EL DORADO CITY COMMISSION - REGULAR MEETING AGENDA
CITY HALL – 220 E. FIRST AVENUE
May 18, 2026 - 5:30 PM

1. **Call to Order**
2. **Roll Call**
3. **Invocation** - Chaplain Billy Fanska, Prairie Cross
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. Chamber First Quarter Report

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. Approval of City Commission Work Session Minutes from April 1, 2026.
7. Approval of City Commission Work Session Minutes from April 15, 2026.
8. Approval of City Commission Work Session Minutes from April 29, 2026.
9. Approval of Appropriation Ordinance 04-26 in the amount of $1,570,056.36

Old Business

New Business

10. Consideration of Approval of an Ordinance Zoning Certain Land in the City of El Dorado, Kansas, R-3 Multiple Family Dwelling Disctrict and Amending the Zoning Map of the City.
11. Consideration of an Ordinance Zoning Certain Land in the City of El Dorado, Kansas, Extraterritorial Jurisdiction R-S Residention Suburban Distriact and Amending the Zoning Map of the City.

12. Consideration of A Resolution approving a Wholsesale Water Contract between the City ofEl Dorado, Kansas, a municipal corporation, and Rural Water District 6.

13. Consideration of a Resolution Authorizing the City of El Dorado, Kansas, to submit a Build Kansas Fund Application related to a FY 2026 Streets and Roads for All Implementation Grant Application and Authorizing certain City Officials to Execute Application Documents.

14. Consideration of an Amendment to Chapter 9 of the Municipal Code Pertaining to Consumption on Public Property and an Amendment to Chapter 4 of the Municipal Code Renewing the Walnut River Brewery Common Consumption Area.

Discussion Items

Reports

15. City Commission and Advisory Board Updates

16. City Manager

Adjournment

17. Consideration of a motion to adjourn

EL DORADO SPECIAL SESSION **April 1, 2026**

The El Dorado City Commission met in a work session on April 1, 2026, at 5:00 p.m. in the Commission Room with the following present: Mayor Bill Young, Commissioner Andrew Tipton, Commissioner Syndee Scribner, Commissioner Kendra Wilkinson, and City Manager David Dillner. Absent: Commissioner Leon Leachman

VISITORS

Tabitha Sharp	Assistant City Manager	El Dorado, KS
Scott Rickard	Director of Engineering	El Dorado, KS
Kevin Wishart	Parks and Recreation Director	El Dorado, KS
Elizabeth Blakely	Management Inter	El Dorado, KS
Haley Remsberg	HR Director	El Dorado, KS
Michael Holton	Police Chief	El Dorado, KS

Kye Lehr
Deanna Bonn
Sarah Hoefgen
Vince Haines
Kelly Herzet
Darren Jackson
Christie Bowman
Alysia Alger
Ashley Jonas
Jackie Stands
Cam Austin
Cpnnie Wooley
Melissa Hamilton Smith
Jason Smith
Laurie Klein
Danica Dickson
Mason Murray
Steve Grisham
Gage Hamilton
Janell Howell
Gail Crenshaw
Danell Coley
Kevin and Cori Jones
Sam McVay
Lavaguhn Yordy
Cindy Yordy
Lori Gioso
Robin Gonzolez

CALL TO ORDER

Mayor Bill Young called the April 1, 2026, meeting to order.

WORK SESSION DISCUSSION ITEMS

DATA CENTER DISCUSSION

Paul Hughes, Kansas Department of Commerce, gave an overview of Data Centers from the department's perspective and informed future policy discussions and to help the City Commission determine whether, and under what conditions, the City should proactively position itself to attract data center investment.

SPECULATIVE BUILDING POLICY

City Manager David Dillner presented the proposed speculative building policy.

The Commission collectively agreed of the importance of this and asked that it be brought to the next Commission meeting for vote.

IMPLEMENTATION OF SB 244 ("BATHROOM" LAW)

City Manager David Dillner stated that On February 18, 2026, the Kansas Legislature overrode Governor Kelly's veto of House Substitute for Senate Bill No. 244. The bill, which became effective on February 24, 2026, requires the designation of multiple-occupancy private spaces in public buildings for use by only one sex and imposes criminal and civil penalties for violations. The law defines the term "gender" to mean biological sex at birth for purposes of statutory construction, directs the division of vehicles to invalidate and reissue driver's licenses when necessary to correct the gender identification on such licenses, and directs the office of vital statistics to invalidate and reissue birth certificates when necessary to correct the sex identification on such certificates. The City, as a government entity defined by K.S.A. 75-6102 and amendments thereto, is required to comply with the provisions of the law for restrooms in public buildings owned or leased by the City. According to the statute, a "public building" means a building owned or leased by a governmental entity, but does not include a building owned by a governmental entity that is leased to a private entity, whether for profit or not for profit, if the lease agreement for such building between the governmental entity and the private entity was in force and effect on the effective date of the act. According to the law, the governing body of the government entity shall designate each multiple- occupancy private space in such building for use only by individuals of one sex. The governing body shall take every reasonable step to ensure an individual does not enter a multiple-occupancy private space that is designated for use only by individuals of the opposite sex. The Attorney General is charged with investigating complaints against government entities alleged of not enforcing the provisions of the law. Such entities may be subject to civic penalties of $25,000 for the first violation and $125,000 for each subsequent violation. Each day of a continuing violation constitutes a separate violation.

The Commission agreed that the City Manager or designee to handle the complaints.

REGULAR AGENDA PREVIEW

The City Commission reviewed the upcoming agenda for April 6, 2026.

COMMISSION REPORTS

There were no reports.

CITY MANAGER REPORTS

There were no reports.

ADJOURNMENT

Commissioner Andrew Tipton moved to adjourn the meeting at 6:55 PM.

Commissioner Syndee Scribner seconded the motion.

Motion carried 5 – 0.

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City Clerk Emerald Veatch Mayor Bill Young

EL DORADO SPECIAL SESSION **April 15, 2026**

The El Dorado City Commission met in a work session on April 15, 2026, at 5:00 p.m. in the Commission Room with the following present: Mayor Bill Young, Commissioner Andrew Tipton, Commissioner Syndee Scribner, Commissioner Kendra Wilkinson, and City Manager David Dillner. Absent: Commissioner Leon Leachman

VISITORS

Tabitha Sharp	Assistant City Manager	El Dorado, KS
Scott Rickard	Director of Engineering	El Dorado, KS
Kevin Wishart	Parks and Recreation Director	El Dorado, KS
Brad Meyer	Director of Public Works	El Dorado, KS
Haley Remsberg	HR Director	El Dorado, KS
Michael Holton	Police Chief	El Dorado, KS
Sarah Hoefgen	Executive Director	El Dorado Inc.
Amanda McGee		
Ryan Murry		El Dorado, KS
Melissa Hall	SBMH	El Dorado, KS

CALL TO ORDER

Mayor Bill Young called the April 15, 2026, meeting to order.

Work Session Discussion Items:

Susan B. Allen Hospital (SBA) Request for a Sales Tax Ballot Question

City Manager David Dillner stated that there were representatives from Susan B. Allen Hospital present to request the Commission to pass an Ordinance to place a Sales Tax on the August ballot. This would require a decision by May 4th to provide proper notice prior to the election. CEO Melissa Hall introduced key members of the hospital's executive team and Board. Hall stated that she wished to provide transparency on the current financial situation of the hospital. She mentioned that a majority of rural hospitals in Kansas operate at a negative margin. Susan B. Allen hospital is financially at risk yet provides essential services to the community as well as being an employer for the area. Hall provided the Commission with the financials from the last nine years and mentioned measures taken to get these financials in a better state, while still providing excellent care. Hall stated that reimbursements from insurance companies does not fully cover operating costs for the hospital as reimbursements have not increased while costs of business have increased. Additional costs have come in the form of uncompensated care. Hall also stated that because of these conditions staff have not seen pay or cost of living increases, which has made retaining and recruiting staff difficult. The hospital is also facing approximately 2.6 million dollars in critical equipment needs. SBA has previously utilized funds from donor giving within the allotted ranges per year to try and make up the gap in funding. SBA has tried to change their designation type which would lead to changes in funding, though they did not meet the criteria. SBA has decided to ask for a one cent sales tax and provided information regarding other hospitals that are supported through mill levy or sales tax funding.

Mayor Young asked for clarification on why SBA does not meet the criteria for alternative hospital types. Hall stated that proximity to other hospitals precludes them from being designated a critical access hospital and that the population of El Dorado is too high to be considered for a rural emergency hospital designation.

Commissioner Wilkinson requested clarification on the limitations of foundation giving. Hall stated that endowment setups have an impact and that some funds are restricted and only 5% of funds can be pulled from each year.

Mayor Young asked for an estimate of revenue that can be expected from a one cent sales tax. City Manager David Dillner stated that currently a one cent sales tax brings in approximately 3.1-3.2 million dollars per year.

Mayor Young asked what SBA could do with this approximately 3 million dollars to address the current state of affairs. Hall stated that these funds would be used to raise current staff wages to remain competitive in hiring new staff.

Commissioner Scribner asked how contract nursing has changed the benefit expectations for other nurses. Hall stated that increased demand for staff in COVID has led to contract staffing becoming more prominent. While there have been recruitment challenges, lack of qualified workforce has not been an issue.

Commissioner Tipton asked for clarification on disparities in the deficits between 2023 and 2024. Hall stated that number reflects deliberate action from department leadership to reduce spending and the change in provider group in the Emergency Room and hospital.

Commissioner Scribner asked if SBA had recovered from the cyber-attack. Hall stated that they are still recovering and that this is a difficult event to come back from.

Commissioner Scribner asked for clarification on whether SBA has had to cut back on services to curb overhead costs. Hall stated that full services have not been cut but have cut some service offerings from departments.

Commissioner Scribner asked if this Sales Tax would get the hospital to a break-even point. Hall stated that this tax is aimed at raising staff wages to solve staffing problems to help combat other issues.

Commissioner Leachman asked if SBA has considered cost saving through resource sharing with other organizations. Hall stated that they have discussed joint service line ventures. Hall mentioned utilizing grant funding for some costs, such as equipment.

Commissioner Leachman asked where the closest hospital that is subsidized with mill levy funds is located. Hall stated that Greenwood utilizes this method.

Commissioner Scribner stated that this is a statewide issue and asked what measures the state has taken to alleviate the issue. Hall stated that SBA receives support from the Kansas Hospital Association in their efforts to receive Medicare payments.

Commissioner Tipton asked if there is a minimum need for funding and if a lower sales tax would suffice. Hall stated that for now the full cent is necessary but is willing to revisit the amount in future.

Commissioner Tipton asked if SBA has considered a mill levy instead of a sales tax. Hall stated that they believed having two hospitals in the County would complicate gaining support from the County.

Mayor Young asked where SBA is in their real estate investments. Hall clarified that the only unused property is the piece across from the hospital that is for sale.

Commissioner Tipton asked if the property has any interest. Hall stated that there has been one offer that was extremely low.

Commissioner Wilkinson asked if SBA receives donations from the refinery. Hall stated that they are one of the larger donors they have. Commissioner Wilkinson emphasized the importance of the hospital to the City.

City Manager Dillner gave an overview of Sales Taxes. The State of Kansas allows Cities to levy sales taxes up to 3%. 2% can be authorized for a general public purpose, which could apply to the hospital. Special Sales Taxes up to 1% can be allocated to specific projects, however they have a sunset period. General Sales Taxes, unless otherwise stated, go on in perpetuity. The City currently has one cent in General Sales Tax and no Special Sales Tax. The Sales Tax for the hospital would work as either a General or Special Sales Tax. An additional Sales Tax would bring our total Sales Tax rate to 8.5%, except for food purchases which are only subject to local Sales Tax. David Dillner stated that Sales Taxes must be voted on, and this will need to be

placed either on the August, November, or a Special Election. In order to get this on the August ballot the Commission must make a decision at the May 4th meeting.

Commissioner Scribner asked City Manager Dillner what percentage of sales tax revenue comes from those outside City limits. Dillner stated that approximately 35-40% comes from outside the City limits.

Commissioner Leachman asked about the timeline for the duration of the Sales Tax. Dillner stated that a definitive timeframe has not been determined, though 5 years would be a good start to determine the financial landscape of the hospital in the future.

City Manager David Dillner stated that an additional Sales Tax could limit the City's ability to finance operations in lieu of property taxes, a concern that has been floated given the legislative priorities in Topeka. Dillner did state that the City currently has no concerns, but this could impact the future of the Municipal Pool project that would require a Sales Tax.

Commissioner Tipton raised his concern for the impact on the community if SBA closes. He also stated his concern for the City's financial future given the situation in Topeka. He asked about the potential for projects to be put on hold for the duration of the Sales Tax for SBA. Dillner clarified that most projects have funding not tied to Sales Tax and that the only projects impacted would be those requiring a Special Sales Tax.

Commissioner Wilkinson asked if Dr. Greg Joyce had any input as a representative of the Board. Joyce stated that the Board is in support of this endeavor. He hopes this Sales Tax can aid in keeping SBA viable.

Mayor Young asked about the breakdown of which hospitals receive Special Sales Tax. KHA President Chad Austin did not have a further breakdown of these numbers. Dr. Joyce stated that the type of Sales Tax is less relevant to SBA. Mayor Young stated that this difference is more pertinent to the City. He stated that he would prefer to see this as a Special Sales Tax to give the City flexibility if additional Sales Tax is needed for City operations.

Commissioner Scribner asked Hall how long she has been with SBA. Hall stated that she has been with the hospital for a total of 5 years and has been in the CEO role since July 2023.

Commissioner Tipton asked if SBA would be amenable to a 5-year Special Sales Tax. Hall stated yes and that this would give them the ability to turn things around.

Commissioner Tipton asked what would happen in voters do not pass the Special Sales Tax. Hall stated that the Board would then have to make decisions about what services would stay. Hall stated that they would revisit the potential to be designated a Rural Emergency Hospital. However, this would be a larger effort given how criteria is determined. Mayor Young stated that he would support SBA in continuing down that route even with a Sales Tax passed to improve reimbursement rates.

Mayor Young asked what communication plan SBA has to garner support for the measure. Hall stated that the Board has plans to support financially and that KHA has support opportunities. They have reached out to other hospitals that have undergone this process for their plans.

Commissioner Scribner expressed curiosity in how many hospitals that currently receive supplemental support from Sales Tax and Mill Levy funds would be closed without those resources. Hall stated that those who do receive subsidizing have had to cut services still. Hall stated that SBA is unique due to its status as an independent hospital.

Commissioner Scribner asked for clarification on distance from critical care centers in directions other than the West. Hall stated that Eureka is a critical care center.

Mayor Young stated that next steps are to figure out details of the initiative. City Manager David Dillner stated that the Commission will meet 3 times before May 4th and that providing direction at this meeting would help staff in getting the ballot measure ready in time for the August election. Dillner asked for input.

Mayor Young stated that he is in favor of a Special Sales Tax to preserve the City's taxing flexibility and that the Sunset provision is a bonus for citizen decision. He did state concern if SBA does not have plans in place to cover this revenue if it does sunset without a renewal. Commissioner Tipton expressed his support for a Special Sales Tax as well. Commissioners Leachman, Wilkinson, and Scribner also voiced their support for this measure. Commissioner Scribner voiced her concerns for the impacts losing the hospital could have on the community and that it should take priority over other potential Sales Tax Special projects. She also expressed concern for the short timeline of the process and wondered if a longer time is needed and should it be pushed to a later election. Mayor Young stated that he wants input from SBA on if they want to wait for a November ballot. Hall stated that given the timeline for going into effect August is preferred but will follow up with the Board for clarification. Dillner stated that the City can start drafting now and the election time will have minimal impact on the paperwork. Dr. Joyce asked for clarification on when the Sales tax could be brought back if it were to fail. Dillner stated that they can try in the next election after.

Mayor Young thanked those from SBA for being there and what they do for the community.

12th Avenue Bike Path Transportation Alternatives Application

City Engineer Scott Rickard stated that staff are seeking more input because the Transportation Alternative grant closes May 15th. Rickard stated that residents of properties adjacent to the proposed bike path received a letter via mail to solicit feedback. Feedback received was included in the agenda packet. Rickard stated this alignment was identified as high use in the Transportation Master Plan. Rickard asked for input on whether the Commission would like to proceed with applying for the grant this year.

Commissioner Tipton asked for clarification on where local matching dollars would come from. Rickard stated that they have looked into the Federal Fund Exchange program, and there have been funds set aside from this program.

Commissioner Leachman asked for clarification on the differences between Options 1 and 2. Rickard provided clarification on the routes.

Commissioner Tipton asked for Rickard's takeaway from public comments received. Rickard stated that property owners have legitimate concerns, and that from his conversations he believes most would prefer not to pursue an option that would cross front yards.

Commissioner Leachman expressed concerns about the impacts on drainage in homes. Rickard stated that if the City proceeds with the application and received the funding staff would solicit bids for design which would include drainage and other methods of protecting property.

Commissioner Leachman expressed concerns about costs on citizens for privacy but believes this to be less obtrusive than tearing up front yards. Rickard stated that sidewalks do tend to receive positive feedback overall.

Commissioner Tipton stated that this route would be useful for the entire community and supports option 1. Rickard stated that staff have discussed with State Wildlife and Parks regarding potential partnership for recreation activities. He clarified that the issue before the Commission is the intent to apply for grant money.

Mayor Young stated that he thinks applying for grant money is fiscally responsible to the community. He expressed his agreement with Commissioner Tipton that expanding pedestrian and bike access is important especially since City facilities are out by the Lake. Rickard stated that this presents an opportunity to get those visiting the Lake into town easier.

Commissioner Leachman asked for clarification on who will be responsible for mowing right of ways. Rickard states that currently City Code states that property owners are responsible, yet this can be discussed further and may require additional insight. Mayor Young stated that he sees no difference between this and other sidewalks.

Commissioner Scribner stated that she likes the idea of connecting existing networks and that the data has shown this path to be one of interest. Commissioner Scribner stated that she supports option 1.

Commissioner Wilkinson stated that she is in favor of option 1.

Rickard stated staff will prepare a Resolution for the next Commission Meeting and that they will start to prepare grant materials.

Safe Streets For All (SS4A) Plan Presentation

City Engineer Scott Rickard introduced Jason Cyboron, a planner from JEO. Rickard provided background on the SS4A program and the needs it seeks to address. Cyboron presented the Final Plan for the City as well as the process undertaken to create the SS4A Plan and the data collected on crash data. He presented on areas that are of special concern and potential projects the City could pursue with Federal SS4A monies to reduce crashes and fatalities. City Engineer Scott Rickard noted that with this Plan in place the City can apply for Federal funding for projects if the Commission wishes to. He stated that the grant application would be due May 26th if the Commission wishes to seek out these funds.

Mayor Young stated that he has heard concern from those at the Senior Center regarding concerns on crosswalk safety.

City Manager David Dillner stated that staff will present a project list to the Commission to determine which project the City will apply for in this round of funding.

Greens at Prairie Trails Reimbursement Interest and Conditional Release

City Engineer Scott Rickard stated that in response to the Commission's discussion, staff is bringing forward a proposed Notice of City Reimbursement Interest and Conditional Release as a possible tool to help address concerns regarding City interests in the development of the Greens at Prairie Trails Phase 2. The concept is straightforward. With the owner's consent, the City would record a notice against the lots in Greens at Prairie Trails 2nd Addition stating that the City has a reimbursement interest for engineering, surveying, design, and related reimbursable project initiation costs advanced for the benefit of the development. The notice would stay in place until the City is reimbursed, a later development agreement or other approved reimbursement mechanism takes over, or the City records a release. This would not replace the need for a development agreement, CID, RHID, or any later project authorization. It would simply be an interim way to better document and protect the City's position while the rest of the package is still being completed. It would also make clear that recording such a notice does not obligate the City to approve any future plat, permit, agreement, CID, RHID, or other authorization.

Regular Agenda Preview:

The Commission reviewed the

COMMISSION REPORTS

There were n reports.

CITY MANAGER REPORTS

There were no reports.

ADJOURNMENT

Commissioner moved to adjourn the meeting at 6:13 PM.

Commissioner seconded the motion.

Motion carried 4 – 0.

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City Clerk Emerald Veatch Vice Mayor Kendra Wilkinson

EL DORADO SPECIAL SESSION **April 29, 2026**

The El Dorado City Commission met in a work session on April 29, 2026, at 5:00 p.m. in the Commission Room with the following present: Mayor Bill Young, Commissioner Andrew Tipton, Commissioner Syndee Scribner, Commissioner Leon Leachman Commissioner Kendra Wilkinson, and City Manager David Dillner. Absent:

VISITORS

Tabitha Sharp	Assistant City Manager	El Dorado, KS
Scott Rickard	Director of Engineering	El Dorado, KS
Kevin Wishart	Parks and Recreation Director	El Dorado, KS
Joe Haag	Fire Chief	El Dorado, KS
Jeff Murphy	Deputy Police Chief	El Dorado, KS
Haley Remsberg	HR Director	El Dorado, KS
Steve Fellars		El Dorado, KS
Craig Yaryan	El Dorado Main Street	El Dorado, KS
Amanda Melissa Hall	SBA Hospital	El Dorado, KS

CALL TO ORDER

Mayor Bill Young called the April 29, 2026, meeting to order.

Work Session Discussion Items:

SBA HOSPITAL ONE CENT SALES TAX BALLOT QUESTIONS

City Manager Dillner stated that SBA requested to extend the One-Cent Sales Tax from 5-years to 7-years.

City Manager David Dillner stated that an SBA board member approached him about being on the SBA board. He asked the Commission to discuss this and let him know if they think it is appropriate for him to serve.

The Commission stated that they are supportive of David serving on the SBA board.

The Commission agreed that they would like to move forward with putting the one-cent sales tax on the ballot. The Commission also requested that SBAMH give regular updates to the Commission if the ballot question passes.

FOREST PARK IMPROVEMENT PROJECT

City Manager David Dillner stated that considering the Hospital Sales Tax. He asked how the Commission would like to move forward with the project.

The Commission asked that staff get more information on the Bandshell portion on the project and bring it back to a later work session.

MAIN STREET WORK PLAN

The City Commission discussed the proposed Main Street Work Plan.

SAFE STREETS FOR ALL

City Engineer Scott Rickard gave an overview of the Safe Street and Roads for All program. He stated that this may be the last opportunity to receive some of this federal funding.

The Commission asked that staff bring a few projects to the next work session for review.

Regular Agenda Preview:

The Commission reviewed the upcoming agenda for May 4, 2026.

COMMISSION REPORTS

There were no reports.

CITY MANAGER REPORTS

There were no reports.

ADJOURNMENT

Commissioner Syndee Scribner moved to adjourn the meeting at 6:27 PM.

Commissioner Kendra Wilkinson seconded the motion.

Motion carried 5 – 0.

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City Clerk Emerald Veatch Mayor Bill Young

City of El Dorado, KS

Expense Approval Report

By Fund

Payment Dates 4/1/2026 - 4/30/2026

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
PARK SEED WHOLESALE	C125119089CM	CREDIT FROM DUPLICATE PA...	001-033-5310-0000	-662.88
PARK SEED WHOLESALE	CI25201598	PLANTS / FLOWERS	001-033-5310-0000	320.40
PARK SEED WHOLESALE	CHECK 15491	OFFSET FOR CREDIT BALANCE..	001-000-4694-0000	342.48
EVERGY	7910786644 JAN 2026	530 CHARRON DR SVC 12/10...	001-051-5205-0000	31.15
EVERGY	0722196528 JAN 2026	602 E 12TH CROSSWALK SVC...	001-012-5205-0000	36.93
COLLISION CENTER OF EL DO...	DM-2677	REPAIRS FOR 24 POLICE INTE...	001-021-5207-0000	5,477.72
EVERGY	9801327247 FEB 2026	2100 SW TRAFFIC WAY SVC 1...	001-042-5205-0000	32.85
T & W TIRE LLC	4010047317	PUMPER 1	001-023-5207-0000	3,321.12
AXON ENTERPRISE, INC.	INUS426711	TASER CERTIFICATION	001-021-5201-0000	27,456.25
GALLS, LLC	034269739	CAR SEAT ORGANIZER-FREED	001-021-5305-0000	37.80
GALLS, LLC	034283603	STRATTON BRIM CAMPAIGN...	001-021-5305-0000	121.50
GALLS, LLC	034283618	2 BADGES- ROBERTS	001-021-5305-0000	308.32
DAWSON E CRUTCHER	INV0053852	03/04/26 MARK ROSS 00332...	001-000-1017-0000	7.05
AMAZON CAPITAL SERVICES	1QRX-X6LY-C343	PARACHUTE	001-051-5331-0000	9.97
EVERGY	0722196528 FEB 2026	602 E 12TH AVE CROSSWALK...	001-012-5205-0000	37.26
OKEMA F FOWLER	INV0053853	03/06/26 DARCY FOWLER 00...	001-000-1017-0000	20.09
GALLS, LLC	034348020	TOP SHIELD-FREED	001-021-5305-0000	202.76
GALLS, LLC	034348043	POLO=BUTCHER	001-021-5305-0000	42.50
EDDIE SULLIVAN	INV0053854	03/09/26 SUSAN POTTORFF ...	001-000-1017-0000	16.50
KBI LAB	INV0053855	03/11/2026 JASMINE SLAUG...	001-000-1017-0000	400.00
GALLS, LLC	034400596	POLO-PIERCE	001-021-5305-0000	123.56
O'REILLY AUTOMOTIVE, INC	0255-130924	ANTIFREEZE	001-023-5303-0000	69.54
GALLS, LLC	034429606	KNIT CAP-ROBERTS	001-021-5305-0000	16.15
4 STATE MAINTENANCE SUP...	698218-1	DUST MOP FRAME	001-014-5310-0000	7.97
4 STATE MAINTENANCE SUP...	698235	VACUUM REPAIRS	001-014-5307-0000	86.45
GALLS, LLC	034442081	POLO-311 BUTCHER	001-021-5305-0000	42.50
AMAZON CAPITAL SERVICES	1Q7P-KQ7K-VYRK	GATE LATCHES/CELL PHONE...	001-041-5310-0000	79.86
GRABER ACE HARDWARE	291306/3	NEW WEED EATERS AND A B...	001-042-5302-0000	1,619.96
GRABER ACE HARDWARE	291308/3	SAW CHAINS AND OIL	001-033-5307-0000	177.19
BOMGAARS SUPPLY INC.	327927	SHOP ITEMS	001-051-5307-0000	136.33
GRABER ACE HARDWARE	C03842/3	CHAIN SAW CHAINS EXCHAN...	001-033-5302-0000	-5.40
SUTHERLAND LUMBER TALL...	007689	POOL REPAIRS	001-052-5306-0000	89.94
SUTHERLAND LUMBER TALL...	007690	LUMBER	001-052-5308-0000	8.99
SUTHERLAND LUMBER TALL...	007692	TAPE - WATERPROOF PATCH ...	001-041-5310-0000	15.99
GALLS, LLC	034454340	FORCES-MATELESKA	001-021-5305-0000	229.46
GALLS, LLC	034454341	BOOT-BUTCHER	001-021-5305-0000	97.71

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
GALLS, LLC	034454343	BOOT-MCGATHY	001-021-5305-0000	83.70
AMAZON CAPITAL SERVICES	11P9-LQLJ-V6QQ	PHONE ACCESSORIES	001-023-5310-0000	18.86
AMAZON CAPITAL SERVICES	1FT7-Q71G-WCXY	WELD ON ROLLER BEARING ...	001-041-5306-0000	-40.60
GRABER ACE HARDWARE	291316/3	EQUIP, OIL	001-033-5307-0000	8.59
GRABER ACE HARDWARE	291317/3	EQUIP. OIL	001-033-5307-0000	17.18
GRABER ACE HARDWARE	291327/3	HOSE BIB FOR 1ST BASE LOC...	001-051-5308-0000	11.99
GRABER ACE HARDWARE	291329/3	HARDWARE	001-052-5308-0000	22.52
GRABER ACE HARDWARE	291331/3	POOL REPAIRS	001-052-5306-0000	35.98
BUMPER TO BUMPER OF EL ...	955725	BRADE DISC PADS AND ROT...	001-021-5307-0000	667.38
GRABER ACE HARDWARE	C03948/3	OIL RETURN	001-033-5307-0000	-8.59
SUTHERLAND LUMBER TALL...	007698	TRAINING SUPPLIES	001-023-5211-0000	265.90
O'REILLY AUTOMOTIVE, INC	0255-131476	OIL FILTER/OIL/FRAKE CLN--...	001-021-5303-0000	99.79
AMAZON CAPITAL SERVICES	1M17-L9HQ-PP1F	UNIFORM SUPPLY - PANTS	001-023-5305-0000	159.96
AMAZON CAPITAL SERVICES	1Q9F-CN6D-GXFL	TABLET MOUNTS	001-023-5310-0000	96.20
GRABER ACE HARDWARE	291336/3	BIT	001-051-5302-0000	15.18
GRABER ACE HARDWARE	291354/3	HARDWARE	001-051-5308-0000	53.13
OFFICE PLUS OF KANSAS	4115523-0	PAPER/PENS/FILE FOLDERS	001-013-5301-0000	274.43
OFFICE PLUS OF KANSAS	4115523-0	PAPER/PENS/FILE FOLDERS	001-021-5301-0000	273.45
BUMPER TO BUMPER OF EL ...	955781	SOLENOID/SERP BELT/BELT T...	001-033-5307-0000	163.74
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	30.46
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	18.59
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	21.28
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	17.68
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	15.09
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	15.00
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-FUEL	001-021-5211-0000	37.79
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	13.64
INTRUST CARD CENTER	INV0053783	COUCH TRAINING-MEAL	001-021-5211-0000	15.43
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	13.90
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	INV0053783	WATER	001-021-5213-0000	43.76
INTRUST CARD CENTER	INV0053784	MCCOY FUEL PUMPS DOWN	001-021-5303-0000	36.77
INTRUST CARD CENTER	INV0053784	HOGUE LESS LETHAL-SKOV	001-021-5310-0000	343.55
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	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
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

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
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
GRABER ACE HARDWARE	INV0053856	03/19/26 TYLER RORICK 002...	001-000-1017-0000	50.00
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-DRI...	001-012-5211-0000	26.77
INTRUST CARD CENTER	INV0053860	CODE REVIEW MEETING LUN...	001-012-5211-0000	68.94
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	HOA CONF-TAYLOR-4/15-17...	001-012-5211-0000	250.00
INTRUST CARD CENTER	INV0053860	JEANS, POTTER, TAYLOR, SCH...	001-012-5305-0000	386.48
INTRUST CARD CENTER	INV0053860	BOOTS POTTER	001-012-5305-0000	157.00
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	INV0053862	ACES ANIMAL CARE	001-041-5302-0000	514.06
INTRUST CARD CENTER	INV0053862	MENARDS - SUPPLIES	001-041-5306-0000	180.41
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	INV0053865	OVERHEAD DOOR - TRANSMI...	001-011-5307-0000	63.35
INTRUST CARD CENTER	INV0053865	EBAY - FORD ALLOY 6 SPOKE ...	001-033-5307-0000	157.49
INTRUST CARD CENTER	INV0053865	HAMPTON-ROSE, HEATHER (...	001-041-5211-0000	252.88
INTRUST CARD CENTER	INV0053865	AMAZON - FENCE/GATE HAR...	001-041-5307-0000	51.32
INTRUST CARD CENTER	INV0053865	GLOBAL INDUSTRIAL-LOCKA...	001-041-5307-0000	47.79
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	99.51
INTRUST CARD CENTER	INV0053874	FUEL	001-023-5303-0000	42.33
INTRUST CARD CENTER	INV0053875	ST 2 SUPPLIES - LYSOL	001-023-5309-0000	49.16
INTRUST CARD CENTER	INV0053876	ACTIVE ALERT SUBSCR. REN...	001-023-5201-0000	96.25
INTRUST CARD CENTER	INV0053876	CHAT GPT PLUS SUBSCRIPTI...	001-023-5201-0000	20.00
INTRUST CARD CENTER	INV0053876	ACTIVE ALERT SUBSCRIPTION...	001-023-5201-0000	666.00
GALLS, LLC	034480001	PANT-PIERCE	001-021-5305-0000	80.75
PROFESSIONAL FLEET SERVIC...	26202	FILTERS AND SENSOR	001-023-5307-0000	420.70
XEROX FINANCIAL SERVICES	41790052	ADMIN PRINTER 3/9/2026-4...	001-011-5210-0000	91.88
KANSAS GAS SERVICE	510200453 1568212 64 MAR...	422 E LOCUST AVE SVC 2/16/...	001-033-5205-0000	846.10
KANSAS GAS SERVICE	510264198 2052922 45 MAR...	210 N GRIFFITH ST SVC 2/16/...	001-051-5205-0000	266.68

