 2nd Addition.
   B. Public infrastructure and related design work are required to serve the addition, including but not limited to streets, water, sanitary sewer, storm drainage, grading, and related improvements.
   C. The City has advanced, or may advance, engineering, surveying, design, and related reimbursable costs for the benefit of the property prior to final approval and execution of a development agreement and related project authorizations.
   D. The City desires to place the public and all successors in title on notice of its reimbursement interest in the property until such time as the City's costs are repaid or otherwise addressed through an approved development agreement or other authorized reimbursement mechanism.

3. **City Reimbursement Interest.** Owner acknowledges and agrees that the City has a reimbursement interest in and against all platted lots within The Greens at Prairie Trails 2nd Addition (the "Property") to secure repayment of engineering, surveying, design, and related reimbursable costs advanced by the City for the benefit of the development.

   The reimbursement interest constitutes a charge against the Property and shall run with the land until released of record by the City as provided herein.

   The reimbursement interest secures the City's advanced costs in an amount not to exceed Fifty-Eight Thousand Nine Hundred Dollars ($58,900.00), together with additional reimbursable costs incurred by the City and authorized in writing by the Owner or approved as part of a subsequent development agreement or project

authorization. The City may update the total reimbursable amount from time to time by recording a written notice reflecting such additional costs.

4. **Costs Covered.** This reimbursement interest shall secure the City's right to reimbursement for the following costs (collectively, the "Reimbursable Costs"):
   A. Engineering and design costs advanced by the City for the development,
   B. Surveying and easement related costs advanced by the City for the development,
   C. Reimbursable expenses billed in connection with such work, and
   D. Any other specifically authorized project initiation costs later agreed to in writing.
   E. Upon reasonable request, the City shall provide a summary of Reimbursable Costs incurred.

5. **Duration.** This instrument shall remain in full force and effect against all covered lots until the earliest of the following:
   A. The City has been reimbursed in full for all amounts secured by this instrument,
   B. Execution of a development agreement and related project authorization documents that address reimbursement and provide for release of this instrument, or
   C. The City records a release of this instrument, in whole or in part.

The City may, in its discretion, execute and record partial releases of this instrument with respect to individual lots or portions of the Property upon recipe of payment reasonably attributable to such lot or portion, or as otherwise provided in an approved development agreement.

6. **Binding Effect.** This instrument shall be binding upon and inure to the benefit of the Owner and the City and their respective heirs, successors, assigns, purchasers, lenders, and shall run with the land and released of record by the City.

7. **No Waiver of City Authority.** Nothing in this instrument shall be construed as:
   A. Obligating the City to approve any plat, plan, permit, development agreement, CID, RHID, or other project authorization,
   B. Limiting the City's discretion in reviewing future approvals related to the development, or
   C. Waiving any other rights or remedies available to the City under law, equity, ordinance, contract, or development agreement.

8. **Condition to Development Approvals**. The reimbursement obligations described herein shall be addressed to the satisfaction of the City as a condition to approval of final plats, issuance of building permits, or other development approvals, unless otherwise provided in a development agreement approved by the City.

9. **Future Agreement Controls.** If the City and Owner later enter into a development agreement, RHID related reimbursement document, CID related agreement, or other approved reimbursement mechanism, the terms of that later agreement shall control the final reimbursement obligations, security, timing, and release conditions, and the City may thereafter amend or release this instrument accordingly.

10. **Recording.** Owner acknowledges and agrees that this instrument may be recorded with the Butler County Register of Deeds for the purpose of providing notice of the City's reimbursement interest pending finalization of the development agreement and related project authorizations.

OWNER:

_____ Date: _____

Printed Name: _____

Title: _____

State of Kansas §
County of Butler §

BE IT REMEMBERED, that on this _____ day of _____, 2026, before me the undersigned, a notary public in and for said County and State, came _____, Owner of _____ who is known to be the same person(s) duly acknowledged the execution of the same.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my seal, the day and year last above written.