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
KANSAS GAS SERVICE	510469962 1650261 45 MAR...	388 E CENTRAL AVE SVC 2/16...	001-021-5205-0000	193.83
KANSAS GAS SERVICE	510469962 2064902 82 MAR...	330 N GRIFFITH ST SVC 2/16/...	001-033-5205-0000	181.03
KANSAS GAS SERVICE	510469962 2064903 00 MAR...	207 E 2ND ST SVC 2/16/2026...	001-012-5205-0000	202.35
CONRAD FIRE EQUIPMENT,I...	592352	AIR BAG REPAIR	001-023-5307-0000	516.28
HELENA AGRI-ENTERPRISES, ...	64276073	BALLFIELD CHEMICALS	001-051-5304-0000	1,550.00
PARK SEED WHOLESALE	CI26119253	FLOWERS/PLANTS	001-033-5310-0000	704.75
O'REILLY AUTOMOTIVE, INC	0255-132230	LIFT SUPPORT	001-023-5307-0000	32.98
GALLS, LLC	034493404	EMBLEM-CHAPLAIN	001-021-5305-0000	137.11
T-MOBILE USA INC.	210232397 MAR 2026	ENG HOTSPOT 01	001-012-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	FIRE TABLET 03	001-023-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	FIRE TABLET 04	001-023-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	FIRE TABLET 01	001-023-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	FIRE TABLET 02	001-023-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	REFUSE TABLET 05	001-023-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	FIRE MARSHAL TABLET	001-023-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	POOL TABLET 02	001-052-5205-0000	20.24
T-MOBILE USA INC.	210232397 MAR 2026	POOL TABLET 01	001-052-5205-0000	21.57
PROFESSIONAL FLEET SERVIC...	26201	TOWER 1 REPAIR	001-023-5207-0000	365.41
SUTHERLAND LUMBER TALL...	007722	POOL PAINT SUPPLY	001-052-5306-0000	434.19
O'REILLY AUTOMOTIVE, INC	0255-132511	OIL	001-023-5303-0000	699.99
GALLS, LLC	034506276	EMBLEM-SKOV	001-021-5305-0000	11.96
GALLS, LLC	034506304	POUCH-FLETCHER	001-021-5305-0000	22.95
GALLS, LLC	034506319	SAFARILAND-SKOV	001-021-5305-0000	96.30
AMAZON CAPITAL SERVICES	1119-D7GR-4TND	COFFEE	001-012-5310-0000	26.94
AMAZON CAPITAL SERVICES	11RF-363V-37HX	WIRE PULLER, COAX CABLE, Z...	001-012-5302-0000	23.98
AMAZON CAPITAL SERVICES	11RF-363V-37HX	WIRE PULLER, COAX CABLE, Z...	001-012-5310-0000	32.62
AMAZON CAPITAL SERVICES	1RF1-R1GP-MXHP	DOOR MAT-RICKARD SHIRT	001-012-5213-0000	34.19
AMAZON CAPITAL SERVICES	1RF1-R1GP-MXHP	DOOR MAT-RICKARD SHIRT	001-012-5305-0000	41.49
AMAZON CAPITAL SERVICES	1WP9-QRX4-FY1R	FRAMES	001-051-5310-0000	64.47
T & D TIRE AND AUTO REPAIR	27120	TRUCK TIRE REPAIRS	001-033-5207-0000	97.50
GRABER ACE HARDWARE	291380/3	SAW BLADES	001-051-5302-0000	29.99
GRABER ACE HARDWARE	291388/3	CLEANERS, SPRAYER	001-033-5309-0000	88.56
GRABER ACE HARDWARE	291390/3	PROPANE FOR SHOP	001-051-5310-0000	6.99
GRABER ACE HARDWARE	291391/3	POLE EXTENSIONS	001-052-5310-0000	48.97
GRAPHIC CONCEPTS INC	59285	GRAHAM PARK SIGNS	001-033-5310-0000	464.74
XEROX BUSINESS SOLUTIONS	IN6409272	PRINTING CHARGES	001-051-5210-0000	114.18
XEROX BUSINESS SOLUTIONS	IN6409273	ENG PRINTING CHARGES 2/2...	001-012-5210-0000	108.06
XEROX BUSINESS SOLUTIONS	IN6409274	12-25-2025 TO 3-24-2026 C...	001-013-5210-0000	50.12
XEROX BUSINESS SOLUTIONS	IN6409274	12-25-2025 TO 3-24-2026 C...	001-021-5210-0000	139.85
SUTHERLAND LUMBER TALL...	007729	CONCRETE FOR NM PARK	001-033-5308-0000	26.46
SUTHERLAND LUMBER TALL...	007730	LADDER, BIT, DATA BOX & PL...	001-012-5302-0000	160.98
SUTHERLAND LUMBER TALL...	007730	LADDER, BIT, DATA BOX & PL...	001-012-5306-0000	3.88
SUTHERLAND LUMBER TALL...	007733	PAINTERS TAPE	001-052-5310-0000	53.94
O'REILLY AUTOMOTIVE, INC	0255-132622	AXLE SEAL	001-021-5307-0000	20.05

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
EVERGY	0278250507 MAR 2026	2100 E 12TH ST SIREN SVC 2/...	001-021-5205-0000	27.55
EVERGY	0288795291 MAR 2026	128 N VINE ST SVC 2/23/202...	001-021-5205-0000	660.35
EVERGY	0368888448 MAR 2026	2600 W 6TH AVE SVC 2/23/2...	001-023-5205-0000	561.66
EVERGY	0413581923 MAR 2026	1364 GLENVIEW DR BIKE SVC...	001-012-5205-0000	101.21
EVERGY	0730734522 MAR 2026	2502 COUNTRY CLUB RD SIR...	001-021-5205-0000	40.71
EVERGY	0760969202 MAR 2026	116 N GRODY ST SVC 2/23/2...	001-012-5205-0000	130.79
EVERGY	0832219628 MAR 2026	690 N MAIN ST SIGNL SVC 2/...	001-012-5205-0000	65.36
EVERGY	1062395789 MAR 2026	2317 W 6TH AVE SVC 2/23/2...	001-012-5205-0000	44.60
EVERGY	1273649541 MAR 2026	117 E PINE AVE SVC 2/23/20...	001-012-5205-0000	45.75
EVERGY	1316809669 MAR 2026	296 N GRIFFITH ST A SVC 2/2...	001-051-5205-0000	57.17
EVERGY	1347152944 MAR 2026	105 W 3RD AVE SVC 2/23/20...	001-012-5205-0000	147.01
EVERGY	1466557461 MAR 2026	1384 NE SHADY CREED RD A...	001-051-5205-0000	220.29
EVERGY	1551487883 MAR 2026	106 N BOYER RD SIREN SVC 2...	001-021-5205-0000	30.43
EVERGY	1613926301 MAR 2026	927 N MAIN ST LITES SVC 2/...	001-012-5205-0000	60.34
EVERGY	1949269846 MAR 2026	296 N GRIFFITH ST B SVC 2/2...	001-051-5205-0000	581.54
AMAZON CAPITAL SERVICES	1MN6-F6YD-6NHC	RICKARD SHIRT	001-012-5305-0000	55.46
AMAZON CAPITAL SERVICES	1TWJ-MC63-LMC1	AA BATTERIES	001-021-5213-0000	63.28
EVERGY	2535264729 MAR 2026	109 E CENTRAL AVE SVC 2/23...	001-012-5205-0000	205.65
VAN DIEST SUPPLY CO	25905	BALLFIELD FERTILIZER	001-051-5304-0000	324.50
VAN DIEST SUPPLY CO	25906	BALLFIELD CHEMICALS	001-051-5304-0000	642.00
EVERGY	2612380884 MAR 2026	1240 N MAIN ST SIGNL SVC 2...	001-012-5205-0000	68.66
EVERGY	2885486888 MAR 2026	600 W CENTRAL AVE SIGNL S...	001-012-5205-0000	54.52
EVERGY	3025570104 MAR 2026	725 BOYER RD SHED SVC 2/2...	001-042-5205-0000	29.14
EVERGY	3063292681 MAR 2026	430 N MAIN ST SVC 2/23/20...	001-051-5205-0000	270.37
EVERGY	3066495175 MAR 2026	360 N GRIFFITH ST SVC 2/23/...	001-051-5205-0000	309.40
EVERGY	3072124258 MAR 2026	1550 S HIGH ST SVC 2/23/20...	001-033-5205-0000	140.07
EVERGY	3087842610 MAR 2026	930 N MAIN ST PARK SVC 2/...	001-033-5205-0000	288.29
EVERGY	3144717852 MAR 2026	SIGNAL LIGHTS SVC 2/22/20...	001-012-5205-0000	737.59
EVERGY	3150623772 MAR 2026	STORM SIRENS SVC 2/22/20...	001-021-5205-0000	155.37
EVERGY	3157852379 MAR 2026	940 N TAYLOR ST SHELL SVC ...	001-033-5205-0000	29.15
EVERGY	3172801734 MAR 2026	920 N WASHINGTON ST POO...	001-052-5205-0000	94.59
EVERGY	3172832499 MAR 2026	950 N WASHINGTON ST SVC ...	001-033-5205-0000	29.14
EVERGY	3174493534 MAR 2026	201 WOODLAND AVE E PIC S...	001-033-5205-0000	41.26
EVERGY	3174524294 MAR 2026	201 WOODLAND AVE E CON ...	001-051-5205-0000	20.51
EVERGY	3174924178 MAR 2026	220 E 1ST AVE SVC 2/23/202...	001-011-5205-0000	602.38
EVERGY	3174924178 MAR 2026	220 E 1ST AVE SVC 2/23/202...	001-023-5205-0000	518.72
EVERGY	3318264464 MAR 2026	2299 W CENTRAL AVE SIGNL ...	001-012-5205-0000	128.87
EVERGY	3695148552 MAR 2026	1110 E CENTRAL AVE SIREN ...	001-021-5205-0000	39.68
EVERGY	4203468440 MAR 2026	109 N MAIN ST LIGHT SVC 2/...	001-012-5205-0000	88.54
EVERGY	4234718804 MAR 2026	535 E 12TH AVE TUNEL SVC 2...	001-033-5205-0000	30.43
EVERGY	4459162562 MAR 2026	1302 S HAVERHILL RD SVC 2/...	001-042-5205-0000	647.15
EVERGY	4545481645 MAR 2026	422 E LOCUST AVE SAL SVC 2...	001-051-5205-0000	279.97
EVERGY	4705944907 MAR 2026	108 N MAIN ST SVC 2/23/20...	001-012-5205-0000	92.56
EVERGY	5245173509 MAR 2026	401 W 9TH AVE SVC 2/23/20...	001-033-5205-0000	32.36

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
EVERGY	5262937409 MAR 2026	2706 W CENTRAL AVE SIGNL ...	001-012-5205-0000	62.08
HILL COUNTRY DOG CENTER,...	5663	HANDLER COURSE-COUCH	001-021-5211-0000	8,100.00
EVERGY	5996285623 MAR 2026	226 N VINE ST SVC 2/23/202...	001-012-5205-0000	233.33
EVERGY	6292420383 MAR 2026	313 S GORDY ST SVC 2/23/2...	001-033-5205-0000	32.15
EVERGY	6324615363 MAR 2026	201 E CENTRAL AVE 1 SVC 2/...	001-051-5205-0000	491.07
EVERGY	6440827329 MAR 2026	116 S GORDY ST SVC 2/23/2...	001-012-5205-0000	75.85
EVERGY	6462471983 MAR 2026	400 W 8TH AVE POOL SVC 2/...	001-052-5205-0000	29.14
EVERGY	6804973444 MAR 2026	3320 EL DORADO AVE SIGN ...	001-011-5205-0000	33.63
EVERGY	6837928708 MAR 2026	1152 E 12TH AVE BIKE SVC 2...	001-012-5205-0000	79.21
EVERGY	6961431823 MAR 2026	847 S HAVERHILL RD TRAFF S...	001-012-5205-0000	55.39
EVERGY	7451875181 MAR 2026	225 N HIGH ST SVC 2/23/202...	001-033-5205-0000	177.41
EVERGY	7794850246 MAR 2026	3201 W CENTRAL AVE SVC 2/...	001-011-5205-0000	29.60
EVERGY	7949843848 MAR 2026	222 E LOCUST AVE SVC 2/23/...	001-041-5205-0000	372.47
EVERGY	7977150527 MAR 2026	388 E CENTRAL AVE SVC 2/23...	001-033-5205-0000	70.35
COLUMN SOFTWARE PBC	7B937DAD-0154	REZONE 2825 N MAIN-3/31/...	001-012-5212-0000	45.90
EVERGY	8370680576 MAR 2026	600 W 6TH AVE X WALK SVC ...	001-012-5205-0000	43.36
EVERGY	8387252484 MAR 2026	1540 S HIGH ST DSL SVC 2/23...	001-021-5205-0000	52.60
EVERGY	8406189364 MAR 2026	106 W ASH AVE SVC 2/23/20...	001-012-5205-0000	94.00
EVERGY	8808488206 MAR 2026	1611 WEBB AVE GRAHM SVC...	001-033-5205-0000	167.37
EVERGY	8813790400 MAR 2026	107 1/2 N MAIN ST SVC 2/23...	001-012-5205-0000	35.57
BUMPER TO BUMPER OF EL ...	955997	AIR FILTER - #306	001-021-5307-0000	20.59
EVERGY	9801327247 MAR 2026	2100 SW TRAFFIC WAY SVC 2...	001-042-5205-0000	32.94
SUTHERLAND LUMBER TALL...	007739	REPAIR SUPPLIES	001-023-5307-0000	27.28
GALLS, LLC	034531219	CAP-C DAY	001-021-5305-0000	25.78
GALLS, LLC	034531220	POLO-MATELESKA	001-021-5305-0000	52.84
GRABER ACE HARDWARE	291407/3	EQUIP. PARTS AND OIL	001-042-5307-0000	294.96
EVERGY	3752996850 MAR 2026	CENTRAL AVE PARK SVC 2/23...	001-051-5205-0000	668.25
EVERGY	4851077788 MAR 2026	401 WOODLAND AVE A SVC ...	001-051-5205-0000	383.07
KANSAS GAS SERVICE	510264198 1003301 64 MAR...	128 N VINE	001-021-5205-0000	104.28
KANSAS GAS SERVICE	510264198 1003301 64 MAR...	2600 W 6TH	001-023-5205-0000	368.69
KANSAS GAS SERVICE	510264198 1003301 64 MAR...	430 N MAIN	001-051-5205-0000	502.82
KANSAS GAS SERVICE	510264198 1003301 64 MAR...	201 E CENTRAL	001-051-5205-0000	486.02
EVERGY	7940083882 MAR 2026	105 W 9TH AVE SVC 2/23/20...	001-012-5205-0000	37.00
EVERGY	8175514546 MAR 2026	501 BOULDER BLUFF RD SVC ...	001-051-5205-0000	28.74
SHERWIN-WILLIAMS CO	91040128240326	POOL PAINT	001-052-5306-0000	4,229.32
BUMPER TO BUMPER OF EL ...	956060	GEAR OIL SYNTHETIC - #306	001-021-5303-0000	13.30
PARK SEED WHOLESALE	CI26129281	PLANTS/FLOWERS	001-033-5310-0000	421.25
O'REILLY AUTOMOTIVE, INC	0255-133122	OIL PAN GASKET - #314	001-021-5307-0000	11.28
GALLS, LLC	034544183	ZIP BOOT-ROBERTS	001-021-5305-0000	131.75
AMAZON CAPITAL SERVICES	1X6R-9TR3-GPH3	SAFETY GLASSES	001-042-5312-0000	32.56
AMAZON CAPITAL SERVICES	1X6R-9TR3-GXPC	UNIFORM SUPPLY - BELTS, P...	001-023-5305-0000	606.21
AMAZON CAPITAL SERVICES	1Y3F-HD6P-H797	PAPER BAGS-EVIDENCE S RO...	001-021-5213-0000	40.99
GRABER ACE HARDWARE	291429/3	POOL PAINT SUPPLIES	001-052-5306-0000	92.15
RAVENSCRAFT IMPLEMENT I...	39273	KUBOTA TRACTOR PARTS	001-042-5307-0000	277.17

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
VAN WALL EQUIPMENT, INC	6837773	JOHN DEERE GATOR PARTS	001-051-5307-0000	72.13
SHERWIN-WILLIAMS CO	91214128240326	PAINT FOR ANIMAL SHELTER	001-041-5306-0000	195.83
AMERICAN LEGION POST #81	INV0053781	LEASE PAYMENT	001-051-5210-0000	500.00
AMERICAN LEGION POST #81	INV0053782	UTILITIES	001-051-5205-0000	1,000.00
OFFICE OF THE KANSAS STAT...	INV0053867	MONTHLY REVENUE MARCH...	001-000-1014-0000	162.50
OFFICE OF THE KANSAS STAT...	INV0053867	MONTHLY REVENUE MARCH...	001-000-1016-0000	1,759.61
OFFICE OF THE KANSAS STAT...	INV0053867	MONTHLY REVENUE MARCH...	001-000-1018-0000	3,663.99
OFFICE OF THE KANSAS STAT...	INV0053867	MONTHLY REVENUE MARCH...	001-000-1019-0000	244.00
OFFICE OF THE KANSAS STAT...	INV0053867	MONTHLY REVENUE MARCH...	001-000-1021-0000	60.00
PYE-BARKER FIRE & SAFETY L...	IV01031807	FIRST AID RESTOCK- ANIMAL ...	001-041-5312-0000	136.25
PYE-BARKER FIRE & SAFETY L...	iv01031810	FIRST AID MONTHLY UPDATE	001-021-5312-0000	170.50
GRABER ACE HARDWARE	291447/3	STATION MAINT	001-023-5306-0000	25.57
COLUMN SOFTWARE PBC	7B937DAD-0155	TEXT AMENDMENTS - APRIL ...	001-012-5212-0000	34.00
WAYNE VOGEL	INV0053857	3/27/26 TYLER RORICK 0026...	001-000-1017-0000	50.00
SUTHERLAND LUMBER TALL...	007757	HARDWARE	001-023-5310-0000	18.17
SUTHERLAND LUMBER TALL...	007759	HARDWARE RETURN	001-023-5310-0000	-11.99
SUTHERLAND LUMBER TALL...	007761	HARDWARE	001-023-5310-0000	55.27
PARK SEED WHOLESALE	CI26075453	PLANTS/FLOWERS	001-033-5310-0000	695.05
SUTHERLAND LUMBER TALL...	007769	PAINT SUPPLY	001-052-5306-0000	95.97
GALLS, LLC	034586411	EMBLEM -ROBERTS	001-021-5305-0000	60.55
FAVRE LAW LLC	07063	DOUGLAS RINEY 26-00089; 2...	001-013-5201-0000	200.00
FAVRE LAW LLC	07064	GRADY OWINGS - MUTIPLE ...	001-013-5201-0000	200.00
FAVRE LAW LLC	07065	JENNIFER ANDREWS 25-020...	001-013-5201-0000	200.00
AMAZON CAPITAL SERVICES	1CC7-CC79-FYL3	AUTOMATIC DOOR CLOSER -...	001-051-5306-0000	656.49
GRABER ACE HARDWARE	291474/3	SHOP TOOLS	001-051-5302-0000	15.97
JCG ENTERPRISE LLC	602	PHASE 3 - ANIMAL SHELTER F...	001-041-5206-0000	4,316.25
4 STATE MAINTENANCE SUP...	698972	GLOVES/LINERS - SUPPLIES	001-014-5310-0000	206.87
4 STATE MAINTENANCE SUP...	699067	BATHROOM SUPPLIES - TOIL...	001-014-5310-0000	329.77
SHERWIN-WILLIAMS CO	92493128240326	POOL PAINT	001-052-5306-0000	5,717.98
SHERWIN-WILLIAMS CO	92501128240326	POOL PAINT	001-052-5306-0000	142.82
SHERWIN-WILLIAMS CO	92667128240326	POOL PAINT	001-052-5306-0000	104.04
SHERWIN-WILLIAMS CO	92675128240326	POOL PAINT	001-052-5306-0000	37.32
INTEGRITY SUPERVISION SER...	#70	PROBATION	001-013-5201-0000	3,982.75
SUTHERLAND LUMBER TALL...	007780	WALNUT VALLEY LANDSCAPI...	001-042-5310-0000	341.80
BUTLER COUNTY LANDFILL	033126	MARCH LANDFILL BILL	001-033-5201-0000	44.40
GALLS, LLC	034603820	SHIRT-HAINES	001-021-5305-0000	137.98
THE SOD SHOP	101-36134	ROCK FOR WALNUT VALLEY	001-042-5310-0000	1,815.00
PROTECT YOUTH SPORTS	1373913	BACKGROUND CHECKS	001-051-5201-0000	850.00
ABLAZE FIRE AND SAFETY LLC	1877	SEMI ANNUAL SYSTEM SERVI...	001-023-5207-0000	109.75
AMAZON CAPITAL SERVICES	1XT7-9VRQ-4DDR	UNIFORM SUPPLY - SHOES	001-023-5305-0000	119.95
ASSURED OCCUPATIONAL SO...	2026-360	PART TIME POST OFFER SCR...	001-023-5201-0000	240.00
FLINT HILLS FIRE & RESCUE	239188	E1- SEAT REPAIR	001-023-5307-0000	275.63
T & D TIRE AND AUTO REPAIR	27162	(2) DISMT/MNT & (2) BALAN...	001-021-5207-0000	48.00
INDUSTRIAL SCIENTIFIC COR...	2909928	GAS MONITORING SUBSCRIP...	001-023-5201-0000	423.85

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
GRABER ACE HARDWARE	291488/3	HAND SANITIZER	001-012-5310-0000	7.50
GLOBAL PAYMENTS INTEGRA...	4131 MAR 2026	4131 MAR 2026 MERCHANT ...	001-051-5203-0000	769.38
GLOBAL PAYMENTS INTEGRA...	4132 MAR 2026	4132 MAR 2026 MERCHANT ...	001-013-5203-0000	1,682.22
GLOBAL PAYMENTS INTEGRA...	4132 MAR 2026	4132 MAR 2026 MERCHANT ...	001-021-5203-0000	1,682.22
GLOBAL PAYMENTS INTEGRA...	4133 MAR 2026	4133 MAR 2026 MERCHANT ...	001-012-5203-0000	702.20
UNDERGROUND VAULTS & S...	5004838	RECORDS STORAGE 4/1/2026...	001-013-5201-0000	169.97
UNDERGROUND VAULTS & S...	5004839	STORAGE 4/1/2026-4/30/20...	001-021-5201-0000	78.32
SHERWIN-WILLIAMS CO	92949128240326	POOL PAINT RETURN	001-052-5306-0000	-1,143.60
SHERWIN-WILLIAMS CO	92956128240326	POOL PAINT RETURN	001-052-5306-0000	-21.64
SHERWIN-WILLIAMS CO	93038128240326	PAINT - FOR ANIMAL SHELTER	001-041-5310-0000	35.99
BUMPER TO BUMPER OF EL ...	956338	BLOWER MOTOR/CABIN FILT...	001-021-5307-0000	72.07
IDI	IN1075298	ONLINE FLAT RATE CONTRAC...	001-021-5201-0000	140.00
GEOTAB USA, INC	IN480849	MARCH 2026 BILLING	001-012-5205-0000	57.75
GEOTAB USA, INC	IN480849	MARCH 2026 BILLING	001-021-5205-0000	308.00
GEOTAB USA, INC	IN480849	MARCH 2026 BILLING	001-023-5205-0000	19.25
GEOTAB USA, INC	IN480849	MARCH 2026 BILLING	001-033-5205-0000	77.00
GEOTAB USA, INC	IN480849	MARCH 2026 BILLING	001-041-5205-0000	19.25
TRAVELERS INSURANCE CEN...	INV0053792	S ROBERTS NOTARY INSURA...	001-021-5213-0000	90.00
PUBLIC WHOLESALE WATER ...	INV0053888	PUMP WATER TO BALLFIELDS	001-051-5205-0000	50.00
MAX'S BREATHE EASY GASES...	R35821	CYLINDERS	001-051-5210-0000	35.00
SUTHERLAND LUMBER TALL...	007783	WALNUT VALLEY LANDSCAPI...	001-042-5310-0000	59.99
EASY ICE, LLC	02005046	ICE MACHINE RENTAL AT CIV...	001-051-5210-0000	220.00
EASY ICE, LLC	02008706	ICE MACHINE RENTAL AT MA...	001-051-5210-0000	169.52
COX COMMUNICATIONS	020513702 APR 2026	ACT 020513702 SERVICE FR...	001-021-5205-0000	251.99
COX COMMUNICATIONS	028608401 APR 2026	ADMIN	001-011-5205-0000	955.88
COX COMMUNICATIONS	028608401 APR 2026	ENGINEERING	001-012-5205-0000	281.14
COX COMMUNICATIONS	028608401 APR 2026	BUILDING/ZONING	001-012-5205-0000	224.91
COX COMMUNICATIONS	028608401 APR 2026	POLICE	001-021-5205-0000	1,012.12
COX COMMUNICATIONS	028608401 APR 2026	FIRE 2 INTERNET/CABLE	001-023-5205-0000	116.81
COX COMMUNICATIONS	028608401 APR 2026	FIRE 2	001-023-5205-0000	393.60
COX COMMUNICATIONS	028608401 APR 2026	FIRE	001-023-5205-0000	562.29
COX COMMUNICATIONS	028608401 APR 2026	PARKS	001-033-5205-0000	84.34
COX COMMUNICATIONS	028608401 APR 2026	ANIMAL SHELTER	001-041-5205-0000	140.57
COX COMMUNICATIONS	028608401 APR 2026	CEMETERY	001-042-5205-0000	56.23
COX COMMUNICATIONS	028608401 APR 2026	REC	001-051-5205-0000	337.37
COX COMMUNICATIONS	028608401 APR 2026	ACTIVITY CENTER	001-051-5205-0000	168.69
GALLS, LLC	034616852	WHISTLE-FREED	001-021-5305-0000	9.90
DAVIS, MANLEY & LANE, LLC	10453	PROSECUTORIAL SERVICES	001-013-5201-0000	4,600.00
AMAZON CAPITAL SERVICES	1D3X-G3NQ-XTL6	TIMER FOR MEETINGS	001-011-5310-0000	13.99
AMAZON CAPITAL SERVICES	1LJG-YGX6-LPJ6	DISINFECTANT CLEANERS/D...	001-041-5304-0000	273.58
AMAZON CAPITAL SERVICES	1VKH-YD6W-NDXW	DISINFECTANT CLEANER/DE...	001-041-5304-0000	31.98
UNION PACIFIC RAILROAD C...	346410065	ANNUAL LEASE FOR TRAIN D...	001-051-5210-0000	200.00
BUTLER COUNTY SHERIFF	4/01/2026	INMATE HOUSING - MARCH ...	001-013-5311-0000	7,910.00
AIRGAS USA, LLC	5524005071	LEASE PAYMENT 5/1/26-4/30...	001-023-5210-0000	538.40

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
ISERVE	8151	APRIL MONTHLY SERVICES	001-014-5201-0000	6,767.00
PARK SEED WHOLESALE	CI26147942	FLOWERS/ PLANTS	001-033-5310-0000	3,476.10
SUTHERLAND LUMBER TALL...	007796	MULCH	001-033-5310-0000	19.56
EASY ICE, LLC	02021083	ICE-MACHINE RENTAL AT CE...	001-051-5210-0000	179.00
EASY ICE, LLC	02026226	ICE MACHINE RENTAL AT REC...	001-051-5210-0000	122.00
EASY ICE, LLC	02026594	ICE MACHINE RENTAL AT EA...	001-051-5210-0000	179.00
RECREATION REFUND ACCT	1702	LIFEGUARD CERTIFICATION R...	001-052-5201-0000	250.00
GRABER ACE HARDWARE	291527/3	WEED EATER PART	001-042-5307-0000	4.00
BUMPER TO BUMPER OF EL ...	956524	HOOK & LOOP FASTENER - P...	001-021-5310-0000	23.54
OPTIV SECURITY INC.	INV-10025916914	TOKEN -FLETCHER	001-021-5201-0000	70.54
JEM INC	1822	INSTALL NEW CABLE LEFT SI...	001-041-5206-0000	120.00
GRABER ACE HARDWARE	291533/3	FILE RETURN	001-051-5302-0000	-9.99
GRABER ACE HARDWARE	291533/3	WIRE FOR KUBATA TRACTOR	001-051-5307-0000	34.75
SUTHERLAND LUMBER TALL...	007811	SHOP SUPPLIES	001-023-5310-0000	87.03
XEROX FINANCIAL SERVICES	41846022	LEASE PAYMENT MARCH/APR...	001-051-5210-0000	138.02
GALLS, LLC	034654850	BOOT-SKOV	001-021-5305-0000	72.00
GALLS, LLC	034654851	HOODIE-R SMITH	001-021-5305-0000	58.68
EVERGY	0722196528 MAR 2026	602 E 12TH AVE CROSSWALK...	001-012-5205-0000	37.50
AMAZON CAPITAL SERVICES	1N4H-XVCW-DNRY	UNIFORM SUPPLY - SHOES	001-023-5305-0000	154.95
BLUESTEM ANIMAL CLINIC	254716	MARCH VET SERVICES	001-041-5201-0000	612.48
KANSAS GAS SERVICE	510264198 1615244 36 MAR...	222 E LOCUST AVE SVC 2/16/...	001-041-5205-0000	218.39
4 STATE MAINTENANCE SUP...	699299	VACCUUM REPAIR	001-014-5307-0000	104.55
4 STATE MAINTENANCE SUP...	699300	VACCUUM REPAIR	001-014-5307-0000	158.53
EMC INSURANCE	7003198168	POLICY CHANGE	001-042-5204-0000	15.00
SUTHERLAND LUMBER TALL...	007830	GRAHAM PARK SIGNS	001-033-5310-0000	269.90
SUTHERLAND LUMBER TALL...	007834	LUMBER FOR GRAHAM PARK...	001-033-5310-0000	167.43
GALLS, LLC	034668101	EMBLEM-J BUTCHER	001-021-5305-0000	20.68
EVERGY	1346147609 MAR 2026	932 N MAIN ST PARK SVC 3/9...	001-033-5205-0000	559.44
RECREATION REFUND ACCT	1703	TRAIN DEPOT REFUND	001-000-4621-0000	80.00
EVERGY	2616450029 MAR 2026	924 N MAIN ST SAL SVC 3/8/...	001-033-5205-0000	64.78
GRABER ACE HARDWARE	291564/3	GLOVES	001-051-5305-0000	7.99
GRABER ACE HARDWARE	291576/3	HD STAPLER AT RANGE	001-021-5213-0000	77.96
DON HATTAN	6129814	POLICE INTERCEPTOR WORK	001-021-5207-0000	233.64
CONFAB INC	66012-64001	CONFAB INC	001-033-5307-0000	125.00
BARBARA HEUSNER	INV0053890	FIRE LIEN FOR 721 S SUMMIT	001-011-5213-0000	129.74
SUTHERLAND LUMBER TALL...	007844	GRASS SEED & CONCRETE	001-033-5310-0000	126.32
GALLS, LLC	034680281	POLO-COUCH	001-021-5305-0000	158.52
GALLS, LLC	034680302	CHINO-HAINES	001-021-5305-0000	176.00
GRABER ACE HARDWARE	291585/3	HANG STRIP-MURPHY	001-021-5213-0000	12.99
STANDS FARMS	3608	DIRT LOAD TO CEMETERY	001-042-5308-0000	700.00
XEROX FINANCIAL SERVICES	41854171	ENG COPIER RENTAL 3/28/2...	001-012-5210-0000	446.93
XEROX FINANCIAL SERVICES	41854196	3/28/2026 TO 4/27/2026	001-013-5210-0000	52.20
XEROX FINANCIAL SERVICES	41854196	3/28/2026 TO 4/27/2026	001-021-5210-0000	104.41
KANSAS GAS SERVICE	510469962 1492273 82 MAR...	216/220 E FIRST AVE	001-011-5205-0000	67.37

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
KANSAS GAS SERVICE	510469962 1492273 82 MAR...	216/220 E FIRST AVE	001-023-5205-0000	58.01
COOPER LAW OFFICES	75	ANTHONY ALFARO (5 CASES)...	001-013-5201-0000	400.00
BUTLER COUNTY REGISTER O...	INV0053887	DEEDS 6030-6033	001-042-5213-0000	84.00
SUTHERLAND LUMBER TALL...	007852	RR REPAIRS AT SUMMIT	001-033-5308-0000	28.96
O'REILLY AUTOMOTIVE, INC	0255-136238	BRAKE PADS	001-023-5307-0000	53.60
AMERICAN FUN FOOD CO	2054457-0	BALLFIELD CONCESSIONS	001-051-5327-0000	623.05
GRABER ACE HARDWARE	291614/3	ADAPTER/SOLDER/CLOTH & ...	001-033-5310-0000	65.16
PARK SEED WHOLESALE	CI26166223	PLANTS/FLOWERS	001-033-5310-0000	4,424.21
KANSAS CHILDFIRST	INV0053886	S MCKEE-CLASS	001-021-5211-0000	50.00
AMAZON CAPITAL SERVICES	1KWK-4MLY-1QMJ	HAZMAT PPE	001-023-5305-0000	144.45
GRABER ACE HARDWARE	291619/3	CLEANER AND CONNECTOR	001-033-5308-0000	12.99
GRABER ACE HARDWARE	291619/3	CLEANER AND CONNECTOR	001-033-5309-0000	19.98
JCG ENTERPRISE LLC	604	PHASE 3 - STORAGE CLOSET ...	001-041-5206-0000	955.00
VERIZON WIRELESS	6140810705	COMMISSION - BILL YOUNG	001-011-5205-0000	40.01
VERIZON WIRELESS	6140810705	COMMISSION - LEON LEACH...	001-011-5205-0000	40.01
VERIZON WIRELESS	6140810705	COMMISSION - KENDRA WILK...	001-011-5205-0000	40.01
VERIZON WIRELESS	6140810705	COMMISSION - ANDREW TIP...	001-011-5205-0000	40.01
VERIZON WIRELESS	6140810705	CODE ENFORCEMENT	001-012-5205-0000	46.54
VERIZON WIRELESS	6140810705	BRANDON TAYLOR	001-012-5205-0000	46.54
VERIZON WIRELESS	6140810705	GPS HOTSPOT	001-012-5205-0000	40.01
VERIZON WIRELESS	6140810705	DEVIN HAINES	001-021-5205-0000	46.54
VERIZON WIRELESS	6140810705	PD BEAT 2	001-021-5205-0000	46.54
VERIZON WIRELESS	6140810705	SARAH MCKEE	001-021-5205-0000	46.54
VERIZON WIRELESS	6140810705	JOHN THOMPSON	001-021-5205-0000	46.54
VERIZON WIRELESS	6140810705	RYAN SMITH	001-021-5205-0000	40.01
VERIZON WIRELESS	6140810705	HEATHER ROSE	001-021-5205-0000	46.54
VERIZON WIRELESS	6140810705	PD SERGEANT	001-021-5205-0000	46.54
VERIZON WIRELESS	6140810705	KEN TEMAAT	001-021-5205-0000	46.54
VERIZON WIRELESS	6140810705	PD BEAT 3	001-021-5205-0000	46.54
VERIZON WIRELESS	6140810705	PD BEAT 1	001-021-5205-0000	46.54
VERIZON WIRELESS	6140810705	PD BUYPHONE	001-021-5205-0000	41.54
VERIZON WIRELESS	6140810705	JOSEPH BUTCHER	001-021-5205-0000	46.54
VERIZON WIRELESS	6140810705	SEAN SKOV	001-021-5205-0000	46.54
VERIZON WIRELESS	6140810705	TONY YAGHJIAN	001-023-5205-0000	40.01
VERIZON WIRELESS	6140810705	FIRE CAPTAINS	001-023-5205-0000	41.54
VERIZON WIRELESS	6140810705	CEMETERY	001-042-5205-0000	41.54
VERIZON WIRELESS	6140810705	DOWNTOWN MAINTENANCE	001-051-5205-0000	41.54
VERIZON WIRELESS	6140810705	RECREATION CLOCK IN PHO...	001-051-5205-0000	41.54
PEPSI-COLA	74661504	CONCESSION STOCK	001-051-5327-0000	1,203.68
EVERGY	7910786644 MARCH 2026	530 CHARRON DR SVC 3/12/...	001-051-5205-0000	30.61
BILL'S ELECTRIC, INC	I7792	ELECTRICAL LINE REPAIR AT ...	001-051-5201-0000	309.71
COX COMMUNICATIONS	075905901 APR 2026	ACT 075905901 SVC 4/11/20...	001-052-5205-0000	47.71
SUTHERLAND LUMBER TALL...	007885	CITY HALL LANDSCAPING AN...	001-033-5310-0000	239.30
SUTHERLAND LUMBER TALL...	007894	FOREST PARK RR REPAIR	001-033-5308-0000	12.87

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
O'REILLY AUTOMOTIVE, INC	0255-136929	BRAKE ROTOR - POLICE INTE...	001-021-5307-0000	132.00
GALLS, LLC	034723968	ID PANEL-ROBERTS	001-021-5305-0000	55.90
AMAZON CAPITAL SERVICES	14VN-T6JX-J3GD	DISINFECTANT CLEANER WIP...	001-041-5304-0000	23.99
RECREATION REFUND ACCT	1704	TBALL REFUND	001-000-4470-0000	36.00
GRABER ACE HARDWARE	291638/3	PAINT SUPPLIES - ANIMAL SH...	001-041-5310-0000	43.94
GRABER ACE HARDWARE	291639/3	5 KEYS D HAINES	001-021-5213-0000	11.95
BUMPER TO BUMPER OF EL ...	957025	BRAKE DISC PADS/ROTORS - ...	001-021-5307-0000	590.15
GALLS, LLC	034737972	EMBLEM D HAINES	001-021-5305-0000	5.98
GRABER ACE HARDWARE	291646/3	EDGER BLADE	001-033-5302-0000	39.90
LA FORGE'S BUSINESS MACH...	39632	COPIER RENT	001-013-5210-0000	116.50
LA FORGE'S BUSINESS MACH...	39632	COPIER RENT	001-021-5210-0000	116.50
LA FORGE'S BUSINESS MACH...	39632	COPIER RENT	001-023-5210-0000	100.00
LA FORGE'S BUSINESS MACH...	39632	COPIER RENT	001-023-5210-0000	248.00
WOODRIVER ENERGY LLC	496274	210 E 1ST AVE-ADMIN	001-011-5205-0000	204.53
WOODRIVER ENERGY LLC	496274	222 E LOCUST AVE-ANIMAL ...	001-041-5205-0000	300.53
EVERGY	9882584222 MAR 2026	STREET LIGHTS SVC 3/16/20...	001-012-5205-0000	14,948.59
OPTIV SECURITY INC.	INV-10025917417	TOKEN- D JONES	001-021-5201-0000	70.54
DIRE TRUCK PARTS, INC.	01P1601	WHEEL NUT INDICATORS	001-023-5307-0000	26.56
GALLS, LLC	034751457	3 - POLO-MATELSKA	001-021-5305-0000	320.02
WAXENE PRODUCTS CO., INC	113896	FIELD MARKING PAINT	001-051-5331-0000	618.93
KANSASLAND TIRE WHOLESA...	137623	TIRES FOR POLICE VEHICLES	001-021-5307-0000	1,021.48
FLINTHILLS SERVICES, INC	40754	SHREDING DOCUMENTS	001-013-5201-0000	72.48
FLINTHILLS SERVICES, INC	40754	SHREDING DOCUMENTS	001-021-5201-0000	72.48
TIMER GUYS LLC	4467	WATER SAFETY COURSE	001-052-5201-0000	250.00
CAMI R BAKER	CBAKER4-2026	JUDICIAL SERVICES - APRIL	001-013-5201-0000	3,450.00
KIEFER AQUATICS	INV001589177	LIFEGUARD UNIFORMS AND ...	001-051-5205-0000	134.00
KIEFER AQUATICS	INV001589177	LIFEGUARD UNIFORMS AND ...	001-051-5310-0000	462.60
DEBBIE D. SMITH	INV0053949	REIMBURSE COOKIES DISPAT...	001-021-5213-0000	39.86
LEAGUE OF KANSAS MUNICI...	200017157	2026 CITY FORUMS	001-011-5211-0000	15.00
SUPERIOR EMERGENCY RES...	6646	INSTALL CUSTOMER SUPPLIE...	001-021-5307-0000	650.00
BRANDON TAYLOR	APRIL 2026	MILEAGE-MAYETTA-HOA CO...	001-012-5211-0000	203.00
T & D TIRE AND AUTO REPAIR	27246	LAWN MOWER TIRE REPAIR	001-042-5207-0000	6.00
KANSAS GAS SERVICE	510200453 1568212 64 APR ...	422 E LOCUST AVE SVC 3/16/...	001-033-5205-0000	479.22
KANSAS GAS SERVICE	510264198 2052922 45 APR ...	210 N GRIFFITH ST SVC 3/16/...	001-051-5205-0000	157.55
KANSAS GAS SERVICE	510469962 1650261 45 APR ...	388 E CENTRAL AVE SVC 3/16...	001-021-5205-0000	82.28
KANSAS GAS SERVICE	510469962 2064902 82 APR ...	330 N GRIFFITH ST SVC 3/16/...	001-033-5205-0000	108.97
KANSAS GAS SERVICE	510469962 2064903 00 APR ...	207 E 2ND AVE SVC 3/16/20...	001-012-5205-0000	102.29
JCG ENTERPRISE LLC	607	PHASE 4 - GARAGE/STORAGE...	001-041-5206-0000	3,740.50
COOPER LAW OFFICES	76	DELOSSANTOS 24-1867; HO...	001-013-5201-0000	400.00
INTRUST BANK, N.A.	APR 2026 SERVICE CHARGE	ACCOUNT ANALYSIS CHARGE...	001-011-5203-0000	576.62
SUSAN B ALLEN MEMORIAL ...	INV0053980	ARMSTRONG 25-02047 FIT F...	001-013-5311-0000	38.45
SUSAN B ALLEN MEMORIAL ...	INV0053980	ARMSTRONG 25-02047 FIT F...	001-013-5311-0000	40.48
SUSAN B ALLEN MEMORIAL ...	INV0053981	FARRAR 26-00451 FIT FOR C...	001-013-5311-0000	382.10
SUSAN B ALLEN MEMORIAL ...	INV0053981	FARRAR 26-00451 FIT FOR C...	001-013-5311-0000	162.18

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
FAVRE LAW LLC	07135	DANA WATKINS 0031445E;0...	001-013-5201-0000	200.00
FAVRE LAW LLC	07137	ELI MARSOLF 25-01891	001-013-5201-0000	200.00
FAVRE LAW LLC	07138	JACOB CHASTAIN 24-01683	001-013-5201-0000	200.00
AMAZON CAPITAL SERVICES	1NPJ-1D63-JMXM	CLOTHING ITEMS S MCKEE	001-021-5305-0000	249.00
XEROX BUSINESS SOLUTIONS	IN6456163	PRINTING CHARGES	001-051-5210-0000	117.94
XEROX BUSINESS SOLUTIONS	IN6456164	ADMIN PRINTER 01/25/2026...	001-011-5210-0000	186.88
XEROX BUSINESS SOLUTIONS	IN6456165	ENG PRINTING CHARGES 3/2...	001-012-5210-0000	109.36
SHERWIN-WILLIAMS CO	00454128240426	PAINT FOR LIFEGUARD	001-052-5308-0000	105.85
RECREATION REFUND ACCT	1705	CEMETERY LOTS	001-042-5213-0000	500.00
RECREATION REFUND ACCT	1707	TBALL REFUND	001-000-4470-0000	32.00
RECREATION REFUND ACCT	1708	YOUTH COMBINE REFUND	001-000-4470-0000	6.66
RECREATION REFUND ACCT	1709	TBALL REFUND	001-000-4470-0000	36.00
AMERICAN LEGION POST #81	INV0053983	UTILITIES	001-051-5205-0000	932.01
AMERICAN LEGION POST #81	INV0053984	LEASE PAYMENT	001-051-5210-0000	500.00
WICHITA HEIGHTS JR BASEBA...	INV0053985	2026 TEAM FEES	001-051-5213-0000	2,700.00
RECREATION REFUND ACCT	1710	PARK REFUND	001-000-4620-0000	35.00
SUSAN B ALLEN MEMORIAL ...	INV0053982	DAVIS 25-01949 FIT FOR CO...	001-013-5311-0000	38.45
SUSAN B ALLEN MEMORIAL ...	INV0053982	DAVIS 25-01949 FIT FOR CO...	001-013-5311-0000	40.48
RECREATION REFUND ACCT	1711	PARK REFUND	001-000-4620-0000	35.00
RECREATION REFUND ACCT	1712	CIVIC CENTER REFUND	001-000-4621-0000	150.00
			Fund 001 - GENERAL FUND Total:	**205,798.88**
Fund: 002 - EQUIPMENT RESERVE FUND				
MORIDGE MANUFACTURING,..	833148	NEW MOWER FOR CEMETER...	002-042-7401-0000	11,165.50
ENTERPRISE FM TRUST	FBN5612387	EENG72591 4/1/2026-4/30/...	002-012-7508-0000	981.89
ENTERPRISE FM TRUST	FBN5612387	ENG00000122 4/1/2026-4/3...	002-012-7508-0000	25.07
ENTERPRISE FM TRUST	FBN5612387	ENG00000124 4/1/2026-4/3...	002-012-7508-0000	25.07
ENTERPRISE FM TRUST	FBN5612387	00000394 4/1/2026-4/30/20...	002-021-7508-0000	994.17
ENTERPRISE FM TRUST	FBN5612387	00000373 4/1/2026-4/30/20...	002-021-7508-0000	994.17
ENTERPRISE FM TRUST	FBN5612387	00000365 4/1/2026-4/30/20...	002-021-7508-0000	991.63
ENTERPRISE FM TRUST	FBN5612387	00000381 4/1/2026-4/30/20...	002-021-7508-0000	1,113.46
ENTERPRISE FM TRUST	FBN5612387	00000358 4/1/2026-4/30/2...	002-021-7508-0000	990.17
ENTERPRISE FM TRUST	FBN5612387	00000364 4/1/2026-4/30/2...	002-021-7508-0000	987.48
ENTERPRISE FM TRUST	FBN5612387	00000049 4/1/2026-4/30/20...	002-023-7508-0000	1,177.49
ENTERPRISE FM TRUST	FBN5612387	EPW21116 4/1/2026-4/30/2...	002-034-7508-0000	1,108.01
ENTERPRISE FM TRUST	FBN5612387	EPW51160 4/1/2026-4/30/2...	002-034-7508-0000	1,041.16
ENTERPRISE FM TRUST	FBN5612387	EPW27294 4/1/2026-4/30/2...	002-034-7508-0000	1,134.24
ENTERPRISE FM TRUST	FBN5612387	EPW51143 4/1/2026-4/30/2...	002-034-7508-0000	1,041.16
ENTERPRISE FM TRUST	FBN5612387	EPW21072 4/1/2026-4/30/2...	002-034-7508-0000	1,108.01
ENTERPRISE FM TRUST	FBN5612387	EAC72181 4/1/2026-4/30/20...	002-041-7508-0000	976.30
ENTERPRISE FM TRUST	FBN5612387	ECEM4426 4/1/2026-4/30/2...	002-042-7508-0000	1,116.82
ENTERPRISE FM TRUST	FBN5612387	EREC9236 4/1/2026-4/30/20...	002-051-7508-0000	962.14
ENTERPRISE FM TRUST	FBN5612387	EREC83353 4/1/2026-4/30/2...	002-051-7508-0000	934.88

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
WILSON EL DORADO, INC.	14273	2025 DHEVROLET TRAVERSE ...	002-011-7401-0000	33,192.00
			Fund 002 - EQUIPMENT RESERVE FUND Total:	**62,060.82**
Fund: 003 - AIRPORT FUND				
SUTHERLAND LUMBER TALL...	007656	AIPORT - REMODEL SUPPLIES	003-011-5310-0000	9.55
CARAVAN CARPET & TILE INC.	8300	AIRPORT FLOOR	003-011-5206-0000	4,796.52
INTRUST CARD CENTER	INV0053794	WALMART - AIRPORT PROJE...	003-011-5310-0000	17.99
INTRUST CARD CENTER	INV0053794	WALMART - FOLDERS/POP/C...	003-011-5310-0000	64.28
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
EVERGY	1540689040 MAR 2026	1485 SE 30TH ST E SVC 2/23/...	003-011-5205-0000	115.00
EVERGY	3110697298 MAR 2026	1485 SE 30TH ST K SVC 2/23/...	003-011-5205-0000	36.55
EVERGY	3110758812 MAR 2026	1485 SE 30TH ST G SVC 2/23...	003-011-5205-0000	133.57
EVERGY	3110789577 MAR 2026	1485 SE 30TH ST 30TH F SVC ...	003-011-5205-0000	395.23
EVERGY	3203163127 MAR 2026	1435 SE 20TH ST SVC 2/23/2...	003-011-5205-0000	89.72
EVERGY	4075179327 MAR 2026	1485 SE 30TH ST I SVC 2/23/...	003-011-5205-0000	146.10
EVERGY	8655451646 MAR 2026	1485 SE 30TH ST J SVC 2/23/...	003-011-5205-0000	79.69
EVERGY	3110728056 MAR 2026	1485 SE 30TH ST D SVC 2/23...	003-011-5205-0000	29.49
GRABER ACE HARDWARE	291435/3	FASTENERS - AIRPORT	003-011-5310-0000	3.17
KANSAS DEPARTMENT OF RE...	004-486035394-F01 MAR 20...	SALES TAX PERIOD 3/1/2026...	003-011-5209-0000	343.53
BUTLER COUNTY RURAL WA...	0516 mar 2026	WATER USAGE - MARCH 2026	003-011-5205-0000	34.93
HEARTLAND ACQUISITION LLC	2418 MAR 2026	2418 MAR 2026 MERCHANT ...	003-011-5203-0000	334.98
ODP BUSINESS SOLUTIONS, L...	460372118001	DRY ERASE MARKERS & ERAS...	003-011-5301-0000	7.37
COX COMMUNICATIONS	028608401 APR 2026	AIRPORT	003-011-5205-0000	56.23
RSINET, LLC	RQMMDSEA-0001	QUARTERLY RSINET SUBSCRI...	003-011-5211-0000	180.00
GRABER ACE HARDWARE	291535/3	SCREW	003-011-5310-0000	2.99
GRABER ACE HARDWARE	291557/3	SINGLE KEY (4)	003-011-5310-0000	9.56
VERIZON WIRELESS	6140805915	ACT 942026139-00001 SVC 3...	003-011-5205-0000	25.02
EVERGY	2053112166 APR 2026	1485 SE 20TH ST SAL SVC 3/1...	003-011-5205-0000	43.17
HOOVER MOWER SALES, LLC	23630	DRIVE BELT/OIL/OIL FILTER - ...	003-011-5307-0000	92.93
			Fund 003 - AIRPORT FUND Total:	**7,371.48**
Fund: 005 - EL DORADO SENIOR CENTER FUND				
BRADY INDUSTRIES OF KANS...	11076858	PAD FLOOR 14 SCRUB GREEN...	005-011-5309-0000	12.67
UNIFIRST CORPORATION	1900260772	DELIVERY CHARGE	005-011-5201-0000	4.86
UNIFIRST CORPORATION	1900260772	JANITORIAL SUPPLIES	005-011-5309-0000	23.86
AMAZON CAPITAL SERVICES	1J41-7649-CVRP	GARBAGE CAN RUBBER BAN...	005-011-5309-0000	7.59
AMAZON CAPITAL SERVICES	1NWN-3HY9-7R43	WI-FI ADAPTER	005-011-5316-0000	13.71
FOUNTAIN AND STUCHLIK TE...	P-345 SENIOR TV	TV INSTALLATION	005-011-5201-0000	400.00
FOUNTAIN AND STUCHLIK TE...	P-345 SENIOR TV	SCREWS, XIP TIES, MISC ITE...	005-011-5310-0000	60.00
EVCO WHOLESALE FOOD CO...	0921454	DELIVERY CHARGE	005-011-5201-0000	5.25
EVCO WHOLESALE FOOD CO...	0921454	PROGRAM-LUNCH GROUND ...	005-011-5310-0000	332.13
FOUNTAIN AND STUCHLIK TE...	P-47 SENIOR ACCESS	KEYLESS DOOR ENTRY JOB	005-011-5315-0000	4,289.14
AMAZON CAPITAL SERVICES	1WNP-6FXQ-K34R	USB TO HDMI ADAPTER	005-011-5316-0000	15.46
AMAZON CAPITAL SERVICES	19DX-CXQK-JYK1	NAPKIN BANDS FOR LUNCH ...	005-011-5310-0000	12.97

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
AMAZON CAPITAL SERVICES	1MML-63KJ-LYV4	RAZOR BLADE SCRAPPER	005-011-5309-0000	16.99
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	PROGRAM - LUNCH WALMA...	005-011-5310-0000	115.37
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH WALMART..	005-011-5310-0000	99.32
INTRUST CARD CENTER	INV0053851	PROGRAM - LUNCH DILLONS...	005-011-5310-0000	105.42
INTRUST CARD CENTER	INV0053851	POTLUCK WAL-MART 2/26/2...	005-011-5310-0000	91.68
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH WAL MAR...	005-011-5310-0000	81.40
INTRUST CARD CENTER	INV0053851	PROGRAM - LUNCH WALMA...	005-011-5310-0000	60.23
INTRUST CARD CENTER	INV0053851	PROGRAM - LUNCH - WALM...	005-011-5310-0000	106.82
INTRUST CARD CENTER	INV0053851	PROGRAM - LUNCH WALMA...	005-011-5310-0000	59.78
INTRUST CARD CENTER	INV0053851	ST PATTY'S BKFST - WALMAR...	005-011-5310-0000	49.83
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH WALMART..	005-011-5310-0000	36.45
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH DILLONS 3...	005-011-5310-0000	7.69
INTRUST CARD CENTER	INV0053851	PROGRAM - LUNCH - SAM'S ...	005-011-5310-0000	428.16
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH DIILLONS -..	005-011-5310-0000	7.92
INTRUST CARD CENTER	INV0053851	PROGRAM -LUNCH WAL MA...	005-011-5310-0000	33.56
INTRUST CARD CENTER	INV0053851	LUNCH SUPPLIES/PAPER GO...	005-011-5310-0000	27.80
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH WALMART..	005-011-5310-0000	3.24
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH SAMS 3/3...	005-011-5310-0000	19.83
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH DILLONS ...	005-011-5310-0000	16.03
INTRUST CARD CENTER	INV0053851	PROGRAM - LUNCH WALMA...	005-011-5310-0000	45.50
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH SAMS 3/3...	005-011-5310-0000	15.57
INTRUST CARD CENTER	INV0053851	ST PATTY'S BKFST - DILLONS ...	005-011-5310-0000	13.96
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH DILLONS 3...	005-011-5310-0000	13.74
INTRUST CARD CENTER	INV0053851	LUNCH SUPPLIES - WEBSTAU...	005-011-5310-0000	217.95
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH DOLLAR S...	005-011-5310-0000	5.91
INTRUST CARD CENTER	INV0053851	COFFEE BAR - WEBSTAURANT..	005-011-5310-0000	172.54
INTRUST CARD CENTER	INV0053851	PROGRAM-LUNCH DILLONS 3...	005-011-5310-0000	9.45
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
KANSAS GAS SERVICE	510469962 2064904 18 MAR...	210 E 2ND ST SVC 2/16/2026...	005-011-5205-0000	345.14
UNIFIRST CORPORATION	1900270740	DEFE CHARGE FIXED	005-011-5201-0000	4.86
UNIFIRST CORPORATION	1900270740	JANITORIAL SUPPLIES	005-011-5309-0000	27.51
EVERGY	8259416029 MAR 2026	210 E 2ND AVE SR CZ SVC 2/...	005-011-5205-0000	814.27
AMAZON CAPITAL SERVICES	1KWT-TFQW-4J4V	THERMOSTAT LOCK BOXES	005-011-5302-0000	32.99
AMAZON CAPITAL SERVICES	1GN3-KYQW-PJPR	DECORATIONS FOR 90'S PAR...	005-011-5213-0000	22.24
AMAZON CAPITAL SERVICES	1GN3-KYQW-PJPR	COFFEE BAR	005-011-5310-0000	17.50
AMAZON CAPITAL SERVICES	1GN3-KYQW-PJPR	CHAIR & TABLE DOLLIES (UNI...	005-011-7402-0000	892.80
AMAZON CAPITAL SERVICES	1HQT-MLWV-H6PN	EASTER BUNNY COSTUME	005-011-5323-0000	39.90
COX COMMUNICATIONS	028608401 APR 2026	SR CENTER CABLE	005-011-5205-0000	16.78
COX COMMUNICATIONS	028608401 APR 2026	SR CENTER	005-011-5205-0000	112.46

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
AMAZON CAPITAL SERVICES	1RPG-FRCM-RXMF	BAKING SHEETS (3)	005-011-5302-0000	23.98
EVCO WHOLESALE FOOD CO...	0926859	DELIVERY CHARGES	005-011-5201-0000	6.75
EVCO WHOLESALE FOOD CO...	0926859	PROGRAM - LUNCH	005-011-5310-0000	600.67
SENIOR CENTER REFUND AC...	1269	ROOM RENTAL DEPOSIT REF...	005-000-4621-0000	100.00
UNIFIRST CORPORATION	1900273780	DELIVERY CHARGE	005-011-5201-0000	4.86
UNIFIRST CORPORATION	1900273780	TOWELS/DEGREASER	005-011-5309-0000	27.94
AMAZON CAPITAL SERVICES	1Q93-JMYY-GFWL	CHAIR DOLLY	005-011-7402-0000	148.99
EMC INSURANCE	7003240612	5/1/2026-5/1/2027	005-011-5204-0000	3,799.00
SENIOR CENTER REFUND AC...	1270	RENTAL DEPOSIT RETURN	005-000-4621-0000	125.00
VERIZON WIRELESS	6140810705	SENIOR CENTER	005-011-5205-0000	41.54
SENIOR CENTER REFUND AC...	1271	JANITORIAL SERVICES 3/29/2...	005-011-5202-0000	390.00
LA FORGE'S BUSINESS MACH...	39632	COPIER RENT	005-011-5210-0000	209.00
AMAZON CAPITAL SERVICES	13QR-TQ7C-RG4R	CANDY/TOTE BAG/SUNCREE...	005-011-5213-0000	84.16
UNIFIRST CORPORATION	1900276927	DELIVERY CHARGE	005-011-5201-0000	4.86
UNIFIRST CORPORATION	1900276927	JANITORIAL SUPPLIES	005-011-5309-0000	27.51
KANSAS GAS SERVICE	510469962 2064904 18 APR ...	210 E 2ND AVE SVC 3/16/20...	005-011-5205-0000	122.29
SENIOR CENTER REFUND AC...	1272	RENTAL DEPOSIT REFUND	005-000-4621-0000	125.00
SENIOR CENTER REFUND AC...	1274	BAND PAYMENT	005-011-5323-0000	200.00
SENIOR CENTER REFUND AC...	1275	JANITORIAL SERVICEWS 4/12...	005-011-5202-0000	364.00
			Fund 005 - EL DORADO SENIOR CENTER FUND Total:	**16,269.49**
Fund: 007 - MAJOR STREET FUND				
PYE-BARKER FIRE & SAFETY L...	IV00843190	FIRST AID SUPPLY BOX REFILL	007-034-5312-0000	65.00
PYE-BARKER FIRE & SAFETY L...	IV00893314	MONTHLY FIRST AID INSPECT...	007-034-5312-0000	65.00
GRIMCO INC	35199864-01	YELLOW LATEX INK - RETURN	007-034-5325-0000	-130.00
PYE-BARKER FIRE & SAFETY L...	IV00938906	FIRST AID SUPPLY RESTOCK	007-034-5312-0000	65.00
FLEET FUELS, LLC	SI-65061	DEF-DRUM- FLUID - 55 GAL ...	007-034-5303-0000	189.00
GRABER ACE HARDWARE	291250/3	BRKR BR	007-034-5306-0000	19.99
SUTHERLAND LUMBER TALL...	007646	FILTERS	007-034-5310-0000	41.98
SUNRISE OILFIELD SUPPLY IN...	923055	QUICK CPLG (6)	007-034-5310-0000	103.86
SUTHERLAND LUMBER TALL...	007678	ROPE NYL BRAID WHT	007-034-5310-0000	7.99
LKQ MID-AMERICA AUTO PA...	173825380	CREDIT - RETURNED WHEEL	007-034-5307-0000	-282.00
BUMPER TO BUMPER OF EL ...	955625	AIR AND OIL FILTER #1510	007-034-5307-0000	44.67
MAX'S BREATHE EASY GASES...	97136	ARGON	007-034-5310-0000	130.58
SUTHERLAND LUMBER TALL...	007684	JNT COMPOUND - ANIMAL S...	007-034-5310-0000	23.49
WILLIAMS DIVERSIFIED MAT...	17682	MED SALT - 29.40 TON @ $54	007-034-5308-0000	1,587.60
PEARSON READY-MIX, LLC	257590	203 N SUMMIT - ALL SERVIC...	007-034-5308-0000	601.71
PEARSON READY-MIX, LLC	257590	1016 CLARK - SOOTER PLUM...	007-034-5308-0000	714.54
BUMPER TO BUMPER OF EL ...	955697	HYDRAULIC SEALANT	007-034-5310-0000	44.00
BUMPER TO BUMPER OF EL ...	955705	BRAKE DISC PAD - 2012 GMC...	007-034-5307-0000	60.69
WHEAT STATE RENTAL, INC.	I-004530	ASPHALT ROLLER RENTAL	007-034-5210-0000	180.00
SUTHERLAND LUMBER TALL...	007697	MAINTENANCE SUPPLIES	007-034-5310-0000	21.55
SUTHERLAND LUMBER TALL...	007699	BLADE TITNM	007-034-5310-0000	20.99
GRABER ACE HARDWARE	291340/3	RECYCLE - SINGLE KEY	007-034-5310-0000	2.39