_____
Notary Public

My appointment expires: _____

CITY OF EL DORADO, KANSAS

_____ Date: _____
David, B. Diller, City Manager

ATTEST:

_____ Date: _____
Emerald Veatch, City Clerk

APPROVED AS TO FORM:

_____ Date: _____
Ashlyn Lindskog, City Attorney

EL DORADO
KANSAS

TO: City Commission
FROM: David Dillner, City Manager
SUBJ: Consideration of a Resolution Adopting a Speculative Building Policy for the City of El Dorado, Kansas
DATE: April 20, 2026

Background:

A speculative building policy is an economic development tool intended to encourage the construction of commercial and industrial buildings without a pre-committed tenant. Under this approach, a developer constructs a “spec building” based on anticipated market demand, and the community provides targeted incentives to offset the financial risk associated with building without a guaranteed occupant. In return, the developer actively markets the building to prospective tenants, allowing the community to respond more quickly to business recruitment opportunities.

The need for a speculative building policy is driven by the realities of modern site selection. Businesses, especially those in industrial, logistics, and light manufacturing sectors, often operate on accelerated timelines and prefer sites that are “shovel-ready” or include an existing building that can be occupied quickly. Communities that lack available building inventory are frequently eliminated early in the selection process, regardless of their strengths in infrastructure, workforce, or location. As a result, the absence of move-in-ready space can serve as a barrier to economic growth and limit the City’s ability to attract new investment and jobs. This has recently been the case in El Dorado as several projects seeking existing buildings elected to pursue alternate locations because of a lack of available buildings.

In addition, speculative development helps address local market gaps. In many smaller or mid-sized communities, private developers are hesitant to construct commercial or industrial buildings without tenant commitments due to financing constraints and lease-up risk. This creates a cycle where buildings are not constructed because there are no tenants, and tenants do not locate in the community because there are no buildings. A speculative building policy is intended to intervene in this cycle by reducing upfront risk and creating a pathway for initial development that can catalyze additional private investment over time.

The policy establishes eligibility criteria and program requirements for participation, including building size, design standards, location considerations, and alignment with the City’s economic development goals. It also outlines the types of incentives that may be offered, which can include property tax abatements, fee waivers, or other financial tools authorized by state law. These incentives are structured to encourage timely construction, active marketing of the property, and eventual occupancy, while protecting the City’s financial interests.

Ultimately, the purpose of the speculative building policy is to position the City to compete more effectively for business investment, support the development of its commercial and industrial areas, and stimulate long-term economic growth. By facilitating the construction of market-ready buildings, the City can move from a reactive posture to a more proactive strategy and ensure that when opportunity knocks, there is a door ready to open.

Attachments:

1. Speculative Building Policy Resolution

Advisory Board Recommendation:
Not applicable, although the City did solicit input from commercial and industrial contractors in the region and its commercial real estate agent to develop the proposed policy.

Policy Issue:
Should the City provide a property tax incentive to facilitate speculative development of commercial and industrial buildings? The City's business park has not had any new development for a number of years. Part of the reason for this lack of development is El Dorado's distance from the Wichita metropolitan growth area. The proposed incentive attempts to reduce the risk to developers of constructing commercial or industrial buildings without tenants beyond this growth area. The incentive also encourages developers to actively market and sign tenants or sell buildings before the incentive ends.

The City of El Dorado has previously had a speculative building policy, although it expired several years ago and has not been renewed. Other communities in south central Kansas have implemented their own speculative building policies to achieve the development of commercial and industrial buildings in their respective jurisdictions. The proposed policy used these communities' policies to establish a framework that was customized to facilitate a competitive environment in El Dorado.

Fiscal Impact:
The proposed policy does not have a direct fiscal impact on the City's budget. Properties that would be targeted by this policy currently do not have buildings available for occupancy. Therefore, property taxes on the targeted tracts are limited to vacant land valuations. Providing a property tax incentive to encourage the development of commercial or industrial buildings requires the City to temporarily surrender property tax revenues generated by such development. The City (and other local taxing jurisdictions) will benefit from increased property taxes once the property reaches the end of the incentive period of ten years. These would be new property taxes that would likely not have otherwise been received but for the incentive to facilitate the development.

Trade-Offs:
A **trade-off** in policy development refers to when decision-makers must balance competing interests or priorities. Decisions often require choosing between certain interests or priorities. Municipal governments face limited resources—like budget, time, public support, or capacity—so strategic choices are necessary to make the most transformative investments with public resources. For example, allocating funds or staff time to one priority means that another priority will receive less resources.