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
APAC KANSAS, INC	8001875190	1016 CLARK - SOOTER PLUM...	007-034-5308-0000	400.27
APAC KANSAS, INC	8001875190	PUBLIC WORKS - 1 TON	007-034-5308-0000	72.78
APAC KANSAS, INC	8001875190	203 N SUMMIT - ALL SERVIC...	007-034-5308-0000	291.10
INTRUST CARD CENTER	INV0053862	GOOGLE - RADAR OMEGA	007-034-5211-0000	12.89
INTRUST CARD CENTER	INV0053862	MENARDS - MASONRY DRILL...	007-034-5302-0000	18.98
INTRUST CARD CENTER	INV0053862	MENARDS - ELECTRICAL SUP...	007-034-5306-0000	249.81
INTRUST CARD CENTER	INV0053862	MENARDS - SUPPLIES	007-034-5306-0000	468.60
INTRUST CARD CENTER	INV0053862	BOMGAARS	007-034-5310-0000	32.08
INTRUST CARD CENTER	INV0053865	DEWALT FACTORY - DRILL RE...	007-034-5207-0000	96.46
INTRUST CARD CENTER	INV0053865	DEWALT FACTORY	007-034-5207-0000	305.98
INTRUST CARD CENTER	INV0053865	SLIM CHICKENS	007-034-5211-0000	10.33
INTRUST CARD CENTER	INV0053865	APPLEBEE'S	007-034-5211-0000	15.99
INTRUST CARD CENTER	INV0053865	FS WSV3 - WEATHER SUBSCR...	007-034-5211-0000	10.75
INTRUST CARD CENTER	INV0053865	SLIM CHICKENS	007-034-5211-0000	16.38
INTRUST CARD CENTER	INV0053865	UPS - SHIPPING FEES	007-034-5213-0000	21.74
INTRUST CARD CENTER	INV0053865	UPS - SHIPPING	007-034-5213-0000	19.14
INTRUST CARD CENTER	INV0053865	CARHARTT - LUCAS 4 PAIRS ...	007-034-5305-0000	279.46
INTRUST CARD CENTER	INV0053865	KLEENRITE	007-034-5307-0000	108.99
INTRUST CARD CENTER	INV0053865	AMAZON - RADIATOR/SUPPL...	007-034-5307-0000	269.00
INTRUST CARD CENTER	INV0053866	STEVE AND SONS TIRE INC	007-034-5207-0000	116.20
INTRUST CARD CENTER	INV0053866	OPEN AI - CHAT GPT	007-034-5211-0000	20.00
INTRUST CARD CENTER	INV0053866	KSTATE UNIVERSITY - JAY	007-034-5211-0000	10.00
INTRUST CARD CENTER	INV0053866	KSTATE UNIVERSITY - RODNEY	007-034-5211-0000	10.00
INTRUST CARD CENTER	INV0053866	CRACKER BARREL - RODNEY/...	007-034-5211-0000	38.67
INTRUST CARD CENTER	INV0053866	SUGAR SHANES - ELA CLASS ...	007-034-5211-0000	51.00
INTRUST CARD CENTER	INV0053866	BRICKS BAR AND GRILL - ELA ...	007-034-5211-0000	57.38
INTRUST CARD CENTER	INV0053866	KTAG - BRAD	007-034-5211-0000	3.44
INTRUST CARD CENTER	INV0053866	GIRAFFE TOOLS	007-034-5310-0000	218.21
1000 BULBS.COM	INV1062386	(6) LIGHT BULBS	007-034-5306-0000	827.04
T-MOBILE USA INC.	210232397 MAR 2026	BRAD MEYER TABLET	007-034-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	PW MAINTENANCE TABLET	007-034-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	PW STREETS TABLET 1	007-034-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	PW STREETS TABLET 3	007-034-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	PW STREETS TABLET 2	007-034-5205-0000	21.57
SUTHERLAND LUMBER TALL...	007723	BUCKET TRUCK SUPPLIES	007-034-5302-0000	77.97
GRABER ACE HARDWARE	291382/3	SCREW DW/GARDEN SPRAY...	007-034-5310-0000	25.98
O'REILLY AUTOMOTIVE, INC	0255-132606	VAPOR CANISTER/FILTER/LE...	007-034-5307-0000	220.57
AMAZON CAPITAL SERVICES	1119-D7GR-VN43	MAGNETIC GARAGE HOOKS -...	007-034-5310-0000	62.99
AMAZON CAPITAL SERVICES	1CJM-QWND-99V1	PRESURE WASHER GUN HOL...	007-034-5310-0000	26.99
PEARSON READY-MIX, LLC	257801	1122 OSAGE - BEAVERS PLU...	007-034-5308-0000	1,032.00
EVERGY	4155258089 MAR 2026	330 N GRIFFITH ST SVC 2/23/...	007-034-5205-0000	121.85
EVERGY	6598910015 MAR 2026	222 E 2ND AVE SVC 2/23/20...	007-034-5205-0000	551.71
EVERGY	7060231402 MAR 2026	2509 PIONEER DR SIGN SVC 2...	007-034-5205-0000	42.18
EVERGY	9121837204 MAR 2026	320 N GRIFFITH ST TKBRN SV...	007-034-5205-0000	153.47

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
SUTHERLAND LUMBER TALL...	007737	WELDABLE TUBING	007-034-5310-0000	29.33
SUTHERLAND LUMBER TALL...	007738	TAPE RULES	007-034-5310-0000	49.98
SUTHERLAND LUMBER TALL...	007740	T HINGE/FLOOR BRUSH/ MA...	007-034-5310-0000	47.98
GRABER ACE HARDWARE	291404/3	SCREW - HEX 75 PK	007-034-5310-0000	29.99
GRABER ACE HARDWARE	291406/3	TRAFFIC LIGHT SUPPLIES	007-034-5310-0000	39.94
BUMPER TO BUMPER OF EL ...	956078	OIL/AIR/CABIN/FUEL FILTERS	007-034-5307-0000	329.37
WHEAT STATE RENTAL, INC.	I-004542	FLOOR STRIPPER	007-034-5210-0000	63.00
SUTHERLAND LUMBER TALL...	007743	(6) 2X4'S AND (2) SPRAYERS	007-034-5310-0000	56.92
SUTHERLAND LUMBER TALL...	007744	TRAFFIC SUPPLIES	007-034-5310-0000	22.85
SUTHERLAND LUMBER TALL...	007745	STEEL CONCRETE FORM STA...	007-034-5310-0000	113.70
AMAZON CAPITAL SERVICES	19DM-VL7R-GWKN	(6) PORCELAIN LAMPHOLDER	007-034-5307-0000	127.50
AMAZON CAPITAL SERVICES	1MJL-C3PR-DRH6	(2) PLASTIC STORAGE BINS	007-034-5302-0000	108.98
PEARSON READY-MIX, LLC	257889	706 S DENVER - PD PLUMBI...	007-034-5308-0000	738.75
GRABER ACE HARDWARE	291427/3	ANIMAL SHELTER - SPACKLI...	007-034-5310-0000	16.98
GRABER ACE HARDWARE	291428/3	MAINTENANCE SUPPLIES	007-034-5310-0000	15.57
PD PLUMBING HEATING AND...	5418120896	222 E LOCUST - CAMERA & L...	007-034-5206-0000	475.00
GADES SALES CO	0089546-IN	CROSS WALK PUSH BUTTONS	007-034-5315-0000	6,040.00
SUTHERLAND LUMBER TALL...	007768	CONTACT CEMENT/PAINT B...	007-034-5310-0000	15.48
SUTHERLAND LUMBER TALL...	007773	TRIMBOARD/SCREWDRIVER ...	007-034-5310-0000	49.48
AMAZON CAPITAL SERVICES	1CC7-CC79-7DPT	PUMP KIT - SWEEPER	007-034-5307-0000	59.99
PEARSON READY-MIX, LLC	257965	1016 CLARK - SOOTER PLUM...	007-034-5308-0000	107.75
PEARSON READY-MIX, LLC	257965	203 N SUMMIT - ALL SERVIC...	007-034-5308-0000	215.50
BUMPER TO BUMPER OF EL ...	956259	OIL/AIR/CABIN FILTERS - #15...	007-034-5307-0000	45.99
KEY EQUIPMENT & SUPPLY ...	KC221132	SPRING- DIRT SHOE	007-034-5307-0000	108.96
FLEET FUELS, LLC	SI-72747	WINDSHIELD WASHER FLUID ...	007-034-5304-0000	215.00
SUTHERLAND LUMBER TALL...	007777	FISH TAPE GLOW - TRAFFIC L...	007-034-5302-0000	59.99
HYSPECO, INC	00938920	BALL VALVE/SET STNLS/NUT ...	007-034-5307-0000	598.36
PEARSON MATERIALS, LLC	11084	706 S DENVER - PD PLUMBI...	007-034-5308-0000	162.25
PEARSON MATERIALS, LLC	11084	521 W 4TH - 1.22 TON	007-034-5308-0000	84.59
PEARSON MATERIALS, LLC	11084	OLIVE & ARTHUR - PW - 2.18 ...	007-034-5308-0000	151.16
KANSAS ONE-CALL SYSTEM, I...	6030237	2026 MAR LOCATES 193 @ $...	007-034-5201-0000	85.56
BUMPER TO BUMPER OF EL ...	956346	CAR WASH MITTEN	007-034-5310-0000	4.56
WHEAT STATE RENTAL, INC.	I-004555	ASPHALT ROLLER	007-034-5210-0000	252.00
GEOTAB USA, INC	IN480849	MARCH 2026 BILLING	007-034-5205-0000	173.25
SUTHERLAND LUMBER TALL...	007790	SEAL BOTTOM DR METAL - A...	007-034-5310-0000	19.99
XEROX CORPORATION	025371391	MARCH- PRINTER USAGE	007-034-5210-0000	169.66
COX COMMUNICATIONS	028608401 APR 2026	PUBLIC WORKS	007-034-5205-0000	562.29
BOMGAARS	332920	BULK BOLTS	007-034-5310-0000	17.56
SHERWIN-WILLIAMS CO	93236128240426	PAINT - AIRPORT	007-034-5310-0000	498.72
SUTHERLAND LUMBER TALL...	007797	2X4 PREFERRED CUT (4)	007-034-5310-0000	31.96
GRABER ACE HARDWARE	291522/3	SUPPLIES FOR ANIMAL SHEL...	007-034-5302-0000	41.57
MURDOCK COMPANIES, INC	3004500	SCREEN MACHINE - BELT ASS...	007-034-5307-0000	300.54
XEROX FINANCIAL SERVICES	41840975	XEROX - PRINTER CONTRACT...	007-034-5210-0000	47.20
M6 CONCRETE ACCESSORIES	1013957-IN	(20) ROUND STAKES	007-034-5310-0000	150.96

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
M6 CONCRETE ACCESSORIES	1013959-IN	ROUND NAIL STAKES/REBAR ...	007-034-5310-0000	128.45
AMAZON CAPITAL SERVICES	1DRT-XLDT-NCMV	CANISTER PURGE VALVE SOL...	007-034-5307-0000	13.56
GRABER ACE HARDWARE	291549/3	BROOM HEAD CORN WHISK -...	007-034-5310-0000	6.99
SUTHERLAND LUMBER TALL...	007832	CONCRETE SUPPLIES - SENIO...	007-034-5310-0000	19.53
AMAZON CAPITAL SERVICES	19WK-VPCW-JHKG	GATE LATCHES/CHAIN LINK F...	007-034-5307-0000	1,319.72
AMAZON CAPITAL SERVICES	1TYM-P33H-FW36	(2) BORESCOPE W/ DUAL LE...	007-034-5302-0000	509.98
AMAZON CAPITAL SERVICES	1G1Q-TRMT-PWJG	HIGH PRESSURE NOZZLE FOR...	007-034-5310-0000	30.43
AMAZON CAPITAL SERVICES	1XFG-WN7T-M4XF	DISINFECTANT CLEANER WIP...	007-034-5310-0000	329.87
GRABER ACE HARDWARE	291583/3	WIRE THERM (15) - TRAFFIC L...	007-034-5310-0000	11.85
KANSAS GAS SERVICE	510469962 1492273 82 MAR...	222 E 2ND AVE	007-034-5205-0000	70.65
PEARSON READY-MIX, LLC	258330	706 S DENVER - PD PLUMBI...	007-034-5308-0000	164.88
PEARSON READY-MIX, LLC	258330	SENIOR CENTER - 3 YDS	007-034-5308-0000	494.62
GRIMCO INC	35392326-01	YELLOW/MAGENTA LATEX - ...	007-034-5325-0000	175.53
1000 BULBS.COM	INV1065962	SOCKETS/SOCKET PLUNGER/L...	007-034-5306-0000	712.98
VERIZON WIRELESS	6140810705	MAINTENANCE PHONE	007-034-5205-0000	41.54
VERIZON WIRELESS	6140810705	HOWARD GOLDSMITH	007-034-5205-0000	43.93
FOLEY INDUSTRIES	SS100092236	TRAVEL TO/FROM - TROUBL...	007-034-5201-0000	1,606.73
SUTHERLAND LUMBER TALL...	007893	CAN WATER BLUE/GASKETS/...	007-034-5310-0000	22.97
WHITE STAR	05342530	FEMALE & MALE COUPLERS ...	007-034-5307-0000	156.96
M6 CONCRETE ACCESSORIES	1014614-IN	SENIOR CENTER - SIDEWALK ...	007-034-5308-0000	51.00
TOWANDA BATTERY COMPA...	1823	BULL DOZER BATTERY - #163	007-034-5307-0000	319.90
AMAZON CAPITAL SERVICES	1WDF-HPHN-HKTD	TRIPLE SQUARE SPLINE BIT S...	007-034-5302-0000	49.74
AMAZON CAPITAL SERVICES	1WDF-HPHN-T46D	SPEEDMASTER PCE34 SET	007-034-5307-0000	56.62
T & D TIRE AND AUTO REPAIR	27219	(4) DISMT/MT & (4) BAL	007-034-5207-0000	96.00
GRABER ACE HARDWARE	291637/3	DRILL BIT/ DECK SCREWS	007-034-5310-0000	53.98
WOODRIVER ENERGY LLC	496274	222 E 2ND AVE	007-034-5205-0000	62.63
SUTHERLAND LUMBER TALL...	007906	GRADE STAKES (5)	007-034-5310-0000	79.95
SUTHERLAND LUMBER TALL...	007910	TAPE HD MTG	007-034-5310-0000	9.99
			Fund 007 - MAJOR STREET FUND Total:	**29,231.40**
Fund: 009 - STORMWATER FUND				
USIC LOCATING SERVICES, LLC	799564	2026 MAR USIC LOCATES	009-011-5201-0000	1,189.17
			Fund 009 - STORMWATER FUND Total:	**1,189.17**
Fund: 011 - BRADFORD MEMORIAL LIBRARY				
CENTER POINT, INC	2231071	2 LARGE PRINT BOOKS - OUT...	011-011-5313-0000	47.94
INTRUST CARD CENTER	CM0000983	CREDIT FOR ACCIDENTAL CH...	011-011-5323-0000	-25.00
CENTER POINT, INC	2235192	2 LARGE PRINT BOOKS - OUT...	011-011-5313-0000	48.75
MIDWEST TAPE	508557005	3 DVDs - 1 JUVENILE DEPT & ...	011-011-5318-0000	78.72
FUN EXPRESS,LLC	74139378702	"DIG DISCOVER DINOSAUR P...	011-011-5324-0000	114.99
INGRAM LIBRARY SERVICES L...	95181262	1 BOOK - JUVENILE DEPART...	011-011-5313-0000	11.99
INGRAM LIBRARY SERVICES L...	95181263	6 BOOKS - 4 ADULT DEPT & 2 ...	011-011-5313-0000	81.53
CENGAGE LEARNING/GALE	999102505200	3 LARGE PRINT BOOKS - OUT...	011-011-5313-0000	77.22
INGRAM LIBRARY SERVICES L...	95190358	3 BOOKS - ADULT DEPARTM...	011-011-5313-0000	45.56
AMAZON CAPITAL SERVICES	1CKW-J4V7-TXRW	6 BOOKS - ADULT DEPARTM...	011-011-5313-0000	87.20

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
AMAZON CAPITAL SERVICES	1K7D-TYXW-T9PF	BKS/MATERIALS TO BE GIVEN..	011-011-5212-0000	54.23
AMAZON CAPITAL SERVICES	1K7D-TYXW-T9PF	6 LARGE PRINT BOOKS - OUT...	011-011-5313-0000	163.97
QUILL CORPORATION	48178139	COPY PAPER x 10 REAMS & 8...	011-011-5301-0000	58.90
QUILL CORPORATION	48178139	KLEENEXES, CLOROX WIPES,...	011-011-5310-0000	74.42
INGRAM LIBRARY SERVICES L...	95196204	3 BOOKS - ADULT DEPARTM...	011-011-5313-0000	46.19
INGRAM LIBRARY SERVICES L...	95215966	4 BOOKS - ADULT DEPARTM...	011-011-5313-0000	105.94
QUILL CORPORATION	48186407	CARDSTOCK x 2 REAMS	011-011-5301-0000	41.78
QUILL CORPORATION	48196084	INVISIBLE TAPE x 2 ROLLS	011-011-5301-0000	13.48
INGRAM LIBRARY SERVICES L...	95265788	1 BOOK - YOUNG ADULT DEP...	011-011-5313-0000	12.60
DIGITAL OFFICE SYSTEMS	IN885819	SERVICE CONTRACT FOR CHI...	011-011-5212-0000	82.74
MIDWEST TAPE	508601801	5 DVDs - ADULT DEPARTMENT	011-011-5318-0000	115.45
DIGITAL OFFICE SYSTEMS	IN885961	SERVICE CONTRACT - FRONT...	011-011-5212-0000	50.50
DIGITAL OFFICE SYSTEMS	IN885962	OVERAGE CHARGES FOR LEA...	011-011-5212-0000	21.17
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 - ROLL OF 100 STAMPS ...	011-011-5213-0000	156.00
INTRUST CARD CENTER	INV0053785	ETSY - STAFF SRP SHRTS, FA...	011-011-5213-0000	469.84
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	5.67
INTRUST CARD CENTER	INV0053785	USPS - POSTAGE TO SEND IN...	011-011-5213-0000	9.92
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	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	ETSY - GEODES FOR YOUNG ...	011-011-5323-0000	43.48
INTRUST CARD CENTER	INV0053785	FIELD STATION DINOSAURS -...	011-011-5323-0000	99.00
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
INGRAM LIBRARY SERVICES L...	95325583	2 BOOKS - 1 JUVENILE & 1 A...	011-011-5313-0000	28.19
CENGAGE LEARNING/GALE	999102531775	2 LARGE PRINT BOOKS - OUT...	011-011-5313-0000	56.23
CENGAGE LEARNING/GALE	999102531776	4 LARGE PRINT BOOKS - OUT...	011-011-5313-0000	98.96
LEASE FINANCE PARTNERS	LFP03/2026	MONTHLY LEASE - PATRON &...	011-011-5210-0000	317.22
AMAZON CAPITAL SERVICES	1G7M-J3X9-LW4K	20 BOOKS - JUVENILE DEPAR...	011-011-5313-0000	243.45
AMAZON CAPITAL SERVICES	1JHD-C3XD-XQFJ	16 BOOKS - YOUNG ADULT D...	011-011-5313-0000	188.47
AMAZON CAPITAL SERVICES	1T14-FK7M-YMHP	12 BOOKS - ADULT DEPART...	011-011-5313-0000	196.05
AMAZON CAPITAL SERVICES	1C6R-6JRN-97M4	1 BOOK - ADULT DEPARTME...	011-011-5313-0000	34.50
AMAZON CAPITAL SERVICES	1NNN-LC49-VNFQ	2 BOOKS - ADULT DEPARTM...	011-011-5313-0000	69.69
CLEANING SERVICES & WIN...	8089	WASHED WINDOWS - INSIDE...	011-011-5201-0000	1,000.00
INGRAM LIBRARY SERVICES L...	95362808	1 BOOKS - ADULT DEPARTM...	011-011-5313-0000	17.40
COUTTS MUSEUM OF ART	2502	PASSES/MEMBERSHIP FOR P...	011-011-5323-0000	150.00
EVERGY	3045086372 MAR 2026	611 S WASHINGTON ST SVC ...	011-011-5205-0000	770.56
INGRAM LIBRARY SERVICES L...	95399952	17 BOOKS - 1 JUVENILE DEPT...	011-011-5313-0000	289.33
NATIONAL BANKERS SUPPLY, ..	260046	TRANSIT BAGS FOR KANSHA...	011-011-5315-0000	6,968.55
EL DORADO INC.	4149	2026 MEMBERSHIP CONTRI...	011-011-5211-0000	150.00

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
KANSAS GAS SERVICE	510264198 1003301 64 MAR...	611 S WASHINGTON	011-011-5205-0000	203.43
SHRED-IT USA	8013827198	SHREDDING SERVICES = OFF-...	011-011-5201-0000	138.39
CENGAGE LEARNING/GALE	999102550146	4 LARGE PRINT BOOKS - OUT...	011-011-5313-0000	100.50
AMANDA ASH	AASH03/2026	MILEAGE FOR LIBRARY ERRA...	011-011-5211-0000	52.93
AMAZON CAPITAL SERVICES	14PT-Q1W4-K7DN	1 BOOK - JUVENILE DEPART...	011-011-5313-0000	25.95
AMAZON CAPITAL SERVICES	17XM-QTG4-QCD1	5 QUART STACKABLE STORA...	011-011-5310-0000	30.89
AMAZON CAPITAL SERVICES	17XM-QTG4-QCD1	3 BOOKS - JUVENILE DEPAR...	011-011-5313-0000	144.32
INGRAM LIBRARY SERVICES L...	95464448	14 BOOKS - ADULT DEPART...	011-011-5313-0000	220.13
PD PLUMBING HEATING AND...	5418120910	AUGERED CLOGGED TOILET -...	011-011-5206-0000	225.00
INGRAM LIBRARY SERVICES L...	95500659	1 BOOK - ADULT DEPARTME...	011-011-5313-0000	17.99
INGRAM LIBRARY SERVICES L...	95506481	1 BOOK - ADULT DEPARTME...	011-011-5313-0000	10.80
QUILL CORPORATION	48346434	REPLACEMENT OF SELF-INKI...	011-011-5301-0000	21.69
INGRAM LIBRARY SERVICES L...	95526173	8 BOOKS - 1 JUVENILE & 7 A...	011-011-5313-0000	136.99
INGRAM LIBRARY SERVICES L...	95563723	3 BOOKS - 1 JUVENILE & 2 A...	011-011-5313-0000	43.39
INGRAM LIBRARY SERVICES L...	95563724	20 BOOKS - JUVENILE DEPAR...	011-011-5313-0000	225.00
INGRAM LIBRARY SERVICES L...	95580873	2 BOOKS - JUVENILE DEPAR...	011-011-5313-0000	23.36
COX COMMUNICATIONS	028608401 APR 2026	LIBRARY	011-011-5205-0000	409.84
CENTER POINT, INC	2236484	14 LARGE PRINT BOOKS - OU...	011-011-5313-0000	351.18
CENTER POINT, INC	2237533	2 LARGE PRINT BOOKS - OUT...	011-011-5313-0000	47.94
HUMANITIES KANSAS	226735SG	COVERING EXPENSES FOR KS...	011-011-5323-0000	100.00
QUILL CORPORATION	48383406	REPLACEMENT STAMP - SELF ...	011-011-5301-0000	18.89
ISERVE	8146	ROUTINE CLEANING OF THE L...	011-011-5201-0000	1,637.00
INGRAM LIBRARY SERVICES L...	95588610	2 BOOKS - ADULT DEPARTM...	011-011-5313-0000	28.80
INGRAM LIBRARY SERVICES L...	95596906	1 BOOK - JUVENILE DEPART...	011-011-5313-0000	7.99
INGRAM LIBRARY SERVICES L...	95602717	3 BOOKS - JUVENILE DEPAR...	011-011-5313-0000	34.77
PENWORTHY COMPANY	0616651-IN	9 BOOKS - JUVENILE DEPAR...	011-011-5313-0000	420.13
AMAZON CAPITAL SERVICES	1MFF-TKTH-GDM1	9 BOOKS - 1 YOUNG ADULT, 3...	011-011-5313-0000	137.15
AMAZON CAPITAL SERVICES	1VMG-GWK3-4W3R	17 BOOKS - YOUNG ADULT D...	011-011-5313-0000	207.21
THE LIBRARY STORE	782068	"MYSTERY" LABELS x 2 ROLLS	011-011-5326-0000	24.15
INGRAM LIBRARY SERVICES L...	95615846	3 BOOKS - 1 JUVENILE & 2 A...	011-011-5313-0000	41.98
INGRAM LIBRARY SERVICES L...	95640793	4 BOOKS - YOUNG ADULT DE...	011-011-5313-0000	49.76
MIDWEST TAPE	508667555	6 AUDIOBOOKS - ADULT DEP...	011-011-5318-0000	283.94
DEMCO	7788341	10 x 300 CENTER CUT BK JKT ...	011-011-5326-0000	81.31
INGRAM LIBRARY SERVICES L...	95648645	13 BOOKS - 4 ADULT AND 9 ...	011-011-5313-0000	188.28
INGRAM LIBRARY SERVICES L...	95678500	7 BOOKS - ADULT DEPARTM...	011-011-5313-0000	132.59
INGRAM LIBRARY SERVICES L...	95689422	1 BOOK - YOUNG ADULT DEP...	011-011-5313-0000	11.99
INGRAM LIBRARY SERVICES L...	95698251	1 BOOK - YOUNG ADULT DEP...	011-011-5313-0000	11.99
WILLIAMS JANITORIAL	0697570-IN	LARGE TRASH CAN LINERS x ...	011-011-5310-0000	47.33
AMAZON CAPITAL SERVICES	1VWF-JKPT-PJHT	1 BOOK - YOUNG ADULT DEP...	011-011-5313-0000	32.52
INGRAM LIBRARY SERVICES L...	95714920	2 BOOKS - AUDLT DEPARTM...	011-011-5313-0000	37.19
INGRAM LIBRARY SERVICES L...	95745078	4 BOOKS - 1 JUVENILE & 3 A...	011-011-5313-0000	67.16
EMILY'S PAPERCRAFTS	0209	PAPER QUILLING PROGRAM -...	011-011-5323-0000	175.00
QUILL CORPORATION	48491137	STANDARD STAPLES, COPY P...	011-011-5301-0000	64.09
QUILL CORPORATION	48491137	CLOROX WIPES x 3 TUBS	011-011-5310-0000	15.19

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
QUILL CORPORATION	48492550	SCOTCH BOOK TAPE - 3 INCH...	011-011-5326-0000	39.12
INGRAM LIBRARY SERVICES L...	95774299	4 BOOKS - ADULT DEPARTM...	011-011-5313-0000	64.19
MIDWEST TAPE	508698909	1 AUDIOBOOK - ADULT DEPA...	011-011-5318-0000	36.99
MIDWEST TAPE	508699181	1 DVD - JUVENILE DEPARTM...	011-011-5318-0000	16.49
MIDWEST TAPE	508699182	2 DVDs - ADULT DEPARTMENT	011-011-5318-0000	53.98
MIDWEST TAPE	508699183	1 DVD - ADULT DEPARTMENT	011-011-5318-0000	23.24
DEMCO	7791314	14 x 200 CENTER CUT BK JKT ...	011-011-5326-0000	221.71
INGRAM LIBRARY SERVICES L...	95800151	4 BOOKS - ADULT DEPARTM...	011-011-5313-0000	63.59
AMAZON CAPITAL SERVICES	1CTD-FRG4-QXNX	5 BOOKS - 3 JUVENILE & 2 Y...	011-011-5313-0000	66.15
AMAZON CAPITAL SERVICES	1CTD-FRG4-QXNX	2 BEAN BAG CHAIRS - YOUNG..	011-011-5315-0000	129.93
INGRAM LIBRARY SERVICES L...	95833150	18 BOOKS - 17 ADULT & 1 Y...	011-011-5313-0000	292.61
INGRAM LIBRARY SERVICES L...	95851651	2 BOOKS - ADULT DEPARTM...	011-011-5313-0000	25.78
CENGAGE LEARNING/GALE	999102613826	3 LARGE PRINT BOOKS - OUT...	011-011-5313-0000	87.47
BRIANNE DENNIS	BDENNIS04/2026	MILEAGE TO CATALOGING T...	011-011-5211-0000	53.65
AMAZON CAPITAL SERVICES	1WXD-9DCG-KKCF	ASSORTED COLOR INK PENS	011-011-5301-0000	11.69
AMAZON CAPITAL SERVICES	1WXD-9DCG-KKCF	NEEDLES, THREAD, JRNL STK...	011-011-5323-0000	58.42
AMAZON CAPITAL SERVICES	1WXD-9DCG-KKCF	BK MRK SLVS, ASSORTED CA...	011-011-5324-0000	282.40
INGRAM LIBRARY SERVICES L...	95868230	1 BOOK - ADULT DEPARTME...	011-011-5313-0000	18.60
DEBRA HILL	DHILL11/25-04/26	MILEAGE FOR OUTREACH DE...	011-011-5211-0000	80.94
ROSEANNA CARTER	RCARTER03/2026	MILEAGE FOR LIBRARY MEET...	011-011-5211-0000	94.25
INGRAM LIBRARY SERVICES L...	95896093	2 BOOKS - ADULT DEPARTM...	011-011-5313-0000	24.38
INGRAM LIBRARY SERVICES L...	95900484	1 BOOK - ADULT DEPARTME...	011-011-5313-0000	17.40
INGRAM LIBRARY SERVICES L...	95928181	1 BOOK - ADULT DEPARTME...	011-011-5313-0000	21.00
PETTY CASH	PCASH04/2026	PETTY CASH	011-011-5213-0000	20.00
			Fund 011 - BRADFORD MEMORIAL LIBRARY Total:	**21,386.64**
Fund: 013 - PRAIRIE TRAILS SALES TAX FUND				
PRAIRIE TRAILS GOLF, LLC	INV0053878	SOD PROJECT OVERAGE	013-056-7404-0000	6,550.00
PRAIRIE TRAILS GOLF, LLC	INV0053878	2024 REIMBURSEMENTS	013-056-7404-0000	11,006.00
			Fund 013 - PRAIRIE TRAILS SALES TAX FUND Total:	**17,556.00**
Fund: 017 - SPECIAL ALCOHOL PROGRAM FUND				
TRI-COUNTY CASA	INV0053950	ANNUAL LIQUOR TAX DISTRI...	017-043-5201-0000	10,786.63
SUNLIGHT CHILDREN'S SERVI...	INV0053951	ANNUAL LIQUOR TAX DISTRI...	017-043-5201-0000	8,988.86
FAMILY LIFE CENTER	INV0053952	ANNUAL LIQUOR TAX DISTRI...	017-043-5201-0000	17,977.72
			Fund 017 - SPECIAL ALCOHOL PROGRAM FUND Total:	**37,753.21**
Fund: 019 - COMMUNITY DEVELOPMENT DISTRICT				
EL DORADO PLAZA SHOPPIN...	INV0053879	MAR '26 MONTHLY PYMT PE...	019-011-5213-0000	5,606.70
SUPER 8	INV0053880	MAR '26 MONTHLY PYMT PE...	019-011-5213-0000	3,610.34
BISWAS PROPERTIES LLC	INV0053881	MAR '26 MONTHLY PYMT PE...	019-011-5213-0000	274.52
GUFFEY ZUMWALT PROPERT...	INV0053882	MAR '26 MONTHLY PYMT PE...	019-011-5213-0000	1,744.97
HRSP LLC	INV0053883	MAR '26 MONTHLY PYMT PE...	019-011-5213-0000	1,964.17
			Fund 019 - COMMUNITY DEVELOPMENT DISTRICT Total:	**13,200.70**

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
Fund: 020 - SALES TAX FUND				
KANSAS DEPARTMENT OF RE...	004-486035394-F02 MAR 20...	SALES TAX PERIOD 3/1/2026...	020-011-5209-0000	2,018.48
			Fund 020 - SALES TAX FUND Total:	**2,018.48**
Fund: 021 - CUSTOMER DEPOSIT FUND				
INTRUST CARD CENTER	INV0053859	WALMART - NOTEBOOK/MA...	021-011-5213-0000	11.96
BARBARA HEUSNER	INV0053890	FIRE LIEN FOR 721 S SUMMIT	021-011-5213-0000	14,505.00
			Fund 021 - CUSTOMER DEPOSIT FUND Total:	**14,516.96**
Fund: 024 - TOURISM TAX FUND				
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
XEROX FINANCIAL SERVICES	41790052	ADMIN PRINTER 3/9/2026-4...	024-011-5210-0000	18.38
COX COMMUNICATIONS	028608401 APR 2026	CVB	024-011-5205-0000	112.46
AMAZON CAPITAL SERVICES	1N1K-LFJD-FD1C	TY HERNDON BOOK	024-011-5213-0000	24.00
EL DORADO CHAMBER OF C...	E1619	WOMEN IN BUSINESS CONF...	024-011-5211-0000	75.00
XEROX BUSINESS SOLUTIONS	IN6456164	ADMIN PRINTER 01/25/2026...	024-011-5210-0000	37.38
			Fund 024 - TOURISM TAX FUND Total:	**361.15**
Fund: 027 - EXPENDABLE TRUST FUND				
INSIGHT & INTEGRITY, LLC	0000028	3 DAY SCIENCE BASED INTER...	027-154-5211-0000	1,190.00
INTRUST CARD CENTER	INV0053783	RICO TRAINING TOOLS	027-152-5310-0000	58.30
INTRUST CARD CENTER	INV0053784	PACKTRACK-RICO	027-152-5211-0000	140.00
EL DORADO TRUECARE PHA...	INV0053884	NALOXONE	027-151-5213-0000	67.94
KANSAS HIGHWAY PATROL	INV0053885	MVE-1D FORMS	027-154-5213-0000	400.00
AMAZON CAPITAL SERVICES	1M4M-7NTH-9L6J	COLOR RUN SUPPLIES	027-151-5213-0000	688.01
			Fund 027 - EXPENDABLE TRUST FUND Total:	**2,544.25**
Fund: 030 - CONSTRUCTION FUND				
THIRD GENERATION ELECTRI...	Invoice #1	LIGHTING PROJECT AT AIRPO...	030-011-5315-0624	111,285.90
THIRD GENERATION ELECTRI...	#1 REVERSE	SHOULD BE FY 2025	030-011-5315-0624	-111,285.90
INTRUST CARD CENTER	INV0053864	FENCE CAP FOR SNELL FIELD	030-011-5310-0606	779.47
AMAZON CAPITAL SERVICES	14QW-JKRW-177C	ADMIN - MEDIA ROOM PROJ...	030-011-5315-0634	325.83
JEO CONSULTING GROUP, IN...	172612	SS4A ACTION PLAN THRU 3/...	030-011-5201-0635	49,686.25
PROFESSIONAL ENGINEERING..	536704	2027 CCLIP CENTRAL HAVERH..	030-011-5201-0637	11,250.00
M6 CONCRETE ACCESSORIES	1013964-IN	CONCRETE FOR BULL PEN AT...	030-011-5201-0606	1,606.11
PEARSON READY-MIX, LLC	258158	BULL PEN AT CENTRAL BALLF...	030-011-5201-0606	1,571.50
BUCKEYE CORPORATION	SO-3-86236	EAST IRRIGATION	030-011-5310-0606	450.60
SITEONE LANDSCAPE SUPPLY,..	164393034-001	IRRIGATION AT EAST	030-011-5310-0606	3,284.91
WHEAT STATE RENTAL, INC.	C-026246	TRENCHER RENTAL FOR EAST ..	030-011-5210-0606	367.50
EL DORADO BUILDING SYST...	1330	LAKE FIELD DUGOUT COVERS...	030-011-5310-0606	3,400.00
SHORT-ELLIOTT-HENDRICKS...	507229	CEDAR RIDGE PH 1 THRU 3/2...	030-011-5201-0625	6,850.00
			Fund 030 - CONSTRUCTION FUND Total:	**79,572.17**
Fund: 031 - BUILDING DEMOLITION				
SUTHERLAND LUMBER TALL...	007859	BOARD UP WINDOWS 1901 ...	031-027-5213-0000	26.04
			Fund 031 - BUILDING DEMOLITION Total:	**26.04**

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
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
EVERGY	1884951385 APR 2025	1403 DOUGLASS RD HF-2 SVC..	060-003-5205-0000	27.79
SUTHERLAND LUMBER TALL...	007371	DISTR - REPAIR SHOP COMPR...	060-003-5306-0000	39.23
AMAZON CAPITAL SERVICES	1PWT-VYH6-9MWF	WTP - EXIT LIGHT BATTERIES ...	060-003-5306-0000	31.99
GENCUR SVATY PUBLIC AFFA...	02-2026	PUBLIC AFFAIRS CONSULTING..	060-001-5201-0000	2,000.00
METROCOURIER INC.	80794	WTP - KDHE SAMPLE POSTA...	060-002-5213-0000	62.38
EVERGY	1884951385 FEB 2026	1403 DOUGLAS RD HF-2 SVC ...	060-003-5205-0000	31.01
EVERGY	1039863941 FEB 2026	386 E CENTRAL AVE SVC 1/21...	060-002-5205-0000	26.32
PROFESSIONAL ENGINEERING..	536487	DISTR SYS NE ZONE PROJ#25...	060-001-5201-0000	6,500.00
SUTHERLAND LUMBER TALL...	007566	DISTR - SUNSET CEM/FROST...	060-003-5308-0000	36.11
TYLER TECHNOLOGIES, INC	CI100-00263351	SUPPORT & HOST WEBSITE/...	060-001-5201-0000	96.00
POWERPLAN	2626853	#6024 - BOOM DRIFT REPAIR	060-003-5207-0000	1,150.78
EVERGY	3488917010 FEB 2026	980 W 6TH ST SVC 2/4/2026-...	060-002-5205-0000	29.14
MERIDIAN ANALYTICAL LABS,...	6000744	WTP - SAMPLE POSTAGE/KIT ...	060-002-5213-0000	34.30
SHERWIN-WILLIAMS CO	8482-1/2026	WTP - BASIN BASE PAINT	060-002-5306-0000	52.79
BUCKEYE CORPORATION	SO-3-85168	DISTR - S DENVER/ASH TO L...	060-003-5308-0000	100.10
EVERGY	5860869292 FEB 2026	2355 W ENTERPRISE AVE SVC...	060-002-5205-0000	29.07
AMAZON CAPITAL SERVICES	1C6T-DJ6M-G7V9	WTP - ROLLED HD SHOP TO...	060-002-5310-0000	134.98
POWERPLAN	2633162	#6016 #6024 - BUCKET TOO...	060-003-5307-0000	169.33
CORE & MAIN LP	Y648004	#2040 ORD#1471 - 6" X 6" X ...	060-000-0410-0000	284.20
CORE & MAIN LP	Y648004	#2231 ORD#1471 - 6" X 45 D...	060-000-0410-0000	328.12
CORE & MAIN LP	Y670557	#6653 (F) ORD#1469 - TAP S...	060-000-0410-0000	710.72
CORE & MAIN LP	Y650631	#5303 ORD#1473 - PVC MET...	060-000-0410-0000	1,748.76
GRABER ACE HARDWARE	291311/3	WWTP - REPAIR INSIDE DOOR..	060-002-5306-0000	17.98
GRABER ACE HARDWARE	291322/3	WTP - SINK FAUCET REPAIR	060-002-5306-0000	58.15
MIDWEST TRUCK EQUIPMEN...	9215	#6020 - LOWER SWINGING A...	060-003-5307-0000	302.73
PEARSON READY-MIX, LLC	257673	DISTR - 921 W OLIVE/MAIN R...	060-003-5308-0000	523.50
KANSAS RURAL WATER ASSN	INV0053770	PU - 2026KRWA/RICKARD, S...	060-001-5211-0000	195.00
KANSAS RURAL WATER ASSN	INV0053772	PU - 2026KRWA/DILL, DIRK	060-003-5211-0000	180.00
KANSAS RURAL WATER ASSN	INV0053773	PU - 2026KRWA/DAVIS, KYLE	060-003-5211-0000	180.00
KANSAS RURAL WATER ASSN	INV0053774	PU - 2026KRWA/COGDELL, J...	060-002-5211-0000	180.00
KANSAS RURAL WATER ASSN	INV0053775	PU - 2026KRWA/POPE, TED	060-002-5211-0000	180.00
KANSAS RURAL WATER ASSN	INV0053779	PU - 2026KRWA/KLING, DER...	060-002-5211-0000	180.00
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

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
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 - GRAMMARLY ANNUAL ...	060-001-5201-0000	144.00
INTRUST CARD CENTER	INV0053877	PU3 - CHAT GPT SUBSCRIPTI...	060-001-5201-0000	20.00
INTRUST CARD CENTER	INV0053877	PU3 - WALMART/CLOTHING...	060-001-5305-0000	46.98
SUTHERLAND LUMBER TALL...	007703	WTP - GRASS SEED 50LB FES...	060-002-5308-0000	224.97
PEREGRINE CORPORATION	0083134	CALENDAR INSERT	060-001-5212-0000	232.56
PEREGRINE CORPORATION	0083135	MARCH 2026 NEWSLETTER	060-001-5212-0000	241.20
PEREGRINE CORPORATION	0083165	MARCH 2026 BILLING	060-001-5201-0000	122.92
PEREGRINE CORPORATION	0083165	MARCH 2026 BILLING POSTA...	060-001-5213-0000	920.33
EVERGY	1884951385 MAR 2026	1403 DOUGLAS RD HF-2 SVC ...	060-003-5205-0000	30.84
CORE & MAIN LP	Y690432	#6746 ORD#1474 - TAP SAD...	060-000-0410-0000	295.59
EVERGY	1186297746 MAR 2026	905 SE RIVER RD WTR SVC 2/...	060-002-5205-0000	266.01
HACH COMPANY	14929234	WTP - LAB SUPPLIES	060-002-5304-0000	556.79
EVERGY	1862776022 MAR 2026	703 STONE RD SVC 2/23/202...	060-002-5205-0000	29.14
EVERGY	1929398122 MAR 2026	E 12TH ST SPRNK SVC 2/23/...	060-003-5205-0000	30.74
TREE LIFE AND IRRIGATION, L...	2139	WTP - SPRINKLER MAIN/REP...	060-002-5206-0000	69.00
EVERGY	2408492822 MAR 2026	1776 LAKELAND DR IRRIG SV...	060-003-5205-0000	510.88
PEARSON READY-MIX, LLC	257801	PU-1.5 YDS 100 BLK N DENV...	060-003-5308-0000	258.00
EVERGY	2773853948 MAR 2026	380 E CENTRAL AVE SAL SVC ...	060-002-5205-0000	166.40
EVERGY	3040995134 MAR 2026	360 E CENTRAL AVE SVC 2/23...	060-002-5205-0000	124.10
EVERGY	3174924178 MAR 2026	220 E 1ST AVE SVC 2/23/202...	060-001-5205-0000	552.18
EVERGY	3185044216 MAR 2026	525 W 6TH AVE WATER SVC ...	060-002-5205-0000	104.89
EVERGY	3420376908 MAR 2026	2030 E QWTH ST PWS-8 SVC ...	060-003-5205-0000	27.49
EVERGY	3488787769 MAR 2026	384 E CENTRAL AVE SHED SV...	060-003-5205-0000	30.86
EVERGY	3632433707 MAR 2026	1004 S MAIN ST RWD-6-2 SV...	060-003-5205-0000	29.14
EVERGY	3756991495 MAR 2026	902 MCCOLLUM RD TOWER ...	060-002-5205-0000	38.61
EVERGY	8428490544 MAR 2026	905 SE RIVER RD SEWER SVC ...	060-002-5205-0000	112.76
M6 CONCRETE ACCESSORIES	1013144-IN	DISTR - 921 W OLIVE/CONCR...	060-003-5308-0000	283.13
EVERGY	3110820331 MAR 2026	1355 SW HAVERHILL RD PU...	060-002-5205-0000	27.49
KANSAS GAS SERVICE	510264198 1003301 64 MAR...	2501 W PIONEER DR	060-002-5205-0000	76.29
O'REILLY AUTOMOTIVE, INC	0255-133193	#6035 #6052 - BATTERY BOO...	060-003-5307-0000	59.99
GRABER ACE HARDWARE	291440/3	DISTR - PARTS TO HANG KEYS	060-003-5310-0000	20.96
PROFESSIONAL ENGINEERING..	536789	DISTR SYS NE ZONE PROJ#25...	060-001-5201-0000	3,250.00
CORE & MAIN LP	COREY437724	AMI - 8" METER REPAIR (RW...	060-003-5207-0000	4,950.59
CORE & MAIN LP	Y767763	AMI - YR2 FEES/PRESSURE P...	060-001-5201-0000	4,850.00
BEVERAGE CARBONATION S...	R172560	WTP - 2026 MAR EQUIP CHA...	060-002-5210-0000	35.00
MOUNTAINLAND SUPPLY C...	S107653097.001	DISTR - PRISON METER/12"X6..	060-003-5308-0000	1,530.00
TYLER TECHNOLOGIES, INC	025-548037	INSTITE TRANSACTION FEES-...	060-001-5203-0000	3,462.00
TYLER TECHNOLOGIES, INC	025-548037	INSTITE TRANSACTION FEES-...	060-001-5203-0000	7,022.00
TYLER TECHNOLOGIES, INC	025-548560	UB NOTIFICATION-CALLS 1/1...	060-001-5201-0000	65.31
TYLER TECHNOLOGIES, INC	025-548560	UB NOTIFICATION-TEXTS 1/1...	060-001-5201-0000	23.83
AMAZON CAPITAL SERVICES	1WL7-TL7V-14YJ	#6005 - REPLACE SPEAKER	060-003-5307-0000	28.10

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
TRUGREEN COMMERCIAL	221972467	WTP - CHEMICAL APPLICATI...	060-002-5201-0000	157.55
TRUGREEN COMMERCIAL	221972467	DISTR - CHEMICAL APPLICAT...	060-003-5201-0000	123.78
PEARSON READY-MIX, LLC	258007	DISTR - 1421 W PINE/4.75CY	060-003-5308-0000	688.00
GRABER ACE HARDWARE	291492/3	WTP - AERATOR MOORING R...	060-002-5307-0000	136.35
GLOBAL PAYMENTS INTEGRA...	4128 MAR 2026	4128 MAR 2026 MERCHANT ...	060-001-5203-0000	4,370.68
GLOBAL PAYMENTS INTEGRA...	4129 MAR 2026	4129 MAR 2026 MERCHANT ...	060-001-5203-0000	9,050.80
KANSAS ONE-CALL SYSTEM, I...	6030237	2026 MAR LOCATES 193 @ $...	060-003-5201-0000	85.57
USIC LOCATING SERVICES, LLC	799564	2026 MAR USIC LOCATES	060-003-5201-0000	2,972.91
METROCOURIER INC.	82584	WTP -KDHE SAMPLE POSTAG...	060-002-5213-0000	32.44
CULLIGAN OF WICHITA	837727	WTP - 2026 DEIONIZATION S...	060-002-5201-0000	469.00
BRENNTAG SOUTHWEST, INC	BSW688923	#60005 ORD#1477 - CHLORI...	060-000-0410-0000	8,320.00
BRENNTAG SOUTHWEST, INC	BSW688923	WTP - CALCIUM HYPOCHLOR...	060-002-5304-0000	1,220.00
BRENNTAG SOUTHWEST, INC	BSW688923	#60005 ORD#1477 - CHLORI...	060-002-5304-0000	210.00
GEOTAB USA, INC	IN480849	MARCH 2026 BILLING	060-001-5205-0000	19.25
GEOTAB USA, INC	IN480849	MARCH 2026 BILLING	060-002-5205-0000	38.50
BATTERIES PLUS BULBS #902	P90756244	#6032 - REPLACE(SLI78) BAT...	060-002-5307-0000	115.00
COX COMMUNICATIONS	028608401 APR 2026	WATER TREAT/MAINT	060-002-5205-0000	393.60
COX COMMUNICATIONS	028608401 APR 2026	WATER MAINT	060-003-5205-0000	35.52
KANSAS DEPARTMENT OF H...	76550	WTP - 2026 1ST QTR STATE L...	060-002-5201-0000	624.00
KANSAS DEPARTMENT OF H...	INV0053889	POPE, TED CERT#11889 WT2...	060-002-5211-0000	20.00
CORE & MAIN LP	Y778020	#2000 ORD#1475 - 12" X 12"...	060-000-0410-0000	442.35
CORE & MAIN LP	Y778020	DISTR 12" MJ ACC SETS (2)	060-003-5308-0000	134.94
GENCUR SVATY PUBLIC AFFA...	03-2026	PUBLIC AFFAIRS CONSULTING..	060-001-5201-0000	2,000.00
GENCUR SVATY PUBLIC AFFA...	04-2026	PUBLIC AFFAIRS CONSULTING..	060-001-5201-0000	2,000.00
EVERGY	9331453189 MAR 2026	380 E CENTRAL AVE SVC 3/4/...	060-000-1198-0000	8,157.10
EVERGY	9331453189 MAR 2026	380 E CENTRAL AVE SVC 3/4/...	060-002-5205-0000	8,022.58
AMAZON CAPITAL SERVICES	1YRQ-RVCW-L9WX	DISTR - JOBSITE POSTS/72" F...	060-003-5308-0000	97.99
CORE & MAIN LP	Y775743	DISTR - 4",6",8"(ALL 6) FLG A...	060-003-5308-0000	818.64
CORE & MAIN LP	Y778050	#3335 ORD#1476 - HYMAX C...	060-000-0410-0000	2,391.93
SUTHERLAND LUMBER TALL...	007818	DISTR - S DENVER/SHORING ...	060-003-5310-0000	568.35
M6 CONCRETE ACCESSORIES	1013961-IN	DISTR - WIREMATS/CONCRE...	060-003-5308-0000	102.00
EVERGY	3488917010 MAR 2026	980 W 6TH ST SVC 3/6/2026-...	060-002-5205-0000	29.14
AMAZON CAPITAL SERVICES	171H-CG4V-GFKH	WTP - PYREX/400ML BEAKER...	060-002-5304-0000	88.14
KANSAS GAS SERVICE	510469962 1492273 82 MAR...	216/220 E FIRST AVE	060-001-5205-0000	61.76
KANSAS GAS SERVICE	510469962 1492273 82 MAR...	380 E CENTRAL AVE	060-002-5205-0000	112.32
KANSAS GAS SERVICE	510469962 1492273 82 MAR...	390 E CENTRAL AVE	060-003-5205-0000	201.63
EVERGY	5860869292 MAR 2026	2355 W ENTERPRISE AVE SVC...	060-002-5205-0000	29.75
LIFT TRUCK CENTER, INC	140059313	#1048 - BATTERY REDLIGHT ...	060-003-5207-0000	801.00
BOMGAARS SUPPLY INC.	335920	#6041 - REPLACE CHAIN, TIE ...	060-003-5302-0000	83.98
BOMGAARS SUPPLY INC.	335920	#6041 - REPLACE CHAIN, TIE ...	060-003-5307-0000	65.86
BOMGAARS SUPPLY INC.	335948	PU - CLOTHING/CULIFER, JO...	060-003-5305-0000	159.99
BOB BERGKAMP CONSTRUCT...	38006	DISTR - S DENVER/ROCK 14.7...	060-003-5308-0000	174.79
VERIZON WIRELESS	6140810705	WTP ONCALL	060-002-5205-0000	51.54
VERIZON WIRELESS	6140810705	METER READER	060-003-5205-0000	41.54

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
CORE & MAIN LP	Y797018	#6653 ORD#1478 - TAP SAD...	060-000-0410-0000	621.88
CORE & MAIN LP	Y804280	#2005 ORD#1479 - 6" X 13" ...	060-000-0410-0000	657.90
CORE & MAIN LP	Y804280	#2040 ORD#1479 - 6" X 6" X ...	060-000-0410-0000	568.40
AMAZON CAPITAL SERVICES	173C-NDPG-L4W7	PU - CLOTHING/BECKER, STE...	060-002-5305-0000	137.70
EVERGY	3358593996 MAR 2026	1701 SUNSET RD SVC 3/13/2...	060-002-5205-0000	27.50
BOMGAARS SUPPLY INC.	337038	DISTR - CUTOFFWHEELS, GL...	060-003-5310-0000	14.94
BOMGAARS SUPPLY INC.	337038	DISTR - CUTOFFWHEELS, GL...	060-003-5312-0000	31.98
BOB BERGKAMP CONSTRUCT...	38032	DISTR - SHOP ROCK 103.55T...	060-003-5308-0000	1,227.09
EVERGY	8408164822 MAR 2026	780 W CENTRAL SBA MAG3 ...	060-003-5205-0000	29.19
WOODRIVER ENERGY LLC	496274	380 E CENTRAL-WTP	060-002-5205-0000	75.14
WOODRIVER ENERGY LLC	496274	390 E CENTRAL AVE-DIST & ...	060-003-5205-0000	229.59
BOMGAARS SUPPLY INC.	337841	DISTR - TAP SLEEVE/MAKE P...	060-003-5310-0000	46.13
METROCOURIER INC.	83291	WTP - KDHE SAMPLE POSTA...	060-002-5213-0000	65.61
BUMPER TO BUMPER OF EL ...	957207	WTP - COMPRESSOR FILTERS ...	060-002-5307-0000	98.76
AMAZON CAPITAL SERVICES	1DML-JRXD-CN4V	PU - CLOTHING/COGDELL, JA...	060-002-5305-0000	139.95
SUTHERLAND LUMBER TALL...	007929	WTP - LIFT CREATED FOR VA...	060-002-5302-0000	270.61
BOMGAARS SUPPLY INC.	338416	#6041 - SLGHMMR, SWZBLDS..	060-003-5302-0000	56.48
BOMGAARS SUPPLY INC.	338416	#6041 - SLGHMMR, SWZBLDS..	060-003-5303-0000	5.58
AMAZON CAPITAL SERVICES	1NT1-RY76-L7FV	PU - CLOTHING/POPE, TED	060-002-5305-0000	139.95
BOB BERGKAMP CONSTRUCT...	38143	DISTR - SHOP ROCK 78.45T @...	060-003-5308-0000	929.64
BEVERAGE CARBONATION S...	R173392	WTP - 2026 APR EQUIP CHA...	060-002-5210-0000	35.00
EVERGY	2133013898 APR 2026	3130 EL DORADO AVE MAG ...	060-003-5205-0000	29.14
			Fund 060 - WATER FUND Total:	**109,488.33**
Fund: 061 - WATER EQUIPMENT RESERVE				
ENTERPRISE FM TRUST	FBN5612387	EWW71883 4/1/2026-4/30/...	061-002-7508-0000	981.89
ENTERPRISE FM TRUST	FBN5612387	EWD72254 4/1/2026-4/30/2...	061-003-7508-0000	981.89
ENTERPRISE FM TRUST	FBN5612387	00006052 4/1/2026-4/30/20...	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
PARKSON CORPORATION	AR1/51045035	WWTP - FIND SCREEN MAINT...	063-002-5307-0000	7,524.55
DEZURIK INC.	INV270197	WWTP - PV8/LOADOUT VAL...	063-002-5307-0000	3,194.37
TYLER TECHNOLOGIES, INC	CI100-00263351	SUPPORT & HOST WEBSITE/...	063-001-5201-0000	132.00
MERIDIAN ANALYTICAL LABS,...	6000845	WWTP - PERMIT SAMPLES (0...	063-002-5201-0000	146.40
BILL'S ELECTRIC, INC	I7788	WTP - JAN MIXER MOTOR(S) ...	063-002-5207-0000	280.00
CORE & MAIN LP	Y648004	#631021 ORD#1470 - 4" TAP...	063-000-0410-0000	731.76
KANSAS RURAL WATER ASSN	INV0053771	PU - 2026KRWA/PECK, BRENT	063-003-5211-0000	180.00
KANSAS RURAL WATER ASSN	INV0053776	PU - 2026KRWA/MONEY, KA...	063-002-5211-0000	210.00
KANSAS RURAL WATER ASSN	INV0053777	PU - 2026KRWA/PRINGLE, L...	063-002-5211-0000	210.00
KANSAS RURAL WATER ASSN	INV0053778	PU - 2026KRWA/JOHNSON, ...	063-002-5211-0000	225.00
INTRUST CARD CENTER	INV0053861	PU-FOARDS/#8401-(2) 1168...	063-002-5307-0000	444.73

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
INTRUST CARD CENTER	INV0053877	PU3 - TEAM MEETING DONU...	063-002-5211-0000	22.66
INTRUST CARD CENTER	INV0053877	PU3 - KTA TOLLS 01/01/26 - ...	063-002-5211-0000	1.72
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 - SAMS/CREAMER	063-002-5310-0000	7.98
INTRUST CARD CENTER	INV0053877	PU3 - WALMART/CLOTHING...	063-002-5310-0000	64.93
SUTHERLAND LUMBER TALL...	007706	WWTP - REPLACE FISH TANK ...	063-002-5308-0000	139.99
PEREGRINE CORPORATION	0083134	CALENDAR INSERT	063-001-5212-0000	213.18
PEREGRINE CORPORATION	0083135	MARCH 2026 NEWSLETTER	063-001-5212-0000	221.10
PEREGRINE CORPORATION	0083165	MARCH 2026 BILLING	063-001-5201-0000	112.68
PEREGRINE CORPORATION	0083165	MARCH 2026 BILLING POSTA...	063-001-5213-0000	843.63
T-MOBILE USA INC.	210232397 MAR 2026	WD TABLET 02	063-001-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	WD TABLET 01	063-001-5205-0000	21.57
SUNRISE OILFIELD SUPPLY IN...	924107	WWTP - BG STADIUM/MODIF...	063-002-5306-0000	29.24
EVERGY	0315639966 MAR 2026	105 W WETLANDS DR GATE ...	063-002-5205-0000	35.49
EVERGY	1103668703 MAR 2026	2501 PIONEER RD SVC 2/23/...	063-003-5205-0000	1,538.92
EVERGY	1757173444 MAR 2026	2512 KACY ST SWRLF SVC 2/...	063-003-5205-0000	140.94
EVERGY	2297197769 MAR 2026	1275 SW TRAFFIC WAY SWRL...	063-003-5205-0000	93.63
EVERGY	3064311210 MAR 2026	1362 GLENVIEW DR SWRLF S...	063-003-5205-0000	161.44
EVERGY	3082990620 MAR 2026	3098 W CENTRAL AVE SWR 5...	063-003-5205-0000	143.63
EVERGY	3124170175 MAR 2026	791 STONE RD SWRLF SVC 2/...	063-003-5205-0000	432.08
EVERGY	3185905492 MAR 2026	1460 W 6TH AVE SEWER SVC...	063-003-5205-0000	90.13
EVERGY	4497626547 MAR 2026	3180 W TOWAND AVE SVC 2...	063-003-5205-0000	372.74
EVERGY	6047077383 MAR 2026	2551 PIONEER RD SVC 2/23/...	063-003-5205-0000	37.53
EVERGY	8610708791 MAR 2026	1634 E 12TH AVE SVC 2/23/2...	063-003-5205-0000	297.26
EVERGY	3187535774 MAR 2026	150 E 8TH AVE SWRLF SVC 2/...	063-003-5205-0000	630.21
KANSAS GAS SERVICE	510264198 1003301 64 MAR...	112 E 8TH AVE	063-002-5205-0000	50.99
CENTRAL POWER SYSTEMS &...	R119021839 01	LIFT ST - PRISON/FUEL PRIMI...	063-003-5207-0000	1,131.76
O'REILLY AUTOMOTIVE, INC	0255-133193	#6035 #6052 - BATTERY BOO...	063-003-5307-0000	59.99
SUTHERLAND LUMBER TALL...	007770	SEWER - 1932 ARLINGTON/C...	063-003-5308-0000	22.76
SUTHERLAND LUMBER TALL...	007772	SEWER - 1932 ARLINGTON/F...	063-003-5308-0000	5.29
MAYER SPECIALTY SERVICES, ...	2026138	SEWER - 331 N TOPEKA & 70...	063-003-5201-0000	1,062.50
GRABER ACE HARDWARE	291472/3	SEWER - 1932 ARLINGTON R...	063-003-5308-0000	21.48
GRABER ACE HARDWARE	291479/3	WWTP - WASP SPRAY	063-002-5310-0000	8.00
SUTHERLAND LUMBER TALL...	020359	SEWER - 137 HILLSIDE/CONC...	063-003-5308-0000	11.38
TYLER TECHNOLOGIES, INC	025-548560	UB NOTIFICATION-CALLS 1/1...	063-001-5201-0000	59.86
TYLER TECHNOLOGIES, INC	025-548560	UB NOTIFICATION-TEXTS 1/1...	063-001-5201-0000	21.85
WHEAT STATE RENTAL, INC.	1001 I-004552	SEWER - 1932 ARLINGTON/T...	063-003-5210-0000	212.50
TRUGREEN COMMERCIAL	221972467	WWTP - CHEMICAL APPLICAT...	063-002-5201-0000	216.34
GLOBAL PAYMENTS INTEGRA...	4128 MAR 2026	4128 MAR 2026 MERCHANT ...	063-001-5203-0000	6,009.69
GLOBAL PAYMENTS INTEGRA...	4129 MAR 2026	4129 MAR 2026 MERCHANT ...	063-001-5203-0000	12,444.84
KANSAS ONE-CALL SYSTEM, I...	6030237	2026 MAR LOCATES 193 @ $...	063-003-5201-0000	85.56
USIC LOCATING SERVICES, LLC	799564	2026 MAR USIC LOCATES	063-003-5201-0000	1,783.74
GEOTAB USA, INC	IN480849	MARCH 2026 BILLING	063-003-5205-0000	19.25

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
SUTHERLAND LUMBER TALL...	007786	WWTP - GARAGE DOOR REPA...	063-002-5306-0000	28.78
IDEATEK TELCOM LLC	10013316017	ACT 21011002084 SVC 4/1/2...	063-002-5201-0000	185.60
EVERGY	2526367502 MAR 2026	105 W WETLANDS DR 3/1/2...	063-002-5205-0000	13,108.97
RED EQUIPMENT, LLC	P02743	#6335 - REAR PONY MOTOR(...	063-003-5307-0000	2,872.00
PACE ANALYTICAL SERVICES, ...	2660244484	WWTP - 2026 1ST QTR 503/B...	063-002-5201-0000	939.00
GRABER ACE HARDWARE	291526/3	WWTP - REPAIR M4	063-002-5307-0000	1.69
HML, INC	124795	WWTP - 2026 1ST QTR 503/B...	063-002-5201-0000	625.00
BOB BERGKAMP CONSTRUCT...	37940	WWTP - DRIVE PATH ROCK 1...	063-002-5308-0000	126.00
FLUID EQUIPMENT CO, INC	5659196	WWTP - M4 REBUILD REPAIR	063-002-5207-0000	6,340.36
BILL'S ELECTRIC, INC	I7791	WWTP - M5/PHASE RELAY	063-002-5207-0000	562.40
SUTHERLAND LUMBER TALL...	007858	WWTP - TORDON(3) GOUND...	063-002-5308-0000	71.97
GRABER ACE HARDWARE	291613/3	WWTP - WEEDEATER HEADS...	063-002-5310-0000	44.97
VERIZON WIRELESS	6140805915	ACT 942026139-00001 SVC 3...	063-002-5205-0000	25.02
VERIZON WIRELESS	6140810705	WD ONCALL 2	063-001-5205-0000	41.54
VERIZON WIRELESS	6140810705	METER READER	063-001-5205-0000	46.54
VERIZON WIRELESS	6140810705	WD ON CALL 1	063-001-5205-0000	41.54
VERIZON WIRELESS	6140810705	METER READER	063-001-5205-0000	41.54
VERIZON WIRELESS	6140810705	WWTP ONCALL	063-002-5205-0000	51.54
VERIZON WIRELESS	6140810705	CURT JOHNSON	063-002-5205-0000	41.54
VERIZON WIRELESS	6140810705	WWTP SCADA DIALER	063-002-5205-0000	40.01
VERIZON WIRELESS	6140810705	WTP TELEMETRY 1	063-002-5205-0000	40.01
VERIZON WIRELESS	6140810705	AMI METER	063-002-5205-0000	40.01
VERIZON WIRELESS	6140810705	MC COLLUM TELEMETRY 1	063-002-5205-0000	40.01
VERIZON WIRELESS	6140810705	6TH STREET TELEMETRY 1	063-002-5205-0000	40.01
VERIZON WIRELESS	6140810705	INDUSTRIAL TELEMETRY 1	063-002-5205-0000	40.01
SUTHERLAND LUMBER TALL...	007888	PU - BINGHAM, RICHARD/SA...	063-003-5312-0000	74.95
BOMGAARS SUPPLY INC.	337037	DISTR - MUCKBOOTS/BINGH...	063-003-5310-0000	44.99
BOMGAARS SUPPLY INC.	337170	WWTP - POLYMER PUMP RE...	063-002-5307-0000	38.23
EVERGY	6645301244 APR 2026	1550 S HIGH ST DISIN SVC 3/...	063-002-5205-0000	1,821.31
BUCKEYE CORPORATION	SO-3-86554	WWTP - POLYMER PUMP EQ...	063-002-5307-0000	13.87
GRABER ACE HARDWARE	291648/3	WWTP - POLYMER PIMP REP...	063-002-5307-0000	6.99
GRABER ACE HARDWARE	291687/3	WWTP - PIPE GLUE	063-002-5310-0000	13.99
MERIDIAN ANALYTICAL LABS,...	6001416	WWTP - PERMIT SAMPLES (0...	063-002-5201-0000	573.00
MIDWEST INFRASTRUCTURE ...	1378	SEWER - MANHOLE REBAH PI...	063-003-5208-0000	13,476.00
MIDWEST INFRASTRUCTURE ...	1381	SEWER - MANHOLE REPAIRS(...	063-003-5208-0000	3,300.00
R.E. PEDROTTI COMPANY	18911	WWTP - P5/VFD REPLACME...	063-002-5307-0000	2,537.00
MERIDIAN ANALYTICAL LABS,...	6001617	WWTP - PERMIT SAMPLES (0...	063-002-5201-0000	386.00
			Fund 063 - SEWER FUND Total:	**89,881.77**
Fund: 064 - SEWER EQUIPMENT RESERVE				
ENTERPRISE FM TRUST	FBN5612387	EWW71832 4/1/2026-4/30/...	064-002-7508-0000	981.89
			Fund 064 - SEWER EQUIPMENT RESERVE Total:	**981.89**
Fund: 066 - REFUSE FUND				
TYLER TECHNOLOGIES, INC	CI100-00263351	SUPPORT & HOST WEBSITE/...	066-001-5201-0000	72.00