Providing a property tax incentive to facilitate the development of commercial or industrial buildings means the City (and other local taxing jurisdictions) will temporarily forego property tax revenue for a future increased value that will generate more property taxes than are presently generated by a site. The trade-off to implementing this policy is to continue to allow the market to develop existing commercial and industrial sites, while receiving low amounts of associated property taxes from vacant and underutilitized land designated for such opportunities.

Staff Recommendation:
The City Manager recommends approval of a Speculative Building Policy to facilitate development within the City's designated Business Park and industrial growth areas.

Commission Action:
Commissioner ___ moved to approved a resolution adopting a Speculative Building Policy for the City

of El Dorado, Kansas.

Commissioner ___ seconded the motion.

CITY OF EL DORADO, KANSAS

RESOLUTION NO. ___

A RESOLUTION ADOPTING A SPECULATIVE BUILDING POLICY FOR THE CITY OF EL DORADO, KANSAS

WHEREAS, the City Commission of the City of El Dorado, Kansas, recognizes the importance of establishing clear and consistent policies to incentivize speculative commercial and industrial projects to advance the City's economic development goals; and

WHEREAS, the City Commission periodically adopts new policies or revises existing policies to improve efficiency, accountability, and service delivery in accordance with the City's mission and values; and

WHEREAS, the Speculative Building Policy has been prepared to provide guidance and transparency with respect to the City's incentives for speculative construction of commercial and industrial buildings; and

WHEREAS, the City Commission finds that adoption of the policy serves the public interest and promotes the economic development goals of the City of El Dorado.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF EL DORADO, KANSAS:

1. **Adoption.** The City Commission hereby adopts the document entitled the Speculative Building Policy ("Policy"), attached hereto as *Exhibit A*, as the official policy of the City of El Dorado, Kansas.
2. **Purpose.** The purpose of this Policy is to establish an incentive to encourage speculative building of commercial or industrial buildings to advance the City's economic development interests.
3. **Supersession.** This Resolution supersedes any prior resolutions or policies that conflict with the provisions of the adopted Policy.
4. **Implementation.** The City Manager, or their designee, is hereby authorized and directed to implement the provisions of the Policy and ensure compliance by all applicable departments and personnel.
5. **Effective Date.** This resolution shall be in full force and effect from and after its adoption by the City Commission.

ADOPTED by the City Commission of the City of El Dorado, Kansas, this 20th day of April, 2026.

ATTEST:

_____ _____

Bill Young, Mayor Emerald Veatch, City Clerk

Exhibit A

Speculative Building Policy

Established: April 20, 2026

1. **Purpose.**
   The goal of this program is to promote the development of commercial and industrial buildings within the corporate limits of the City of El Dorado to advance the economic development interests of the City and to create opportunities for business recruitment and expansion.

2. **Definitions.**
   a. **"Application Approval Date"** shall mean the date on which the City Commission formally approves participation in the Policy through adoption of a resolution authorizing issuance of Industrial Revenue Bonds and execution of a Development Agreement.

   b. **"Certificate of Occupancy"** shall mean a legal document issued by the City building or zoning official certifying that a building or structure is safe, properly inspected, and compliant with all building codes and safety regulations. It officially confirms the property is suitable for habitation or commercial use.

   c. **"City Commission"** shall mean the governing body of the City of El Dorado, Kansas.

   d. **"Commencement of Construction"** shall mean the date at which a building permit is issued for the project and evidence of physical site work within thirty (30) days from the date of the issuance of the building permit.

   e. **"Cure Period"** shall mean a reasonable period, not less than thirty (30) days unless otherwise specified in the Development Agreement, during which a property owner may remedy non-compliance after receiving written notice from the City.

   f. **"Developer"** shall mean any individual, partnership, limited liability company, corporation, or other legal entity that applies for and receives approval to construct and own a speculative building under this Policy, and that is a party to a Development Agreement with the City.

   g. **"Development Agreement"** shall mean a written agreement between the City and the Developer, approved by the City Commission, that sets forth the rights, obligations, performance requirements, reporting requirements, compliance standards, and enforcement provisions associated with participation in this Policy.

   h. **"Industrial Revenue Bond"** shall mean a bond issued by the City pursuant to K.S.A. 12-1740 et seq., as amended, for the purpose of financing the acquisition, construction, or improvement of commercial or industrial facilities, whereby the City holds title to the project for the duration of the bond term to provide property tax abatement as permitted by Kansas law and applicable local policies.