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
T & D TIRE AND AUTO REPAIR	27104	2 REP - TRUCK #76	066-001-5307-0000	70.00
PEREGRINE CORPORATION	0083134	CALENDAR INSERT	066-001-5201-0000	200.26
PEREGRINE CORPORATION	0083135	MARCH 2026 NEWSLETTER	066-001-5212-0000	207.70
PEREGRINE CORPORATION	0083165	MARCH 2026 BILLING	066-001-5201-0000	105.85
PEREGRINE CORPORATION	0083165	MARCH 2026 BILLING POSTA...	066-001-5213-0000	792.50
T-MOBILE USA INC.	210232397 MAR 2026	REFUSE TABLET 02	066-001-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	REFUSE TABLET 03	066-001-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	REFUSE TABLET 01	066-001-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	REFUSE TABLET 06	066-001-5205-0000	31.35
T-MOBILE USA INC.	210232397 MAR 2026	REFUSE TABLET 04	066-001-5205-0000	21.57
T-MOBILE USA INC.	210232397 MAR 2026	REFUSE TABLET 05	066-001-5205-0000	31.35
BUMPER TO BUMPER OF EL ...	955928	HALOGEN BULB - #58	066-001-5307-0000	5.70
EVERGY	6598910015 MAR 2026	222 E 2ND AVE SVC 2/23/20...	066-001-5205-0000	551.72
EVERGY	7949843848 MAR 2026	222 E LOCUST AVE SVC 2/23/...	066-001-5205-0000	41.38
AMAZON CAPITAL SERVICES	1DWR-1X7L-H7FQ	LIGHT BULBS FOR THE TRASH...	066-001-5307-0000	185.94
KANSASLAND TIRE WHOLESA...	136167	(3) 11R22.5 (3) 11R225	066-001-5307-0000	763.56
KEY EQUIPMENT & SUPPLY ...	KC221128	TARP/WEAR PADS BOTTOM ...	066-001-5307-0000	1,626.44
AMAZON CAPITAL SERVICES	1HP1-1N6C-7HKD	HOOD LATCH KIT FOR #76 T...	066-001-5307-0000	23.99
AMAZON CAPITAL SERVICES	1HVG-HQRG-67R4	OFFICE SUPPLIES/NOTEBOOK...	066-001-5301-0000	74.74
KANSAS DEPARTMENT OF RE...	004-486035394-F02 MAR 20...	SALES TAX PERIOD 3/1/2026...	066-001-5209-0000	38.46
TYLER TECHNOLOGIES, INC	025-548560	UB NOTIFICATION-CALLS 1/1...	066-001-5201-0000	56.23
TYLER TECHNOLOGIES, INC	025-548560	UB NOTIFICATION-TEXTS 1/1...	066-001-5201-0000	20.52
BUTLER COUNTY LANDFILL	033126	MARCH LANDFILL BILL	066-001-5201-0000	36,715.83
DAVE'S TOWING LLC	26-03-16077	HAUL 2023 FREIGHTLINER F...	066-001-5201-0000	504.00
GLOBAL PAYMENTS INTEGRA...	4128 MAR 2026	4128 MAR 2026 MERCHANT ...	066-001-5203-0000	3,278.01
GLOBAL PAYMENTS INTEGRA...	4129 MAR 2026	4129 MAR 2026 MERCHANT ...	066-001-5203-0000	6,788.10
GEOTAB USA, INC	IN480849	MARCH 2026 BILLING	066-001-5205-0000	19.25
KEY EQUIPMENT & SUPPLY ...	KC221178	SLIDES/TUBE/TARP FOR ROLL...	066-001-5307-0000	4,695.56
GRABER ACE HARDWARE	291553/3	GARDEN HOE FIBERGLASS - T...	066-001-5302-0000	15.99
KANSAS GAS SERVICE	510264198 1615244 36 MAR...	222 E LOCUST AVE SVC 2/16/...	066-001-5205-0000	24.26
BUMPER TO BUMPER OF EL ...	956656	TOGGLE SWITCH - TRUCK 76	066-001-5307-0000	11.15
CHAMPLIN TIRE RECYCLING, ...	176078	DISPOSAL OF TONS OF TIRES -...	066-001-5201-0000	2,942.69
KANSAS GAS SERVICE	510469962 1492273 82 MAR...	222 E 2ND AVE	066-001-5205-0000	70.65
TOSHA BYERS	INV0053891	DELIVERY FEE	066-000-4449-0000	50.00
TOSHA BYERS	INV0053891	PICK UP FEE	066-000-4449-0000	125.00
WOODRIVER ENERGY LLC	496274	222 E 2ND AVE	066-001-5205-0000	62.62
			Fund 066 - REFUSE FUND Total:	**60,289.08**
Fund: 067 - REFUSE EQUIPMENT RESERVE				
ENTERPRISE FM TRUST	FBN5612387	EREF1890 4/1/2026-4/30/20...	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 MAR 2026	1859 MAR 2026 MERCHANT ...	069-001-5203-0000	93.09
KANSAS GAS SERVICE	510469962 1492273 82 MAR...	CREDIT	069-001-5205-0000	-0.21

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
KANSAS GAS SERVICE	510469962 1492273 82 MAR...	222 1/2 E 2ND AVE	069-001-5205-0000	335.21
WOODRIVER ENERGY LLC	496274	222 1/2 E 2ND AVE-CNG FUEL..	069-001-5205-0000	1,022.76
			Fund 069 - COMPRESSED NATURAL GAS STATION FUND Total:	**1,450.85**
Fund: 072 - DATA PROCESSING FUND				
COMMLINK ICT INC.	2002	IT - PHONE SYSTEM SUPPORT	072-019-5201-0000	36.25
BARRY SLATER INC.	INV-444	WEBSITE BOT -JANUARY 2026	072-019-5201-0000	1,000.00
DIGITAL ALLY INC.	1127892	VAULT SOFTWARE - J MURP...	072-019-5201-0000	495.00
CDW GOVERNMENT, INC	ZR01193623	IT - CITY 0365 LICENSING RE...	072-019-5201-0000	33,545.03
AMAZON CAPITAL SERVICES	13NJ-PG9W-LMMC	IT - HOWARDS HEADSET	072-019-5316-0000	128.90
BYTESPEED, LLC	INV0184482	COURT - HDD REPLACEMENT	072-019-5316-0000	195.00
AMAZON CAPITAL SERVICES	1PC1-7MG6-GNKN	IT - DOOR CONTROLLER BOX...	072-019-5316-0000	39.50
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	RAISING CANES - CCMFOA L...	072-001-5211-0000	12.35
INTRUST CARD CENTER	INV0053794	RADINA'S BAKEHOUSE - CO...	072-001-5211-0000	14.24
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	RADINA'S BAKEHOUSE - COF...	072-001-5211-0000	13.72
INTRUST CARD CENTER	INV0053794	WALMART - STORM SHELTER...	072-001-5310-0000	0.97
INTRUST CARD CENTER	INV0053794	WALMART - FOLDERS/POP/C...	072-001-5310-0000	15.91
INTRUST CARD CENTER	INV0053866	IT - UBIQUITI EQUIPMENT	072-019-5315-0000	601.03
XEROX FINANCIAL SERVICES	41790052	ADMIN PRINTER 3/9/2026-4...	072-001-5210-0000	73.51
T-MOBILE USA INC.	210232397 MAR 2026	CITY HOTSPOT 03	072-001-5205-0000	31.35
T-MOBILE USA INC.	210232397 MAR 2026	CITY HOTSPOT 02	072-001-5205-0000	21.57
AMAZON CAPITAL SERVICES	1PN9-G63M-Y4XG	ADMIN COFFEE	072-001-5310-0000	103.44
GALAXIE BUSINESS EQUIPM...	149331	IT - HYPER V MIGRATION W...	072-019-5201-0000	300.00
AMAZON CAPITAL SERVICES	19FH-XXRC-CY7F	PW - SD CARDS	072-019-5316-0000	69.99
GUARDIAN ALLIANCE TECHN...	33463	MONTHLY MARCH SERVICE 2...	072-019-5201-0000	90.00
ODP BUSINESS SOLUTIONS, L...	460372118001	DRY ERASE MARKERS	072-001-5301-0000	17.78
ODP BUSINESS SOLUTIONS, L...	460372118001	KLEENEX	072-001-5310-0000	60.18
FOUNTAIN AND STUCHLIK TE...	SC-35	COMM - COMMISION ROOM...	072-019-5201-0000	150.00
PONTEM SOFTWARE	00014891	CEM - CEMETARY SOFTWARE...	072-019-5201-0000	1,250.00
COX COMMUNICATIONS	028608401 APR 2026	EL DORADO INC	072-000-1164-0000	112.46
COX COMMUNICATIONS	028608401 APR 2026	CHAMBER	072-000-1164-0000	56.23
COMMLINK ICT INC.	2106	IT - PHONE PROGRAMMING	072-019-5201-0000	470.00
BYTESPEED, LLC	INV0184716	IT - PD SERVER	072-019-5315-0000	6,675.00
BARRY SLATER INC.	INV-456	WEBSITE BOT - MARCH 2026	072-019-5201-0000	1,000.00
HIREKU, INC dba JAZZHR	INV00887713	SERVICE PERIOD 4/4/2026-4...	072-019-5201-0000	5,508.00

Vendor Name	Payable Number	Description (Item)	Account Number	Amount
FOUNTAIN AND STUCHLIK TE...	P-358 Multiviewer	EOC - HDMI SPLITTER	072-019-5316-0000	1,600.00
VERIZON WIRELESS	6140810705	HR DIRECTOR	072-001-5205-0000	41.54
VERIZON WIRELESS	6140810705	CITY HOTSPOT 1	072-001-5205-0000	40.01
VERIZON WIRELESS	6140810705	CITY HOTSPOT 2	072-001-5205-0000	40.01
VERIZON WIRELESS	6140810705	CITY HOTSPOT 3	072-001-5205-0000	40.01
GALAXIE BUSINESS EQUIPM...	149468	IT - LASERFICHE PROGRAMM...	072-019-5201-0000	120.00
AMAZON CAPITAL SERVICES	1MHD-H19K-HHFN	FIRE - SURFACE KEYBOARD	072-019-5316-0000	108.90
ICMA MEMBERSHIP RENEWA...	588587-2026	7/2026-6/2027 ICMA MEMB...	072-001-5211-0000	938.63
MISFIT KITCHEN LLC	INV0053956	PSHRA QTR MEETING HOST	072-001-5213-0000	375.00
COMMLINK ICT INC.	2141	CORDLESS PHONE FIX AT SHE...	072-019-5201-0000	180.00
XEROX BUSINESS SOLUTIONS	IN6456164	ADMIN PRINTER 01/25/2026...	072-001-5210-0000	149.51
KANSAS STATE COUNCIL OF ...	INV0053953	KS SHRM STATE CONFERENCE...	072-001-5211-0000	561.50
HALEY REMSBERG	INV0053954	2/26/2026 WPS LUNCH & LE...	072-001-5211-0000	46.40
HALEY REMSBERG	INV0053954	3/27/2026 FLINT HILLS HIGH ...	072-001-5211-0000	18.56
HALEY REMSBERG	INV0053954	4/10/2026 WORKING WELL ...	072-001-5211-0000	44.81
PSHRA-KS	INV0053955	MEMBERSHIP - HALEY REMS...	072-001-5201-0000	120.00
			Fund 072 - DATA PROCESSING FUND Total:	**67,526.86**
			Grand Total:	**844,622.06**

Report Summary

Fund Summary

Fund	Expense Amount	Payment Amount
001 - GENERAL FUND	205,798.88	205,622.13
002 - EQUIPMENT RESERVE FUND	62,060.82	62,060.82
003 - AIRPORT FUND	7,371.48	7,371.48
005 - EL DORADO SENIOR CENTER FUND	16,269.49	16,269.49
007 - MAJOR STREET FUND	29,231.40	29,495.84
009 - STORMWATER FUND	1,189.17	1,189.17
011 - BRADFORD MEMORIAL LIBRARY	21,386.64	21,386.64
013 - PRAIRIE TRAILS SALES TAX FUND	17,556.00	17,556.00
017 - SPECIAL ALCOHOL PROGRAM FUND	37,753.21	37,753.21
019 - COMMUNITY DEVELOPMENT DISTRICT	13,200.70	13,200.70
020 - SALES TAX FUND	2,018.48	2,018.48
021 - CUSTOMER DEPOSIT FUND	14,516.96	14,516.96
024 - TOURISM TAX FUND	361.15	361.15
027 - EXPENDABLE TRUST FUND	2,544.25	2,544.25
030 - CONSTRUCTION FUND	79,572.17	79,572.17
031 - BUILDING DEMOLITION	26.04	26.04
060 - WATER FUND	109,488.33	108,672.63
061 - WATER EQUIPMENT RESERVE	3,164.55	3,164.55
063 - SEWER FUND	89,881.77	90,020.17
064 - SEWER EQUIPMENT RESERVE	981.89	981.89
066 - REFUSE FUND	60,289.08	60,289.08
067 - REFUSE EQUIPMENT RESERVE	981.89	981.89
069 - COMPRESSED NATURAL GAS STATION FUND	1,450.85	1,450.85
072 - DATA PROCESSING FUND	67,526.86	67,526.86
Grand Total:	**844,622.06**	**844,032.45**

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
001-000-1014-0000	JUDICIAL EDUCATION FE...	162.50	162.50
001-000-1016-0000	COMMUNITY CORRECTI...	1,759.61	1,759.61
001-000-1017-0000	RESTITUTIONS PAYABLE	543.64	543.64
001-000-1018-0000	LAW ENFORCEMENT TRA..	3,663.99	3,663.99
001-000-1019-0000	REINSTATEMENT FEES	244.00	244.00
001-000-1021-0000	SEATBELT SAFETY FUND	60.00	60.00
001-000-4470-0000	RECREATION FEES	110.66	110.66
001-000-4620-0000	PARK RENTAL FEES	70.00	70.00
001-000-4621-0000	RENTALS	230.00	230.00
001-000-4694-0000	REIMBURSEMENTS	342.48	342.48
001-011-5203-0000	BANK SERVICE CHARGES	576.62	576.62
001-011-5205-0000	UTILITIES	2,053.43	2,053.43

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
001-011-5210-0000	RENTALS	278.76	278.76
001-011-5211-0000	TRAVL,TRAIN,MEMBERS...	15.00	15.00
001-011-5213-0000	OTHER CHARGES	1,253.27	1,253.27
001-011-5307-0000	MAINTENANCE AND RE...	63.35	63.35
001-011-5310-0000	GENERAL SUPPLIES	33.43	33.43
001-012-5201-0000	PROFESSIONAL SERVICES	40.00	40.00
001-012-5203-0000	BANK SERVICE CHARGES	702.20	702.20
001-012-5205-0000	UTILITIES	18,804.53	18,658.93
001-012-5210-0000	RENTALS	664.35	664.35
001-012-5211-0000	TRAVL,TRAIN,MEMBERS...	1,058.80	1,058.80
001-012-5212-0000	PUBLICATION AND PRINT..	79.90	79.90
001-012-5213-0000	OTHER CHARGES	34.19	34.19
001-012-5302-0000	SMALL TOOLS	184.96	184.96
001-012-5305-0000	CLOTHING	640.43	640.43
001-012-5306-0000	MAINT &REPAIR-BLDGS...	3.88	3.88
001-012-5310-0000	GENERAL SUPPLIES	67.06	67.06
001-013-5201-0000	PROFESSIONAL SERVICES	14,275.20	14,275.20
001-013-5203-0000	BANK SERVICE CHARGES	1,682.22	1,682.22
001-013-5210-0000	RENTALS	218.82	218.82
001-013-5301-0000	OFFICE SUPPLIES	274.43	274.43
001-013-5311-0000	PRISONER CARE	8,612.14	8,612.14
001-014-5201-0000	PROFESSIONAL SERVICES	6,767.00	6,767.00
001-014-5307-0000	MAINTENANCE AND RE...	349.53	349.53
001-014-5310-0000	GENERAL SUPPLIES	544.61	544.61
001-021-5201-0000	PROFESSIONAL SERVICES	27,888.13	27,888.13
001-021-5203-0000	BANK SERVICE CHARGES	1,682.22	1,682.22
001-021-5205-0000	UTILITIES	3,552.68	3,552.68
001-021-5207-0000	MAINTENANCE AND RE...	5,759.36	5,759.36
001-021-5210-0000	RENTALS	360.76	360.76
001-021-5211-0000	TRAVL,TRAIN,MEMBERS...	9,381.23	9,381.23
001-021-5213-0000	OTHER CHARGES	582.40	582.40
001-021-5301-0000	OFFICE SUPPLIES	273.45	273.45
001-021-5302-0000	SMALL TOOLS	497.39	497.39
001-021-5303-0000	MOTOR FUELS AND LUB...	249.81	249.81
001-021-5305-0000	CLOTHING	3,190.61	3,190.61
001-021-5307-0000	MAINTENANCE AND RE...	3,185.00	3,185.00
001-021-5310-0000	GENERAL SUPPLIES	728.25	728.25
001-021-5312-0000	SAFETY MATERIALS AND...	170.50	170.50
001-023-5201-0000	PROFESSIONAL SERVICES	1,446.10	1,446.10
001-023-5205-0000	UTILITIES	2,810.00	2,810.00
001-023-5207-0000	MAINTENANCE AND RE...	3,796.28	3,796.28
001-023-5210-0000	RENTALS	886.40	886.40

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
001-023-5211-0000	TRAVL,TRAIN,MEMBERS...	265.90	265.90
001-023-5302-0000	SMALL TOOLS	199.99	199.99
001-023-5303-0000	MOTOR FUELS AND LUB...	958.92	958.92
001-023-5305-0000	CLOTHING	1,185.52	1,185.52
001-023-5306-0000	MAINT &REPAIR-BLDGS...	25.57	25.57
001-023-5307-0000	MAINTENANCE AND RE...	1,353.03	1,353.03
001-023-5309-0000	JANITORIAL & HOUSEHO...	49.16	49.16
001-023-5310-0000	GENERAL SUPPLIES	369.43	369.43
001-033-5201-0000	PROFESSIONAL SERVICES	44.40	44.40
001-033-5205-0000	UTILITIES	3,438.86	3,438.86
001-033-5207-0000	MAINTENANCE AND RE...	97.50	97.50
001-033-5302-0000	SMALL TOOLS	34.50	34.50
001-033-5305-0000	CLOTHING	373.80	373.80
001-033-5307-0000	MAINTENANCE AND RE...	640.60	640.60
001-033-5308-0000	MAINT & REPAIR-OTHER ..	81.28	81.28
001-033-5309-0000	JANITORIAL & HOUSEHO...	108.54	108.54
001-033-5310-0000	GENERAL SUPPLIES	10,956.20	10,956.20
001-041-5201-0000	PROFESSIONAL SERVICES	612.48	612.48
001-041-5205-0000	UTILITIES	1,051.21	1,051.21
001-041-5206-0000	MAINT & REPAIR-BLDGS...	9,131.75	9,131.75
001-041-5211-0000	TRAVL,TRAIN,MEMBERS...	252.88	252.88
001-041-5302-0000	SMALL TOOLS	514.06	514.06
001-041-5304-0000	CHEMICALS / LAB SUPPL...	329.55	329.55
001-041-5306-0000	MAINT &REPAIR-BLDGS...	335.64	335.64
001-041-5307-0000	MAINTENANCE AND RE...	99.11	99.11
001-041-5310-0000	GENERAL SUPPLIES	175.78	175.78
001-041-5312-0000	SAFETY MATERIALS AND...	136.25	136.25
001-042-5204-0000	INSURANCE & BONDS	15.00	15.00
001-042-5205-0000	UTILITIES	839.85	839.85
001-042-5207-0000	MAINTENANCE AND RE...	6.00	6.00
001-042-5213-0000	OTHER CHARGES	584.00	584.00
001-042-5302-0000	SMALL TOOLS	1,619.96	1,619.96
001-042-5307-0000	MAINTENANCE AND RE...	576.13	576.13
001-042-5308-0000	MAINT & REPAIR-OTHER ..	700.00	700.00
001-042-5310-0000	GENERAL SUPPLIES	2,216.79	2,216.79
001-042-5312-0000	SAFETY MATERIALS AND...	32.56	32.56
001-051-5201-0000	PROFESSIONAL SERVICES	1,159.71	1,159.71
001-051-5203-0000	BANK SERVICE CHARGES	769.38	769.38
001-051-5205-0000	UTILITIES	7,490.36	7,459.21
001-051-5210-0000	RENTALS	2,813.59	2,813.59
001-051-5212-0000	PUBLICATION AND PRINT..	293.59	293.59
001-051-5213-0000	OTHER CHARGES	2,700.00	2,700.00

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
001-051-5302-0000	SMALL TOOLS	331.14	331.14
001-051-5304-0000	CHEMICALS / LAB SUPPL...	2,516.50	2,516.50
001-051-5305-0000	CLOTHING	7.99	7.99
001-051-5306-0000	MAINT &REPAIR-BLDGS...	656.49	656.49
001-051-5307-0000	MAINTENANCE AND RE...	243.21	243.21
001-051-5308-0000	MAINT & REPAIR-OTHER ..	65.12	65.12
001-051-5310-0000	GENERAL SUPPLIES	1,063.42	1,063.42
001-051-5327-0000	CONCESSION SUPPLIES	1,826.73	1,826.73
001-051-5331-0000	ATHLETIC SUPPLIES	628.90	628.90
001-052-5201-0000	PROFESSIONAL SERVICES	500.00	500.00
001-052-5205-0000	UTILITIES	213.25	213.25
001-052-5306-0000	MAINT &REPAIR-BLDGS...	9,814.47	9,814.47
001-052-5308-0000	MAINT & REPAIR-OTHER ..	137.36	137.36
001-052-5310-0000	GENERAL SUPPLIES	249.91	249.91
002-011-7401-0000	MACHINERY & AUTOMO...	33,192.00	33,192.00
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
002-034-7508-0000	LEASE-FLEET	5,432.58	5,432.58
002-041-7508-0000	LEASE-FLEET	976.30	976.30
002-042-7401-0000	MACHINERY & AUTOMO...	11,165.50	11,165.50
002-042-7508-0000	LEASE-FLEET	1,116.82	1,116.82
002-051-7508-0000	LEASE-FLEET	1,897.02	1,897.02
003-011-5203-0000	BANK SERVICE CHARGES	334.98	334.98
003-011-5205-0000	UTILITIES	1,184.70	1,184.70
003-011-5206-0000	MAINT & REPAIR-BLDGS...	4,796.52	4,796.52
003-011-5209-0000	TAX PAYMENT	343.53	343.53
003-011-5211-0000	TRAVL,TRAIN,MEMBERS...	180.00	180.00
003-011-5212-0000	PUBLICATION AND PRINT..	269.95	269.95
003-011-5301-0000	OFFICE SUPPLIES	7.37	7.37
003-011-5307-0000	MAINTENANCE AND RE...	92.93	92.93
003-011-5310-0000	GENERAL SUPPLIES	161.50	161.50
005-000-4621-0000	RENTALS	350.00	350.00
005-011-5201-0000	PROFESSIONAL SERVICES	439.61	439.61
005-011-5202-0000	PAYMENTS TO CONTRA...	754.00	754.00
005-011-5204-0000	INSURANCE & BONDS	3,799.00	3,799.00
005-011-5205-0000	UTILITIES	1,452.48	1,452.48
005-011-5210-0000	RENTALS	209.00	209.00
005-011-5211-0000	TRAVL,TRAIN,MEMBERS...	99.00	99.00
005-011-5213-0000	OTHER CHARGES	106.40	106.40
005-011-5302-0000	SMALL TOOLS	56.97	56.97
005-011-5309-0000	JANITORIAL & HOUSEHO...	337.42	337.42

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
005-011-5310-0000	GENERAL SUPPLIES	2,868.42	2,868.42
005-011-5315-0000	NON-CAPITALIZED ASSE…	4,289.14	4,289.14
005-011-5316-0000	COMPUTER SUPPLIES	29.17	29.17
005-011-5323-0000	PROGRAM EXPENSES - …	437.09	437.09
005-011-7402-0000	OFFICE EQUIPMENT & F…	1,041.79	1,041.79
007-034-5201-0000	PROFESSIONAL SERVICES	1,692.29	1,692.29
007-034-5205-0000	UTILITIES	1,931.35	1,931.35
007-034-5206-0000	MAINT & REPAIR-BLDGS…	475.00	475.00
007-034-5207-0000	MAINTENANCE AND RE…	614.64	614.64
007-034-5210-0000	RENTALS	711.86	711.86
007-034-5211-0000	TRAVL,TRAIN,MEMBERS…	256.83	256.83
007-034-5213-0000	OTHER CHARGES	40.88	40.88
007-034-5302-0000	SMALL TOOLS	867.21	867.21
007-034-5303-0000	MOTOR FUELS AND LUB…	189.00	189.00
007-034-5304-0000	CHEMICALS / LAB SUPPL…	215.00	215.00
007-034-5305-0000	CLOTHING	279.46	279.46
007-034-5306-0000	MAINT &REPAIR-BLDGS…	2,278.42	2,278.42
007-034-5307-0000	MAINTENANCE AND RE…	3,859.39	4,141.39
007-034-5308-0000	MAINT & REPAIR-OTHER ..	6,870.50	6,870.50
007-034-5310-0000	GENERAL SUPPLIES	2,669.04	2,651.48
007-034-5312-0000	SAFETY MATERIALS AND…	195.00	195.00
007-034-5315-0000	NON-CAPITALIZED ASSE…	6,040.00	6,040.00
007-034-5325-0000	TRAFFIC SIGNS,SIGNALS…	45.53	45.53
009-011-5201-0000	PROFESSIONAL SERVICES	1,189.17	1,189.17
011-011-5201-0000	PROFESSIONAL SERVICES	2,850.39	2,850.39
011-011-5205-0000	UTILITIES	1,383.83	1,383.83
011-011-5206-0000	MAINT & REPAIR-BLDGS…	225.00	225.00
011-011-5210-0000	RENTALS	317.22	317.22
011-011-5211-0000	TRAVL,TRAIN,MEMBERS…	431.77	431.77
011-011-5212-0000	PUBLICATION AND PRINT..	279.14	279.14
011-011-5213-0000	OTHER CHARGES	725.33	725.33
011-011-5301-0000	OFFICE SUPPLIES	230.52	230.52
011-011-5310-0000	GENERAL SUPPLIES	167.83	167.83
011-011-5313-0000	PRINT MATERIALS	5,521.84	5,521.84
011-011-5315-0000	NON-CAPITALIZED ASSE…	7,098.48	7,098.48
011-011-5318-0000	AUDIOVISUAL MATERIA…	608.81	608.81
011-011-5323-0000	PROGRAM EXPENSES - …	641.89	641.89
011-011-5324-0000	PROGRAM EXPENSES - C…	538.30	538.30
011-011-5326-0000	LIBRARY PROCESSING C…	366.29	366.29
013-056-7404-0000	OTHER IMPROVEMENTS	17,556.00	17,556.00
017-043-5201-0000	PROFESSIONAL SERVICES	37,753.21	37,753.21
019-011-5213-0000	OTHER CHARGES	13,200.70	13,200.70

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
020-011-5209-0000	TAX PAYMENT	2,018.48	2,018.48
021-011-5213-0000	OTHER CHARGES	14,516.96	14,516.96
024-011-5205-0000	UTILITIES	112.46	112.46
024-011-5210-0000	RENTALS	55.76	55.76
024-011-5211-0000	TRAVL,TRAIN,MEMBERS...	75.00	75.00
024-011-5213-0000	OTHER CHARGES	103.88	103.88
024-011-5301-0000	OFFICE SUPPLIES	14.05	14.05
027-151-5213-0000	OTHER CHARGES	755.95	755.95
027-152-5211-0000	TRAVL,TRAIN,MEMBERS...	140.00	140.00
027-152-5310-0000	GENERAL SUPPLIES	58.30	58.30
027-154-5211-0000	TRAVL,TRAIN,MEMBERS...	1,190.00	1,190.00
027-154-5213-0000	OTHER CHARGES	400.00	400.00
030-011-5201-0606	PROFESSIONAL SERVICES	3,177.61	3,177.61
030-011-5201-0625	PROFESSIONAL SERVICES	6,850.00	6,850.00
030-011-5201-0635	PROFESSIONAL SERVICES	49,686.25	49,686.25
030-011-5201-0637	PROFESSIONAL SERVICES	11,250.00	11,250.00
030-011-5210-0606	RENTALS	367.50	367.50
030-011-5310-0606	GENERAL SUPPLIES	7,914.98	7,914.98
030-011-5315-0624	NON-CAPITALIZED ASSE...	0.00	0.00
030-011-5315-0634	NON-CAPITALIZED ASSE...	325.83	325.83
031-027-5213-0000	OTHER CHARGES	26.04	26.04
060-000-0410-0000	INVENTORY	16,369.85	16,369.85
060-000-1198-0000	HOLLYFRONTIER ELECTR...	8,157.10	8,157.10
060-001-5201-0000	PROFESSIONAL SERVICES	21,072.06	21,072.06
060-001-5203-0000	BANK SERVICE CHARGES	23,905.48	23,905.48
060-001-5204-0000	INSURANCE & BONDS	500.00	0.00
060-001-5205-0000	UTILITIES	633.19	633.19
060-001-5211-0000	TRAVL,TRAIN,MEMBERS...	195.00	195.00
060-001-5212-0000	PUBLICATION AND PRINT..	473.76	473.76
060-001-5213-0000	OTHER CHARGES	920.33	920.33
060-001-5305-0000	CLOTHING	46.98	46.98
060-002-5201-0000	PROFESSIONAL SERVICES	1,250.55	1,250.55
060-002-5205-0000	UTILITIES	9,837.10	9,696.01
060-002-5206-0000	MAINT & REPAIR-BLDGS...	69.00	69.00
060-002-5210-0000	RENTALS	70.00	70.00
060-002-5211-0000	TRAVL,TRAIN,MEMBERS...	580.00	580.00
060-002-5213-0000	OTHER CHARGES	194.73	194.73
060-002-5302-0000	SMALL TOOLS	275.58	275.58
060-002-5304-0000	CHEMICALS / LAB SUPPL...	2,100.85	2,100.85
060-002-5305-0000	CLOTHING	417.60	417.60
060-002-5306-0000	MAINT &REPAIR-BLDGS...	128.92	128.92
060-002-5307-0000	MAINTENANCE AND RE...	350.11	350.11