   i. **"Kansas Open Meetings Act"** shall mean K.S.A. 75-4317 et seq., as amended, which requires that meetings for the conduct of governmental business be open to the public unless otherwise specifically provided by law.

j. **"Leased Square Footage"** shall mean the portion of the total gross building area subject to a written lease agreement with a tenant.

k. **"Minimum Industrial or Commercial Site Standards"** shall mean development standards established by the City including, but not limited to, zoning classification, access to public infrastructure (i.e., water, sewer, and street access), minimum lot size, stormwater management compliance, and any adopted site readiness criteria.

l. **"Occupied Space"** shall mean square footage subject to an executed lease agreement or ownership transfer to a third party actively conducting business operations within the building.

m. **"Speculative Building"** shall mean an industrial or commercial building that does not have a commitment from a tenant at the time construction commences.

3. Policy.

The City will grant a five-year, 95% property tax abatement for speculative buildings conforming to the criteria specified in this Policy. Buildings with a minimum of 75% occupied space after the initial five years will receive an additional five years of abatement under this Policy.

Buildings with less than 50% occupied space after five years shall receive a five-year, 75% property tax abatement for the remainder of the incentive term. The City will consider properties leased or sold as equal for purposes of this Policy.

Years	Occupancy	Abatement Percentage
Years 1-5	No occupancy requirement	95%
Years 6-10	Greater than or equal to 50% occupied	95%
Years 6-10	Less than 50% occupied	75%

Occupancy levels for purposes of determining Years 6–10 abatement eligibility shall be measured as of the fifth anniversary of the Certificate of Occupancy issuance date. Continued eligibility for the 95% abatement through Years 6–10 shall require annual verification of maintaining at least 75% Occupied Space.

4. Criteria.

Commercial and industrial projects complying with the following criteria will be considered eligible for participation in this program.

a. Building Size: Building size requirements shall vary by product type as follows:

1. Industrial or Warehouse Buildings: Minimum construction of 30,000 square feet of occupiable, under-roof space with a minimum ceiling height of twenty-eight (28) feet and a building span of thirty (30) feet.

2. Flex or Small Bay Buildings: Minimum construction of 12,000 square feet of occupiable, under-roof space. Such buildings should be designed to allow for the subdivision of the building into bays generally ranging from 3,000 to 6,000 square feet where supported by the market and site layout.

3. Office or Office-Warehouse Buildings: Minimum construction of 10,000 square feet of occupiable, under-roof space, where the applicant demonstrates the project is appropriate for the site and consistent with the City's economic development goals.

4. Alternates: The City Commission may approve alternative dimensional standards where the applicant demonstrates the proposed building is right-sized for the property and represents the highest and best use of the site.

b. Building Composition: Concrete tilt construction is the preferred construction method for buildings, although other construction methods may receive the incentive if the applicant demonstrates an economic justification for varying construction methods. Buildings should include an architectural façade on all public street frontage and exterior design appropriate to the intended building type, location, and market positioning.

c. Building Purpose: Structures shall be used for approved uses within the applicable zoning district per the City's Zoning Regulations. Buildings shall include a minimum of at least 20% of the square footage for office or flexible built space. The City Manager may grant an administrative waiver of this requirement based on market demand. Administrative waivers shall be limited to technical or market-based adjustments and shall not materially alter the incentive structure. Building layout and finish shall be appropriate to the product type and intended market.

1. Industrial or Warehouse Buildings shall not be required to include a minimum office percentage, provided the office area is adequate to support the intended use.

2. Flex or Small Bay Buildings shall include a target of 15% to 20% of the square footage for office or finished flexible space, unless modified by the City Commission based on demonstrated market demand.

3. Office or Office-Warehouse Buildings shall include finished office space appropriate to the intended tenant mix and site.