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
060-002-5308-0000	MAINT & REPAIR-OTHER ..	224.97	224.97
060-002-5309-0000	JANITORIAL & HOUSEHO...	35.83	35.83
060-002-5310-0000	GENERAL SUPPLIES	1,154.29	1,154.29
060-003-5201-0000	PROFESSIONAL SERVICES	3,182.26	3,182.26
060-003-5205-0000	UTILITIES	1,341.19	1,166.58
060-003-5207-0000	MAINTENANCE AND RE...	6,902.37	6,902.37
060-003-5211-0000	TRAVL,TRAIN,MEMBERS...	360.00	360.00
060-003-5302-0000	SMALL TOOLS	140.46	140.46
060-003-5303-0000	MOTOR FUELS AND LUB...	5.58	5.58
060-003-5305-0000	CLOTHING	159.99	159.99
060-003-5306-0000	MAINT &REPAIR-BLDGS...	71.22	71.22
060-003-5307-0000	MAINTENANCE AND RE...	626.01	626.01
060-003-5308-0000	MAINT & REPAIR-OTHER ..	6,903.93	6,903.93
060-003-5309-0000	JANITORIAL & HOUSEHO...	26.83	26.83
060-003-5310-0000	GENERAL SUPPLIES	773.23	773.23
060-003-5312-0000	SAFETY MATERIALS AND...	31.98	31.98
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	731.76	731.76
063-001-5201-0000	PROFESSIONAL SERVICES	326.39	326.39
063-001-5203-0000	BANK SERVICE CHARGES	18,454.53	18,454.53
063-001-5205-0000	UTILITIES	214.30	214.30
063-001-5212-0000	PUBLICATION AND PRINT..	434.28	434.28
063-001-5213-0000	OTHER CHARGES	843.63	843.63
063-002-5201-0000	PROFESSIONAL SERVICES	3,071.34	3,071.34
063-002-5205-0000	UTILITIES	15,374.92	15,374.92
063-002-5207-0000	MAINTENANCE AND RE...	7,181.96	7,182.76
063-002-5211-0000	TRAVL,TRAIN,MEMBERS...	669.38	669.38
063-002-5305-0000	CLOTHING	17.98	17.98
063-002-5306-0000	MAINT &REPAIR-BLDGS...	58.02	58.02
063-002-5307-0000	MAINTENANCE AND RE...	14,080.39	13,860.39
063-002-5308-0000	MAINT & REPAIR-OTHER ..	337.96	337.96
063-002-5310-0000	GENERAL SUPPLIES	139.87	139.87
063-002-5315-0000	NON-CAPITALIZED ASSE...	-357.60	0.00
063-003-5201-0000	PROFESSIONAL SERVICES	2,931.80	2,931.80
063-003-5205-0000	UTILITIES	3,957.76	3,957.76
063-003-5207-0000	MAINTENANCE AND RE...	1,131.76	1,131.76
063-003-5208-0000	MAINT & REPAIR-OTHER ..	16,776.00	16,776.00
063-003-5210-0000	RENTALS	212.50	212.50
063-003-5211-0000	TRAVL,TRAIN,MEMBERS...	180.00	180.00
063-003-5307-0000	MAINTENANCE AND RE...	2,931.99	2,931.99
063-003-5308-0000	MAINT & REPAIR-OTHER ..	60.91	60.91

Payroll:	
04/01/2026	$261,979.11
04/15/2026	$263,242.58
04/29/2026	$200,212.61
Expenses:	$844,622.06
Total:	$1,570,056.36

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
063-003-5310-0000	GENERAL SUPPLIES	44.99	44.99
063-003-5312-0000	SAFETY MATERIALS AND...	74.95	74.95
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	40,617.38	40,617.38
066-001-5203-0000	BANK SERVICE CHARGES	10,066.11	10,066.11
066-001-5205-0000	UTILITIES	918.86	918.86
066-001-5209-0000	TAX PAYMENT	38.46	38.46
066-001-5212-0000	PUBLICATION AND PRINT..	207.70	207.70
066-001-5213-0000	OTHER CHARGES	792.50	792.50
066-001-5301-0000	OFFICE SUPPLIES	74.74	74.74
066-001-5302-0000	SMALL TOOLS	15.99	15.99
066-001-5307-0000	MAINTENANCE AND RE...	7,382.34	7,382.34
067-001-7508-0000	LEASE-FLEET	981.89	981.89
069-001-5203-0000	BANK SERVICE CHARGES	93.09	93.09
069-001-5205-0000	UTILITIES	1,357.76	1,357.76
072-000-1164-0000	CHAMBER AND EL DOR...	168.69	168.69
072-001-5201-0000	PROFESSIONAL SERVICES	140.00	140.00
072-001-5205-0000	UTILITIES	214.49	214.49
072-001-5210-0000	RENTALS	223.02	223.02
072-001-5211-0000	TRAVL,TRAIN,MEMBERS...	2,906.41	2,906.41
072-001-5213-0000	OTHER CHARGES	579.21	579.21
072-001-5301-0000	OFFICE SUPPLIES	17.78	17.78
072-001-5310-0000	GENERAL SUPPLIES	213.46	213.46
072-019-5201-0000	PROFESSIONAL SERVICES	44,144.28	44,144.28
072-019-5315-0000	NON-CAPITALIZED ASSE...	16,777.23	16,777.23
072-019-5316-0000	COMPUTER SUPPLIES	2,142.29	2,142.29
	Grand Total:	**844,622.06**	**844,032.45**

Project Account Summary

Project Account Key	Expense Amount	Payment Amount
None	844,622.06	844,032.45
Grand Total:	**844,622.06**	**844,032.45**

EL DORADO
KANSAS

TO:	City Commission
FROM:	Scott Rickard
SUBJ:	Consideration of Approval of an Ordinance Zoning Certain Land in the City of El Dorado, Kansas, R-3 Multiple Family Dwelling Disctrict and Amending the Zoning Map of the City.
DATE:	May 18, 2026

Background:

Wade Wilkinson has submitted a rezoning application for 118 and 122 N. Taylor Street from C-1, General Business District, to R-3, Multiple Family Dwelling District, and 126, 128, 134 N. Taylor Street and 423 W. 1st Avenue from R-1, Residential Low-Density Dwelling District, to R-3, Multiple Family Dwelling District.

The request is intended to establish one consistent zoning classification across the assembled property to allow redevelopment of the site with two eight-unit apartment buildings. The conceptual layout shows parking generally located on the west side of the proposed buildings. A final drainage plan will be required as part of the redevelopment process once the existing dental office is demolished.

The surrounding area includes a mix of residential, institutional, and commercial uses, including the El Dorado Performing Arts Center, El Dorado High School Extended Campus, Susan B. Allen Memorial Hospital, churches, nearby commercial zoning, and R-3 zoning one block to the east. The area is not a strictly single-family neighborhood. Staff believes the proposed R-3 zoning fits the existing development pattern and provides a reasonable infill housing transition.

At the April 23, 2026 Planning Commission meeting, a public hearing was held. A representative of First Presbyterian Church stated they had no objection to the project. The Planning Commission discussed parking, site plan review, drainage, lighting, and the surrounding neighborhood. The Planning Commission voted 7-0 to recommend approval.

Attachments:

1. N Taylor Rezone - SR Final
2. 200' Buffer Map
3. Preliminary Site Plan - WIlkinson Construction Planning and Zoning
4. _Preliminary Elevations- Wilkinson Construction Planning and Zoning
5. 4-23-26 Minutes
6. 4-23-26 Attendance
7. Taylor & 1st Rezone Ord

Strategic Priorities:

Housing: The rezoning supports additional housing options and encourages infill residential development.

Economic Development: The request supports reinvestment in an underutilized site near existing services, schools, and community facilities.

Infrastructure: The property already has access to public streets, water, sanitary sewer, and other municipal services.

Downtown: The site is near the downtown area and supports reinvestment in the established core of the community.

Operation and Financial Impact:

Approval of the rezoning does not create an immediate financial obligation for the City. Future development will be subject to applicable site plan review, permitting, drainage, parking, access, lighting, utility connection, and building code requirements.

Alternatives:

The City Commission may approve the rezoning as recommended by the Planning Commission.

The City Commission may deny the rezoning.

The City Commission may return the item to the Planning Commission with a statement identifying the basis for additional review.

Trade-Offs:

Approving the rezoning allows the assembled property to redevelop under one consistent zoning classification and supports additional multifamily housing in an area already served by public infrastructure and surrounded by a mix of uses.

The trade-off is that R-3 zoning allows a higher residential intensity than the current R-1 zoning on part of the site. However, detailed site issues such as parking, drainage, access, lighting, and utility connections will still be reviewed through the development process.

Denying the request would maintain the existing split zoning pattern, which does not lend itself well to unified redevelopment of the assembled tract.

Staff Recommendation:

Staff recommends approval of Case No. 26-02-REZ, rezoning 118, 122, 126, 128, and 134 N. Taylor Street and 423 W. 1st Avenue to R-3, Multiple Family Dwelling District.

Commission Action:

Commissioner _____ moved to approve an Ordinance Zoning Certain Land in the City of El Dorado, Kansas, R-3 Multiple Family Dwelling Disctrict and Amending the Zoning Map of the City.

Commissioner _____ seconded the motion.

Advisory Board Recommendation:

At its April 23, 2026 meeting, the Planning Commission voted 7-0 to recommend approval of Case No. 26-02-REZ, rezoning 118, 122, 126, 128, and 134 N. Taylor Street and 423 W. 1st Avenue to R-3, Multiple Family Dwelling District.

PLANNING COMMISSION MEMORANDUM

TO: Planning Commission
FROM: Scott Rickard, City Engineer
RE: Zone Change Application, 118, 122, 126, 128, 134 N Taylor & 423 W 1st

Background

Wade Wilkinson has submitted a rezoning application for 118 and 122 N Taylor Street from C-1 General Business District to R-3 Multiple Family Dwelling District, and 126, 128, 134 N Taylor Street and 423 W 1st Avenue from R-1 Residential Low-Density Dwelling District to R-3 Multiple Family Dwelling District.

The request is intended to establish one consistent zoning classification across the assembled property to allow redevelopment of the site with two (2) eight-unit apartment buildings. The conceptual layout shows parking generally located on the west side of the proposed buildings. A final drainage plan is expected to be completed as part of the redevelopment process once the existing dental office is demolished.

Evaluation of Rezoning Request

According to the El Dorado Zoning Regulations, Article 13, Amendments, the Planning Commission must make findings of fact to determine whether the proposed zoning change meets the following criteria:

1. Character of the Neighborhood

The surrounding area consists of a mix of zoning classifications and established community uses, including:

• The El Dorado Performing Arts Center and El Dorado High School Extended Campus to the west
• Susan B. Allen Memorial Hospital approximately one block west
• Commercial zoning and church properties to the south
• R-3 zoning one block to the east
• R-1 zoning directly east, behind the proposed development

This area is not a strictly single family neighborhood. It is already characterized by a blend of residential, institutional, and commercial uses. The proposed R-3 zoning fits within that broader development pattern and serves as a reasonable infill housing transition within an area that already contains a variety of land uses and intensities.

2. Consistency with the Comprehensive Plan

The Future Land Use Map designates this area as Institutional. Staff believes the proposed rezoning is consistent with the broader intent of that designation and with the City's housing goals.

The site is located near major community facilities, services, and supporting land uses, including the high school extended campus, performing arts center, hospital, churches, and nearby commercial properties. It is also within an area where a mix of housing types is appropriate. The proposed multifamily development supports the need for additional housing options in El Dorado and aligns with the intent reflected in the City's planning efforts and housing study work.

3. Adequacy of Public Utilities and Services

The property is located within the City and has access to public infrastructure, including water, sanitary sewer, streets, and other typical municipal services. No unusual extension of utilities is known to be required at this time.

Detailed site matters such as drainage, access, parking layout, and utility service connections will still need to be addressed as the project moves forward. Any future multifamily development in the R-3 district will remain subject to applicable site plan review requirements and other zoning standards.

4. Suitability of the Property's Current Zoning

The current split zoning pattern of C-1 and R-1 does not lend itself well to unified redevelopment of the assembled tract. C-1 zoning is intended for general business activity, while R-1 is the City's lower density residential district. Neither classification, standing alone across portions of the site, is particularly well suited for the coordinated apartment development being proposed.

R-3 zoning is more appropriate if the City wishes to allow a cohesive multifamily residential project at this location.

5. Length of Time the Property Has Remained Vacant

The subject area appears to includes vacant ground, and a unutilized property. All parcels are vacant, the site has not redeveloped in a coordinated way under the current zoning pattern. The requested rezoning would provide a clearer path for reinvestment and redevelopment of the assembled tract.

6. Compatibility with Nearby Properties

The proposed R-3 district is compatible with nearby properties because the area already includes a mix of residential, institutional, and commercial uses. The development would not be isolated from similar or supporting land uses. Instead, it would tie into an existing

pattern that includes nearby R-3 zoning, institutional uses, and service oriented development.

The request also provides a logical transition in intensity. While R-1 zoning is located directly east of the project area, the presence of institutional and commercial uses nearby helps support a multifamily residential project at this location.

7. Impact on Adjacent Properties

The requested zoning change is not expected to create an unreasonable adverse impact on adjacent properties if the site is developed in compliance with City standards. Given the surrounding mix of uses, the proposal is a more natural fit than a purely commercial expansion and should integrate well into the area.

As with any development, final review of drainage, access, parking, lighting, and site layout will still be important, but those items can be addressed through the site plan and permitting process.

8. Relative Gain to the Public Compared to Possible Loss to Nearby Property Owners

The proposed rezoning offers a public benefit by supporting infill housing, encouraging reinvestment in an underutilized area, and establishing a single zoning classification across the full development site. Staff has not identified a disproportionately great loss to nearby property owners relative to that public gain, particularly since future development will still be subject to applicable City review standards.

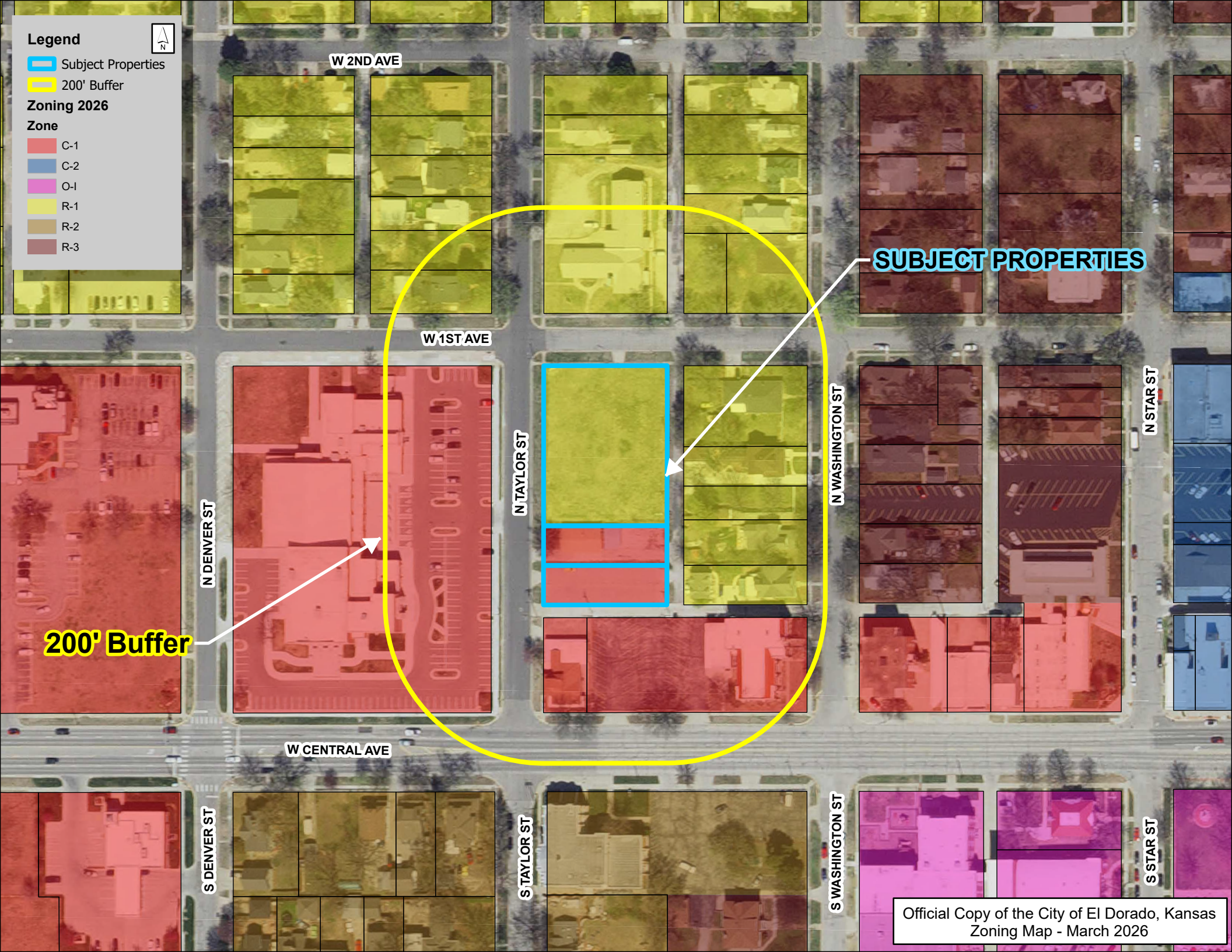
Staff Recommendation

Based on the findings above, staff recommends approval of Case No. 25-02-REZ to rezone 118 and 122 N Taylor Street from C-1 General Business District to R-3 Multiple Family Dwelling District, and 126, 128, 134 N Taylor Street and 423 W 1st Avenue from R-1 Residential Low-Density Dwelling District to R-3 Multiple Family Dwelling District.

This request is consistent with the surrounding development pattern, supports needed housing opportunities, and fits the broader planning intent for this area of El Dorado.

Suggested Motion

I move to recommend approval of Case No. 25-02-REZ, to rezone 118, 122, 126, 128, 134 N Taylor and 423 W 1st to R-3 Multiple Family Dwelling District, for reasons stated in the staff recommendation and heard at this public hearing.


Legend
Subject Properties
200' Buffer
Zoning 2026
Zone
C-1
C-2
O-I
R-1
R-2
R-3
W 2ND AVE
W 1ST AVE
W CENTRAL AVE
N DENVER ST
N TAYLOR ST
N WASHINGTON ST
N STAR ST
S DENVER ST
S TAYLOR ST
S WASHINGTON ST
S STAR ST
SUBJECT PROPERTIES
200' Buffer
Official Copy of the City of El Dorado, Kansas
Zoning Map - March 2026

300'

Proposed Building #1

8-Plex

Proposed Building #2

8-Plex

FIRST STREET

155'

Existing Dentist office to be torn down.

Existing Pavement to be removed.

TAYLOR STREET

North

Wilkinson Construction LLC
Preliminary Site Plan

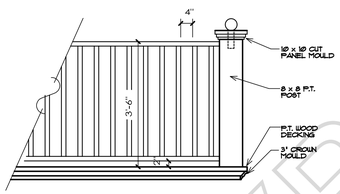
STOCK PLANS SHOULD ALWAYS BE REVIEWED BY A LOCAL ENGINEER PRIOR TO CONSTRUCTION.

2 LEFT ELEVATION
1/8" = 1'-0"

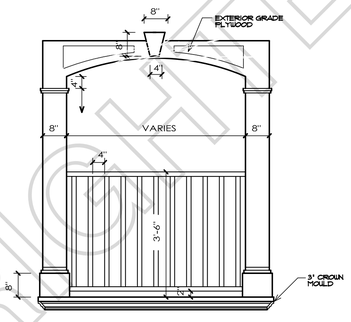
3 REAR ELEVATION
1/8" = 1'-0"

4 RIGHT ELEVATION
1/8" = 1'-0"

Preliminary Elevations
Wilkinson Construction



5 RAILING DETAIL
1/2" = 1'-0"



6 ELEVATION DETAIL
1/2" = 1'-0"

CEILING HEIGHT REQUIREMENTS:

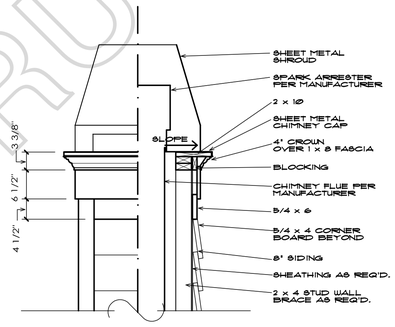
FLOOR TO CEILING HEIGHTS (WALL HEIGHT) IS DESIGNED FOR 9'-0" CEILING, TYPICAL. THE LICENSEE MUST DETERMINE LOCATIONS OF SUSPENDED (8'-0") CEILINGS FOR DISTRIBUTION OF MECHANICAL DUCTS. MOST NATIONAL, LOCAL CODES DO NOT ALLOW DISTRIBUTION OF UTILITIES WITHIN THE RATED FLOOR/CEILING ASSEMBLY.

PROVIDE TEMPERED GLASS IN HAZARDOUS GLAZING LOCATIONS INCLUDING THE FOLLOWING:

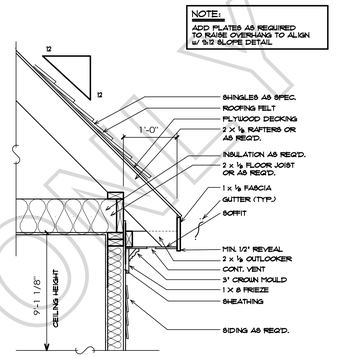
A. GLAZING IN DOORS AND ENCLOSURES FOR HOT TUBS, WHIRLPOOLS, SAUNAS, STEAM ROOMS, BATHTUBS AND SHOWERS.
B. GLAZING WHERE THE NEAREST VERTICAL EDGE IS WITHIN A 24-INCH ARC OF A DOOR IN A CLOSED POSITION AND WHOSE BOTTOM EDGE IS LESS THAN 60-INCHES ABOVE THE WALKING SURFACE.
C. GLAZING THAT MEETS ALL OF THE FOLLOWING :
1. EXPOSED AREA OF AN INDIVIDUAL PANE GREATER THAN 9 SF.
2. BOTTOM EDGE LESS THAN 18 INCHES ABOVE THE FLOOR.
3. TOP EDGE GREATER THAN 36 INCHES ABOVE THE FLOOR.

PLUMBING NOTE:

PLUMBING CONTRACTOR TO FIELD VERIFY ALL PLUMBING LOCATIONS SHOWN.



7 CHIMNEY CAP DETAIL
3/4" = 1'-0"



8 TYP. OVERHANG DETAIL
3/4" = 1'-0"

FRAMING NOTE:

IF ROOF TRUSSES ARE TO BE UTILIZED IN LIEU OF STICK FRAMING ILLUSTRATED, THE TRUSS DESIGN SHOULD MAINTAIN ALL RELATIONSHIPS & DESIGN INTENT INDICATED WITHIN THIS DESIGN DOCUMENT PACKAGE.

PROVIDE SUPPORT FOR STOOP AND STEPS TO GRADE AS REQ'D.

PROVIDE RAMP FOR WHEELCHAIR ACCESSIBILITY PER LOCAL CODE REQUIREMENTS FOR WHEELCHAIR ACCESS UNITS.

1 FRONT ELEVATION
1/4" = 1'-0"

GENERAL ELEVATION NOTES:

1. PROVIDE SUPPORT FOR STOOP AND STEPS TO GRADE AS REQUIRED.
2. WHEN TWO ROOFS INTERSECT WITH DIFFERENT ROOF PITCHES, BLOCK TOP OF STUD WALLS AS REQUIRED TO ALIGN FASCIAS AT A MINIMUM OF 1'-0" OVERHANG.
3. ROOF RAFTERS ARE PITCHED FROM TOP OF CEILING JOISTS (TYPICAL).
4. ATTIC VENTILATION PER LOCAL CODE AND REQUIREMENTS.
5. SPECIFIC SIZE & LOCATION OF GUTTERS & DOWNSPOUTS SHALL BE DETERMINED BY THE LICENSEE ACCORDING TO LOCAL RAINFALL RATES AND LOCAL PLUMBING CODE REQUIREMENTS FOR STORM DRAINAGE.

STANDARD HEIGHTS:

FIRST FLOOR CEILING HEIGHT	9'-1 1/8"
FIRST FLOOR HEADER HEIGHT	6'-11 3/8"
SECOND FLOOR CEILING HEIGHT	9'-1 1/8"
SECOND FLOOR HEADER HEIGHT	6'-11 3/8"

LIABILITY WARNING:

RICK GARNER DESIGNER is responsible for the dimensional coordination of the design intent only. RICK GARNER assumes absolutely no liability for these documents when additions or modifications are made by others. Refer to your Design Document Package Purchase Agreement.

R I C K G A R N E R . D E S I G N S
B R A N D O N , M I S S I S S I P P I . 3 9 0 4 2
2 0 1 G R A N D E C O V E
T E L . 6 0 1 . 5 9 4 . 1 2 5 9 . E M A I L : r i c k @ r i c k g a r n e r . c o m . w w w . r i c k g a r n e r . c o m

DATE | DESCRIPTION

"THE CARTER I"

APARTMENT STOCK PLAN

MEMBER OF BUILDING DESIGNERS ASSOCIATION OF MISSISSIPPI
A I B D
MS - 106

LAST UPDATE: 3/7/09
PLAN NUMBER: CARTER I / A9403A
CHECKED: R.G.
DRAWN: J.D.
SHEET NUMBER: A-2
DRAWING TITLE: Exterior Elevations

EL DORADO
KANSAS

PLANNING COMMISSION MINUTES
April 23, 2026
5:30 p.m.

1. **CALL TO ORDER & ROLL CALL**

Chairman Letts called the meeting to order at 5:30 pm.

Members Present
James Barnaby
Steve Fellers
Scott Leason
Austin Letts
Brad Long
Brian Martin
Norm Wilks

Staff Present
Scott Rickard
Elizabeth Blakely

Others Present
Please see attached

2. **APPROVAL OF MINUTES 3/26/26**

3. **NEW BUSINESS**

ITEM NO. 1 – CASE NO. 26-02-REZ: PUBLIC HEARING TO CONSIDER REZONING 118 & 122 N TAYLOR FROM C-1 GENERAL BUSINESS DISTRICT TO R-3 MULTIPLE FAMILY DWELLING DISTRICT AND 126, 128, 134 N TAYLOR AND 423 W 1ST FROM R-1 RESIDENTIAL LOW-DENSITY DWELLING DISTRICT TO R-3 MULTIPLE FAMILY DWELLING DISTRICT.

A. Presentation of Request

Wade Wilkinson has submitted a rezoning application for 118 and 122 N Taylor Street from C-1 General Business District to R-3 Multiple Family Dwelling District, and 126, 128, 134 N Taylor Street and 423 W 1st Avenue from R-1 Residential Low-Density Dwelling District to R-3 Multiple Family Dwelling District.

The request is intended to establish one consistent zoning classification across the assembled property to allow redevelopment of the site with two (2) eight-unit apartment buildings. The

conceptual layout shows parking generally located on the west side of the proposed buildings. A final drainage plan is expected to be completed as part of the redevelopment process once the existing dental office is demolished. The use mixes well with the character of the neighborhood, current zoning and the future land use map.

B. Public Hearing

Commissioner Letts opened the public hearing. Rodger Decker, representing the First Presbyterian Church stated they have no objection with the project.

C. Discussion by Planning Commission

Commissioner Fellers inquired if there would be garages. Mr. Rickard stated the items presented are just a concept and not a detailed site plan. Commissioner Barnaby inquired into the parking requirements. Mr. Rickard stated parking would be addressed during the site plan review and in an R-3 district, parking will be calculated per square foot per unit. Commissioner Martin noted parking requirement would be at least one space per unit. Mr. Rickard confirmed.

Commissioner Long lives adjacent to the east and made a statement regarding the project. Mr. Long and his wife personally met with Mr. Wilkinson and although he hates seeing the vacant lot go, he understands progress and the citizens and taxpayers will benefit from the development and he plans to support project.

Commissioner Leason questioned how long the lots have been vacant. Mr. Rickard remembers homes being on the property that were relocated after a land swap with the school district and hospital occurring over 20 years ago. The properties zoned C-1 still have the old dentist office building on site.

Commissioner Fellers noted he appreciates Commissioner Long and his wife talking about the project even though they do not want a thirty-foot building behind them, they support it for the community's benefit. Commissioner Long commented that they were concerned with lighting in the alley, Mr. Wilkison will be using the west side for parking and entrance ways and not using the alley, the lighting will be minimal in their back yard. Mr. Long stated they haven't talked about the site plan and water drainage and he trusts Wade; believes it will be a good complex with senior living on the bottom floors and small families living on the second floors.

Commissioner Fellers commented that Mr. Wilkinson has shown himself to be a great builder, he has built in several infill lots with quality beautiful homes. Commissioner Martin inquired if any comments were received from the school district. Mr. Rickard stated no comments were received and if it is the commission's desire they can table the item until Mr. Wilkinson is available to speak before them. Commissioner Long noted he doesn't believe it's necessary to table and the project will take about nine months. Commissioner Leason commented he agrees. Commissioner Wilks inquired if staff would recommend approval. Mr. Rickard confirmed approval is recommended and R-3 zoning requires a defined checklist for site plan review.

D. Motion

Commissioner Leason moved to recommend approval of Case No. 25-02-REZ, to rezone 118, 122, 126, 128, 134 N Taylor and 423 W 1st to R-3 Multiple Family Dwelling District, for reasons stated in the staff recommendation and heard at this public hearing, seconded by Commissioner Wilks.

ROLL CALL VOTE

Commissioner Barnaby	Y
Commissioner Fellers	Y
Commissioner Leason	Y
Commissioner Letts	Y
Commissioner Long	Y
Commissioner Martin	Y
Commissioner Wilks	Y

Motion passed 7-0

ITEM NO. 2 – CASE NO. 26-03-REZ: PUBLIC HEARING TO CONSIDER REZONING 2825 N MAIN FROM A-R AGRICULTURAL RESIDENTIAL DISTRICT TO R-S RESIDENTIAL SUBURBAN DISTRICT.

A. Presentation of Request

Susan Erikson has submitted a request to rezone approximately 5 acres at 2825 N Main St. from A-R Agricultural Residential District to R-S Residential Suburban District. The request is intended to allow the applicant to split off approximately 5 acres that will include the existing single-family residence on the property. The property in question is being separated from a larger approximately 120-acre parent tract, and the rezoning request is being made so that the resulting residential parcel will not become nonconforming under the current A-R district standards.

The current A-R zoning district is intended for agricultural and very low-density residential areas and generally contemplates much larger tracts. The requested R-S zoning district is intended to accommodate large-lot residential development in areas that remain suburban or rural in character. In this case, the request does not involve a more intense urban style development pattern, but rather a zoning designation that better fits the existing residence and proposed tract size. The property is 80 to 85 percent in the floodway or flood zone.

This property is located outside the City limits, but within the Extraterritorial Jurisdiction of El Dorado. As such, zoning and land use decisions fall under the City's jurisdiction, while Butler County retains authority over building permits, road matters, and on-site utility provisions in accordance with the applicable interlocal arrangements. Butler County has reviewed and approved the rezone and lot split.

B. Public Hearing

Commissioner Letts opened the public hearing. No one was present to speak; the public hearing was closed.

C. Discussion by Planning Commission

Commissioner Martin confirmed Butler County has approved the request. Mr. Rickard stated they had. Commissioner Long inquired on A-R zoning requires 40acres to the proposed R-S allows 5 acre lots and whether the applicant is intending to build a structure. Mr. Rickard stated the request is for 5 acres where the home is located and the other portion of the parcel will not change. The applicant could build one ADU in the future or other accessory buildings as allowed. Commissioner Fellers commented that the commission has seen this type of rezoning before, it also encompasses property rights and he plans to vote for the rezone.

D. Motion

Commissioner Fellers moved to recommend approval of Case No. 25-03-REZ, an application by Susan Erikson to rezone approximately 5 acres at 2825 N Main St. from A-R Agricultural Residential District to R-S Residential Suburban District, for reasons stated in the staff recommendation and heard at this public hearing, seconded by Commissioner Leason.

ROLL CALL VOTE

Commissioner Barnaby	Y
Commissioner Fellers	Y
Commissioner Leason	Y
Commissioner Letts	Y
Commissioner Long	Y
Commissioner Martin	Y
Commissioner Wilks	Y

Motion passed 7-0

ITEM NO. 3 – PUBLIC HEARING TO CONSIDER ZONING ORDINANCE AMENDMENTS.

A. Presentation of Request

This item has been before the Planning Commission in prior staff discussions and public hearing review because the City is seeing increased interest in newer industrial and infrastructure use types in Kansas that are not clearly captured in the current zoning regulations. When definitions and use classifications are unclear, it creates unnecessary uncertainty for staff, applicants, neighboring property owners, the Planning Commission, and the City Commission. It also makes it more difficult to consistently determine whether a proposed use belongs in the O-I, I-1, or I-2 districts, whether it should require a Special Use Permit, and what kind of compatibility standards should apply.