4. Applicants shall provide a written statement describing the intended tenant profile, market rationale, and why the proposed building is right-sized for the property and consistent with the highest and best use of the site.

d. Building Location: Developers seeking to participate in this program must locate on sites that meet minimum industrial or commercial site standards as determined by the City.

e. Finance: The developer must finance buildings using industrial revenue bonds to participate in the program. Applicants pay all applicable fees for the issuance of industrial revenue bonds.

f. Subleases: All leases or sales involving a material change of use executed during the effective period of the property's participation shall require written approval by the City Manager.

g. Term: The total term of the tax abatement for any speculative building shall not exceed ten years.

h. Timeframe: Construction must commence within thirty (30) days of approval of an application to participate in the program. Construction must receive a certificate of occupancy no later than eighteen months from the application approval date to remain eligible for the incentive. Failure to meet commencement or certificate of occupancy deadlines shall result in automatic termination of incentive eligibility unless extended by the City Commission for good cause shown.

i. Eligibility: Eligibility for all incentives under this Policy is contingent upon issuance of Industrial Revenue Bonds and execution of a Development Agreement.

5. **Building Permit and Utility Fees.** All buildings participating in this program shall be exempt from building permit fees as required by Municipal Code. All buildings participating in this program shall be exempt from applicable water connection fees and sanitary sewer tap fees as otherwise required by Municipal Code or other regulations or policy, respectively. Nothing in this policy shall preclude the property owner from paying any applicable utility rate charged for the provision of service after a service connection is made.

6. **Regulatory Compliance.** Participants agree to comply with all applicable local regulations and ordinances, except those expressly waived by this Policy. Buildings must be used for lawful purposes consistent with federal, state, and local law.

7. **Transparency.** Property owners agree that participation in this program is subject to public disclosure according to the Kansas Open Records Act. The City will disclose participation of all participants on the City's website and the Kansas Department of Commerce's transparency website.

8. **Transferability.** The incentive provided by this program shall transfer upon the sale of the property to the purchasing party with the number of years remaining during the effective period of the incentive. Transfer to another party shall be contingent upon the assumption of the Development Agreement by the third party and continued compliance with the terms and conditions thereof.

9. **Reporting.** Participants shall provide annual occupancy and compliance reports to the City to verify continued eligibility.

10. **Clawback Provision.** Property owners not complying with the provisions of this Policy shall be removed from participation in the program. The City shall notify non-compliant property owners by first-class mail of such non-compliance, specifying the reasons for non-compliance and providing for a period to cure the identified issues to the satisfaction of the City. Failure to cure the identified issues by the cure date shall require the City Commission to remove the property from continued participation in the program. The Development Agreement may require repayment of abated taxes or imposition of penalties in the event of material breach, fraud, or misrepresentation.

11. **Developer Agreement.** The City will prepare a Development Agreement memorializing the terms and conditions of both parties with respect to the administration of this Policy. The agreement will be subject to the review and approval of the City Commission in an open, public meeting.

12. **Sunset.** The Policy will expire five years after its adoption unless otherwise extended or amended by the City Commission. This will provide the City Commission with an opportunity to review the

program to determine if it warrants an extension and if any changes are needed to further the City's economic development goals. All properties in compliance with the requirements of the program shall remain in the program according to the terms of the development agreement should the policy sunset and not be renewed by the City Commission. New applications for the program shall not be accepted after the sunset date unless the City Commission extends the program.

13. **Commission Waiver.** Except as otherwise provided herein, the City Commission may approve a waiver to any criteria or conditions contained in this policy when it makes a finding that an extraordinary economic benefit exists that necessitates such waiver. The approval of such waiver must occur during an open, public meeting of the governing body and shall be approved in the form of a resolution providing for such findings.

14. **Severability.** If any provision of this Policy is determined to be invalid or unenforceable, such determination shall not affect the validity of the remaining provisions.

15. **Supersede.** This Policy supersedes all prior policies of the City in conflict therewith, except for any in conflict with federal or state law.

16. **Effective Date.** This Policy becomes effective upon adoption and may be amended by the City Commission.

EL DORADO
KANSAS

TO:	City Commission
FROM:	David Dillner, City Manager
SUBJ:	Executive Session to Discuss Non-Elected Personnel
DATE:	April 20, 2026

Summary:
NA

Attachments:

Funding Source:
NA

Operation Impact:
NA

Options/Alternatives:
NA

Staff Recommendation:
NA

Commission Action:
Commissioner _____ moved to recess into executive session pursuant to the non-elected personnel exception under K.S.A. 75-4319(b)(1) for the purposes of discussing the City Manager's performance review and to reconvene the meeting at _____ p.m. in the City Commission Room.

Commissioner _____ seconded the motion.