The package remains a targeted text amendment intended to keep the current zoning structure intact while improving clarity, and local control before a specific project is submitted. The proposed package is structured in three parts. First, Article 3 would add definitions for emerging use types that are not well defined today. Second, Appendix A would add corresponding use table rows so each defined use has a clear path showing whether it is permitted, requires a Special Use Permit, or is not allowed in a district. Third, Article 6 would add supplementary standards aimed at the issues that most often drive public concern and operational impacts, including noise, generator testing, screening, equipment placement, emergency access, hazardous materials summaries, utility documentation, industrial wastewater review, stormwater and outdoor materials handling, decommissioning, and substantial changes after approval. The intent is to establish baseline expectations in advance, not to rewrite the zoning regulations from the ground up.

Mr. Rickard presented a power point reviewing the proposed text amendments.
Chairman Letts gave a statement on how the public hearing would be held for the proposed zoning text amendments and how it is not intended to be a question & answer session.

B. Public Hearing
Commissioner Letts opened the public hearing.

Ray Connell, 318 W Central, stated that most of his practice has been dealt with zoning. He noted he would like the regulations adopted and they are very well written and they address the issues of concern. He believes one of these industries would be a great opportunity, provide additional tax funding, he recommends the approval of the text amendments, and he provided a letter of support.

Vince Haines, 300 N Star, thanked the commission for their time and work on the amendments. Mr. Haines commented that the board will hear a lot of emotion and opposition with some that are valid and some or not. In his professional experience they all have mitigation and he believes the special use requirement is a great solution. He reminded the commission to stay focused on the zoning updates, and they are not hearing a specific case. Mr. Haines stated that El Dorado has the appropriate assets for large industrial investment and puts them in good position for future discussions. Mr. Haines stated the task at hand is to update the regulation amendments and their definitions place the projects being discussed in well-defined zoning districts and provides additional regulations and transparency. Mr. Haines believes the regulations help set the stage for a very transparent process and they give the city leverage and flexibility for working in this new industrial market.

Kye Lehr, 511 W Central, believes the changes made to the regulations are pretty good, the data center now specifically spelled out a special use permit and will be much better. Mr. Lehr believes 500 feet is not very far from the property depending on the level of noise for item K-noise requirement to be 500' from a district boundary of a residential property. On item L a "may" instead of shall was left in the description and the max sound near property line he recommends more research and to put a decibel amount in the regulations, need defendable amendments for the City and that would help on how much noise is allowed. Mr. Lehr wanted to point out Kansas zoning regulations Article 6, are local laws created by municipal government local law and not one has the word may is not easily defendable and ambiguous.

Patrick Emery, 1302 S High, has concerns that the changes are inviting a data center to the area and that scares him. He believes the informational website is more of a sales pitch and is not providing real issues that come with data centers. Mr. Emery said sound is a main concern and that the regulations need to be set in stone, so they are managed and controlled well. Data centers create forever chemicals that are very hard to get rid of and they will need to go somewhere, he noted filtering will prevent the chemicals from going into the water system if that system never fails, and they will go somewhere like a landfill or bleed into the land. Mr. Emery stated the regions around data centers the temperatures increase multiple degrees and can affect the climate of the region, water issues will use closed loop system but they are not fully closed loop some water still escapes. He noted that any info found on data center research comes from data centers themselves and he does not trust big companies to give factual information and more research is needed. Data centers will only create a few jobs, and if we want a big project we need more than 10 jobs, something long term to benefit and invite more people here.

Charles Leidig, 313 N Orchard, commented that Mr. Lehr is on the right track for the extended regulations and he suggests that if one of these industries applies to come to the area that the we need to hear from the people that actually live around the existing sites to hear their experiences to factor in making informed decisions.

Amanda McGee, 4582 SE Munson Hill Rd, stated a moratorium on battery storage, data centers, power plants, nuclear facilities must remain in effect until comprehensive current environmental and hydrological studies of the lake, the Aquaphor, all adjoining rivers and streams have been completed, thorough impact assessments on farmland and cattle operations must be conducted all studies and surveys fully transparent and made publicly available and thoroughly funded by the developers and conducted by qualified independent third party experts and a detailed evaluation of the potential impact on the local wells must be included. After these steps have been reviewed and shared with the public then a final decision should be made by the people. Ms. McGee also stated if one of these industries does come and then leave, she believes the developers should be responsible in removing the structure not the citizens and that the land should be returned to the people.

Terri Radebaugh,762 SW 50th, stated her concern with the emerging technologies today will be obsolete very soon. Technology and AI all have short life spans and there needs to be a plan and enforcement for them to be removed along with all contamination and for the land to be returned. Data centers have a 15–20-year life span they are not a job creator, and her biggest concern is this emerging technology that is rapidly obsolete and we will be left with a scar on the city.

Kim Brumfield,1609 E 1st St. Douglas, Butler County taxes are high and she adamantly opposed to a data center oppose, built to take peoples jobs with AI why would we participate in taking away peoples land and purpose in life, impact on environment and humanity is detrimental Data centers use extreme amounts of water and electricity, use up our resources, inflate cost of utilities, pollute the environment, cause possible power outages and wells to go dry. Decisions will impact our lives and generations to come she wants to preserve and care for the natural resources. Any short-term gain for Butler County will have long term loss. What are the data centers being built for, who is paying for them, how will it affect our utilities, taxes and what is the environmental impact and how will our livelihood now & in the future be affected. Our jobs and resources are not for sale.

Jordan Buxton, 2811 W 3rd, thanked the commission for their time. Economic development in the Midwest has a lot of land and resources that makes it attractive to industry, not just data centers. Th challenge in El Dorado and Butler County is we do not own the land and the task presented is a mechanism to help be part of the conversation. Landowners are meeting privately with the developers and the only way the city can position themselves to be a part of the process and discussion and not be reactive but active is to set the zoning regulations.

Amy Gardner, 7246 NW Kiowa Rd, this is a very contentious cultural issue sweeping across the nation all are very aware that the beginning of emerging industries start at the zoning level would trust your expertise. Mrs. Gardner suggested a bigger room in the future so everyone can be accommodated and heard. The amendments provided should have been made clear and shown what has changed. Limitations on zoning for the emerging industries at federal level by two senators co-authoring a letter demanding federal wide surveys on how data centers are affecting

the electrical grid. She mentioned electrical magnetic field, decibel levels and a letter RFK presented on the risks of EMFs and they are horrendous. Mrs. Gardner inquired how a zoning committee would know how to write in boundaries that are new to everyone. She hopes the special use permit will give an even playing field if a project is brought forward and hopes we can talk specifically about how far pollution will reach, the emf, and noise. No one is against progress but are against progress if an industry that we are bringing in is more disruptive than helpful.

Rachel Harder, 2757 NE Grant Rd, thanked Mr. Rickard for amending the regulations from the last presentation and they have been tighten up. She has two different family members offered from Beltline for property in Butler County. Her concerns are not only are her family members getting offers so are their neighbors. She is worried about people with health issues if a data center moved in next door as well as the land values would decrease. Mrs. Harder requested for the regulations to be tightened even more before pushing them out and she said she is not against progress but wants to make sure it is done the right way to protect the community.

Natalie Conway, 1302 S High, stated she is against AI and she is concerned about how these industries will impact the agricultural properties and how these certain industries could affect land, farmers and future generations.

Carrie Shearburn, 324 N Orchard, the property sales from 6th street to the refinery area have been selling for $1,500 to $2,500 per acre. If they are rezoned under these new regulations the land becomes industrial zoning and that increases $1 per SF and those people will make millions. Need to look at property tax records and see who has been buying these properties. She believes some of the people that spoke at the meeting have invested interest in passing the zoning laws. Ms. Shearburn stated people can't afford more property taxes and breaks will go to the corporations and she commented that this is giving away our children's futures.

Debra Hill, 711 E Cloud, Andover, Approaches thing in a big picture perspective and ethical perspective and she has a lot of questions. Emerging industry's ability to do these industries and the national trend is a huge boom which might bust sooner than companies realize. What is the long-term viability when weighing it against the exploitation of the community is an ethical concern. The amendments open the door for these industries, and she recommends waiting 3-5 years and is there a way to restrict in the zoning data centers. Recommendation close for 3 years do not allow them and that will give time to get regulations in place, and would know they are not causing issues, protecting long term livelihood, make them pay more later.

Matt Hermreck, 323 N Summit, loves small town feel, strongly support the community but does not support data centers. He wants his family to have a future; he doesn't want to see lights and hear noise. He doesn't believe the lake can support the water usage. These companies do not care if they take our water or pollute our air. You cannot eat money, cannot drink money, it may not affect power they will have generators, but the citizens will not.

Nami Nickleson, 2598 SW 50th, Is thankful to the openness for the public to comment. Mr. Nickleson presented a prayer. Many concerns water, electricity, health affects of data centers they are all valuable and important to consider a different angel and he read a quote. Bringing tax base is valuable but does not compare to serving the people of community, AI explosion of data

center is that acceptable use of our community is it something we can morally support. Two more quotes were read.

Jacob Means, NW River Valley Rd, Towanda, the argument for or against data center what can we stand to lose and what can we stand to gain. He is afraid of constant droning noise, electric bills skyrocket, water poisoned, what we gain doesn't justify what we stand to lose and what takes away from natural resources. Not healthy we can stand to gain tax breaks but that doesn't go to people in the end ask yourself why we are compensated for them.

Rodney Clements, 4538 NW Shumway Rd, stated these are big things and the citizens need to be made aware of all safety concerns and what are the long-term effects and everyone in the city and county should have a voice and be able to vote before moving forward.

Emily Stone, Wichita, commented on the small modular or micro-reactive facility not enough guidelines for reactors can cause more damage to water and soil. Need to reconsider and add more scientific educated requirements or disallow altogether.

C. Discussion by Planning Commission

Commissioner Leason commented that we should take out any "may" wording and add "shall".
Mr. Rickard noted where in the zoning book the definitions of shall & may are listed and in the special use process, some shalls may not be linked to a project.
Commissioner Fellers asked the audience to please refrain from speaking out any yea's, boo's or clapping that can give undue focus and let the commission have their discussion.
Commissioner Letts noted section K- radius minimum 500' could a special use permit require additional distance.
Mr. Rickard stated there are more regulations like landscaping, berms, separations for residential. Other communities are looking at 200feet and we increased to 500 feet. The zoning regulations already have transition areas listed. Mr. Rickard noted that it is difficult to define things without a specific project in mind.
Commissioner Letts asked Mr. Rickard to explain how the regulations were created.
Mr. Rickard stated they are a mixture from the Land Development Institute, American Planning Association, WSU white paper and what Sedgwick County is looking at. Word for word and the repetitiveness is intentional due to how El Dorados regs look, also from other communities, professional associations & institutes that help write regulations.
Commissioner Wilks noted that he thinks they are trying to help the process by defining what we expect, realizing they are all new and the special use process is the safest way to examine and we need to be prepared to set parameters on what is expected in the city.
Commissioner Fellers does hear concerns and expects them.

The meeting went into recess at 7:20p.m. due to a tornado warning.
At 7:49 the meeting was reconvened.

Mr. Rickard noted Commissioner Barnaby left the meeting, but they still have a quorum to proceed.

Commissioner Letts commented it is good that we have guidelines and definitions in place.

Commissioner Long noted that the guidelines would continue to be improved and the state is also involved. Senate Bill 98 states that electric rates can't be raised. Commissioner Long believes the city is on the right track and could make a lot of money and with the safeguards in place by the state and the city he is not fearful at all of one of these industries coming in. Commissioner Long also noted that just because one of these industries applies doesn't mean they will get approved. If a manufacturer comes to the board, they must be ready to say yes or no and that is what they are doing with this discussion.
Commissioner Leason commented he doesn't want things pushed through like in Sharon Springs and the locals are mad.
Commissioner Fellers stated they are not approving a data center, they are approving a process to make things clear. This is a process not a project for guidelines to be in place.
Commissioner Long commented they are being proactive and he believes cleanup should be addressed and we can write safeguards however we want to.
Commissioner Wilks noted that we have used the SUP process to fit the needs of the use going in and they are not all the same and that is the nature of the SUP process, the city has been creative and varied in their approach of the needs of each of development.
Commissioner Fellers noted that the public can provide testimony again if an application is received and he agrees that cleanup can be added and they are looking for a process to provide guidelines so people will know what to expect if they come and how the City will address them.
Commissioner Letts commented on the amendments D & E presented by Commissioner Wilks.
Commissioner Wilks stated his concern on item E after paragraph 6 there is wording for higher intensity uses that creates question on what they are and how they are defined could create potential controversy on what is or isn't high intensity use and he recommends striking that and include the City may require utility company letters, system impact documentation or phase service plans during the site plan review or special use process.
Commissioner Letts inquired if the word may could be changed to shall and strike higher intensity use.
Mr. Rickard noted they could.
Commissioner Wilks noted in paragraph F with the verbiage hazardous material, summary & emergency conditions in the second sentence is another term above ordinary commercial quantities and wonders if there would be argument what is the above ordinary since we don't know what above the ordinary is and he would like to strike above ordinary commercial quantities and add the city may require applicant to provide these things. He wants issue to be over the project not what is done as measuring above or below the ordinary commercial uses. Paragraph J talks about material change after approval, the last sentence states substantial change may include but not limited to, he believes substantial change needs to be defined and he recommends adding as determined by the zoning administrator, so it is a process controlled by the professionals. On last letter K provides decommissioning and removal and his concern is what we list best principal use sites that most all of these emerging industries are unique in construction in what they have and it is part of the SUP process should include most all those require decommission & removal plan.
Commissioner Fellers agrees and likes the changes, and the Federal Government wouldn't provide funding to remove.
Commissioner Wilks noted that the buildings are varying and may have a good use to a different industry listed or may benefit the community for another purpose. The variety of industries are emerging and changing where their life cycle may be 15-20 years and then something replaces

them. For the City's protection we need to include in the SUP a decommissioning portion of that process.
Commissioner Long agrees and he stated we don't need to be left with an unusable building.
Commissioner Wilks noted that city staff spent a lot of time and thought and looked into what others were doing to make this process better.
Commissioner Long commented that these data centers are going somewhere.
Commissioner Wilks stated to be realistic, if we have data center that is mega center with a lot of people, we don't have city support to build housing, roads, jobs, but one that brings 10-20 employees would be a benefit to the community.
Commissioner Long agreed and noted it is not a negative.
Commissioner Leason commented if they receive tax breaks and bring employees, then what will it do to the city if they don't equal out.
Commissioner Wilks noted that what he has seen and heard is that the cash flow from these industries is high enough that they don't need tax rebates or abatements and we don't have to give up property tax for them to come here and we shouldn't automatically do it.
Commissioner Long stated that tax abatements are given by the state not the city.
Mr. Rickard noted they receive sales tax exemption and it's very common with industrial revenue bonds.
Commissioner Long inquired about the time frame requirements for the exemptions.
Mr. Rickard noted that every benefit package is spelled out in a development agreement and the city has law counsel and financial advisors.
Commissioner Wilks stated that the economies today can come to community is an economic advantage for industries to come here and we don't have to give up property taxes to get them here.
Commissioner Fellers confirmed that tax abetments are not part of the discussion today, but he does agree if they come to town, he will advocate that they pay their own way.
Mr. Rickard noted all those types of agreements would be presented with the City Commission and would be part of the record that citizens can review and understand.
Commissioner Fellers noted that the board is not voting if emerging technologies are good or bad they are voting if the city has a process to evaluate these emerging technologies properly and he believes the modifications and help from the public does do exactly that.
Commissioner Wilks confirmed that they are recommending to the City Commission that they adopt the ordinance and attachments.
Mr. Rickard commented on moratoriums that other communities are putting in place and how those places have an application waiting to be reviewed. He noted that is not being done here because there has not been an application presented.
Commissioner Martin noted this item is to help the city get a plan in place.
Commissioner Wilks commented it is better to have a plan in place beforehand.
Commissioner Letts agreed and that staff did amazing job with the plan.

D. Motion

Commissioner Leason , moved that the Planning Commission recommend approval to the City Commission of the proposed emerging industries zoning text amendments, including amendments to Article 3, Appendix A, and Article 6, based on the findings discussed in the staff memorandum and the revisions by Commissioner Wilks and the record of the public hearing, seconded by Commissioner Fellers.

ROLL CALL VOTE

Commissioner Barnaby	
Commissioner Fellers	Y
Commissioner Leason	Y
Commissioner Letts	Y
Commissioner Long	Y
Commissioner Martin	Y
Commissioner Wilks	Y

Motion passed 6-0

4. **OLD BUSINESS**

5. **STAFF ITEMS-**Planning Commission member appointment to Excess Sales Tax Committee
Fellers nominated Letts, Letts accepted.

Next Meeting - 5/28/26 Variance to reduce setbacks-single family home
SUP 1,800SF Accessory Building
Appointment of Chair & Vice Chair

6. **ADJOURNMENT**

The meeting was adjourned at 8:16 pm.

Planning
~~City Commission~~ Sign-In Sheet

Date: 4/23/26

Name - Please Print	Organization (if applicable) + ADDRESS
Jacob Means	
[illegible]	
[illegible]	
Sarah Hoefgen	Eldo Inc
Ry Connell	
[illegible]	
[illegible]	
Angie Johnston	
[illegible]	
[illegible]	
[illegible]	
Jenny Uhrmacher	
A. Gusser	
C. Bowman	
Kyle Lehr	
VINCE HAINES.	
[illegible]	
Dana Jordan	
[illegible]	
[illegible]	
RW Proctor	EID
Chleen McCarthy	
[illegible]	EL DORADO

The Rev. Deborah Hill

Julie Anderson

LISA RUSH

The Episcopal Church

Planning
~~City Commission~~ Sign-In Sheet
Date: 4/23/26

Name - Please Print	Organization (if applicable)
Gale + Doug Cation	EIDO
Matt + Brandie Stineman	
Amy Gardner	
Rachel Harden	
Danell Seymour	
Compliance	
Amanda McGee	
Kim Brumfield	
Terry Radebaugh	
Bret Beachum	
Chris Carmichael	Congressional Campaign
Emily Stone	
Nehemiah Nicholson	
Natalee Conway	USD 490 Tech
Hannah Means	
Olivia Barrier	
Patrick Emery	
Carol Blakeman	
Nathaniel + Blakeman	
S. Blakeman	Freelance News Photography
Rodger Reed	FPG El Dorado
Sue Erikson	2825 N. Main ElDorado
Charles Hanson	3495E Bluestem EIDO
micah Blakeman	3491 SW HWY 77
Audrey cross	

James Dennis BCC

Bill Dean 515 W. 17th Ave.

Drew Majors 150 N. Market 67202.

ORDINANCE NO.

AN ORDINANCE ZONING CERTAIN LAND IN THE CITY OF EL DORADO, KANSAS, R-3 MULTIPLE FAMILY DWELLING DISTRICT AND AMENDING THE ZONING MAP OF THE CITY

WHEREAS an application has been filed with the El Dorado Planning Commission requesting the rezoning of certain land from C-1 General Business District and R-1 Residential Low-Density Dwelling District to R-3 Multiple Family Dwelling District.

WHEREAS, on the 23rd day of April 2026, at a Planning Commission meeting duly convened, the Planning Commission held a public hearing and voted to recommend and does hereby recommend that the Governing Body approve the rezoning.

WHEREAS, it is determined by the Governing Body of the City of El Dorado, Kansas, that certain property located within the City of El Dorado should be zoned.

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

Section 1: That the following described real estate should be and is R-3 Multiple Family Dwelling District

118 N Taylor St.: Lot 2 (Taylor Street) of E.L. Lower's Addition to El Dorado, Section 02, Township 26, Range 05E in Butler County, Kansas

122 N Taylor St.: Lot 4 (Taylor Street) of E. L. Lower's Addition to El Dorado, Section 02, Township 26, Range 05E in Butler County, Kansas

126, 128, 134 N Taylor St. and 423 W 1st Ave: Lots 6, 8, 10 and 12 (Taylor Street) of E. L. Lower's Addition to El Dorado, Section 02, Township 26, Range 05E in Butler County, Kansas

Section 2: The Governing Body hereby directs that the City Zoning map be amended to conform herewith.

Section 3: This Ordinance shall take effect and be in full force from and after its publication once in the official city newspaper.

PASSED and APPROVED by the Governing Body of the City of El Dorado, Kansas, this 18th day of May 2026.

_____
Bill Young, Mayor

ATTEST:

_____
Emerald Veatch, City Clerk

EL DORADO
KANSAS

TO:	City Commission
FROM:	Scott Rickard
SUBJ:	Consideration of an Ordinance Zoning Certain Land in the City of El Dorado, Kansas, Extraterritorial Jurisdiction R-S Residention Suburban Distriact and Amending the Zoning Map of the City.
DATE:	May 18, 2026

Background:

Susan Erikson has submitted a request to rezone approximately 5 acres at 2825 N. Main Street from A-R, Agricultural Residential District, to R-S, Residential Suburban District. The request is intended to allow the applicant to split off approximately 5 acres that will include the existing single-family residence on the property.

The property is being separated from a larger approximately 120-acre parent tract. The rezoning request is being made so that the resulting residential parcel will not become nonconforming under the current A-R district standards.

The current A-R district is intended for agricultural and very low-density residential areas and generally contemplates much larger tracts. The requested R-S district is intended to accommodate large-lot residential development in areas that remain suburban or rural in character. This request does not involve a more intense urban development pattern. It is a zoning designation that better fits the existing residence and proposed tract size.

The property is located outside the City limits, but within El Dorado's extraterritorial jurisdiction. Zoning and land use decisions fall under the City's jurisdiction, while Butler County retains authority over building permits, road matters, and on-site utility provisions. Butler County has reviewed and approved the rezone and lot split.

At the April 23, 2026 Planning Commission meeting, a public hearing was held. No one spoke in opposition. The Planning Commission discussed the request, the existing residence, the proposed 5-acre tract, the larger parent parcel, and the fact that the request maintains a low-density rural residential character. The Planning Commission voted 7-0 to recommend approval.

Attachments:

1. 2825 N Main Rezone
2. 200ft Buffer Map
3. Final Survey
4. 2825 N Main Rezone Ord

Strategic Priorities:

Housing: The request supports an existing rural residential use and allows the property to be placed in a zoning district that better matches the proposed tract size.

Infrastructure: The request does not create an urban development pattern or unusual demand on City infrastructure. The property will continue to rely on rural or on-site service arrangements as applicable.

Economic Development: The request supports orderly land use and property reinvestment by allowing a practical division of an existing residential tract.

Operation and Financial Impact:

Approval of the rezoning does not create an immediate financial obligation for the City. The property is outside the City limits, and future building permits, road matters, and on-site utility provisions will remain subject to Butler County and other applicable review requirements.

Alternatives:

The City Commission may approve the rezoning as recommended by the Planning Commission.

The City Commission may deny the rezoning.

The City Commission may return the item to the Planning Commission with a statement identifying the basis for additional review.

Trade-Offs:

Approving the rezoning allows the existing residence to be placed on a properly zoned 5-acre tract and avoids creating a nonconforming residential parcel under the A-R district standards. The request maintains a low-density rural residential character and does not introduce a commercial, industrial, multifamily, or more intense urban use.

Denying the request would leave the property under the current A-R zoning, which is better suited to the larger agricultural parent tract than to the proposed 5-acre residential parcel.

Staff Recommendation:

Staff recommends approval of the request to rezone approximately 5 acres at 2825 N. Main Street from A-R, Agricultural Residential District, to R-S, Residential Suburban District.

Commission Action:

Commissioner _____ moved to approve an Ordinance Zoning Certain Land in the City of El Dorado, Kansas, Extraterritorial Jurisdiction R-S Residention Suburban Distriact and Amending the Zoning Map of the City.

Commissioner _____ seconded the motion.

Advisory Board Recommendation:

At its April 23, 2026 meeting, the Planning Commission voted 7-0 to recommend approval of the request to rezone approximately 5 acres at 2825 N. Main Street from A-R, Agricultural Residential District, to R-S, Residential Suburban District.

PLANNING COMMISSION MEMORANDUM

TO: Planning Commission
FROM: Scott Rickard, City Engineer
RE: Zone Change Application – 2825 N Main

Background:

Susan Erikson has submitted a request to rezone approximately 5 acres at 2825 N Main St. from A-R Agricultural Residential District to R-S Residential Suburban District. The request is intended to allow the applicant to split off approximately 5 acres that will include the existing single-family residence on the property. The property in question is being separated from a larger approximately 120-acre parent tract, and the rezoning request is being made so that the resulting residential parcel will not become nonconforming under the current A-R district standards.

The current A-R zoning district is intended for agricultural and very low-density residential areas and generally contemplates much larger tracts. The requested R-S zoning district is intended to accommodate large-lot residential development in areas that remain suburban or rural in character. In this case, the request does not involve a more intense urban style development pattern, but rather a zoning designation that better fits the existing residence and proposed tract size.

This property is located outside the City limits, but within the Extraterritorial Jurisdiction of El Dorado. As such, zoning and land use decisions fall under the City's jurisdiction, while Butler County retains authority over building permits, road matters, and on-site utility provisions in accordance with the applicable interlocal arrangements.

Evaluation of Rezoning Request:

Per Article 13 of the zoning regulations, the Planning Commission must make findings of fact to determine whether the requested zoning district amendment is compatible with the following criteria.

1. Character of the neighborhood

The surrounding area is predominantly rural in character and includes agricultural land, large tracts, and scattered single-family residences. Nearby properties are generally zoned A-R, which reflects the existing low-density pattern in this area. The subject property already contains a single-family residence, and the request is to place that residential area on a zoning classification that more closely matches the size and nature of the proposed tract. Rezoning the property to R-S would maintain a low-density residential character and would not introduce a land use that is out of place with the surrounding area.

2. Consistency with the comprehensive plan and City ordinances

The Future Land Use Map designates this area as Neighborhood Mixed Use and Agricultural. While the area remains largely rural, the proposed rezoning is consistent with the general intent of those land use categories because it allows for a low-density residential arrangement without creating an urban development pattern. The request is limited in scope, applies to an existing residence, and supports orderly land use by placing the property under a district classification that better matches its intended long-term use.

3. Adequacy of public utilities and other needed public services

The property is served in a manner typical for rural residential development. Water service is understood to be available through rural water service, and Butler County also allows private wells where appropriate. Wastewater service is proposed to be handled through an on-site lagoon system or other approved on-site method, subject to County and other applicable regulatory review. The site has direct access from N Main Street, and emergency services can reasonably serve the property. Because this is a low-density residential request involving an existing home site, staff do not anticipate unusual demands on public facilities or services.

4. Suitability of the uses to which the property has been restricted under its existing zoning

The existing A-R zoning is generally intended for agricultural land and very large-lot residential development. While that classification has been appropriate for the broader approximately 120-acre parent tract, it is less suitable for the proposed 5-acre residential tract associated with an existing home. The request is being triggered by the proposed division of the larger parcel, and the rezoning would prevent the resulting residential tract from becoming nonconforming under the current zoning regulations. The requested R-S district is a better fit because it continues to support a low-density residential setting while recognizing a tract size and use pattern that is more residential than agricultural in nature.

5. Length of time property has remained vacant as zoned

The property is not vacant. It contains an existing single-family residence and has functioned as a residential site. The request is not to rezone vacant ground for a new intensive use, but rather to apply a more appropriate zoning district to the portion of the property that contains the residence and is proposed to be separated from the larger tract.

6. Compatibility of the proposed district classification with nearby properties

The proposed R-S zoning is compatible with nearby properties because it maintains a low-density residential form and preserves the rural character of the area. The request does not involve multifamily, commercial, or industrial development. Instead, it allows a large-lot residential tract that is consistent with the pattern of scattered residential use already present in the surrounding area.

7. The extent to which the zoning amendment may detrimentally affect nearby property

Staff do not anticipate that the proposed rezoning will have a detrimental effect on nearby property. The request is limited to approximately 5 acres surrounding an existing home. It does not significantly increase traffic, does not create an incompatible use, and does not introduce substantial infrastructure burdens. The property requesting rezoning is located within the regulated floodplain, and adjacent properties in the area also include floodplain and floodway conditions. As a result, any future development would be subject to significant regulatory compliance, and the property will likely remain in agricultural use for the foreseeable future. Any future development activity on the tract would also remain subject to applicable County permitting and on-site utility requirements.

8. Whether the proposed amendment provides a disproportionately great loss to individual landowners nearby relative to the public gain

The proposed amendment provides a reasonable public benefit by promoting an orderly and practical zoning pattern that better reflects the use of the property. It allows the existing residence to remain on a tract under a zoning district that is more appropriate to its size and function, while still maintaining the low-density and rural nature of the area. Staff have not identified a disproportionately great loss to nearby landowners relative to that public gain.

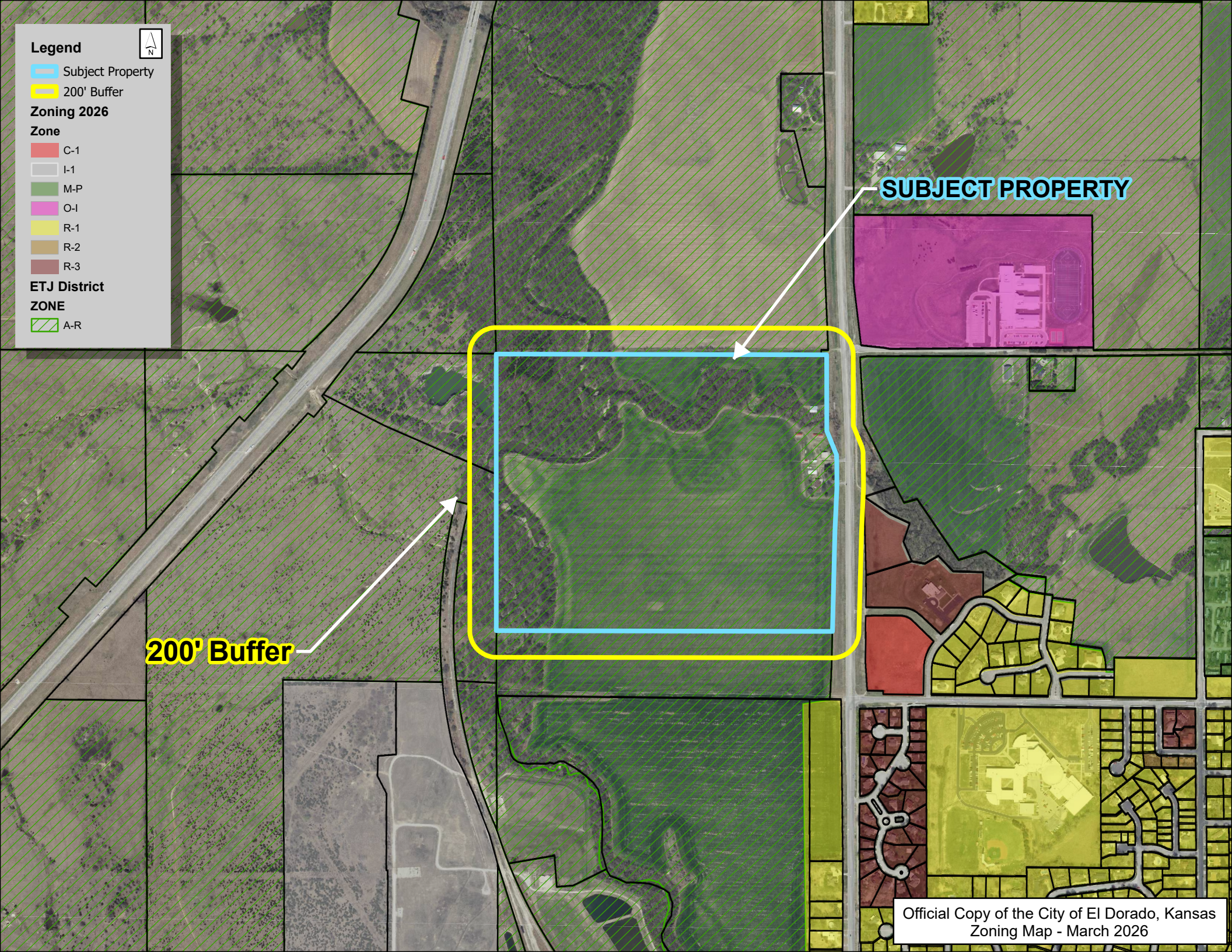
Staff Recommendation:

Based on the findings above, staff recommend approval of the requested zoning map amendment to rezone approximately 5 acres at 2825 N Main St. from A-R Agricultural Residential District to R-S Residential Suburban District.

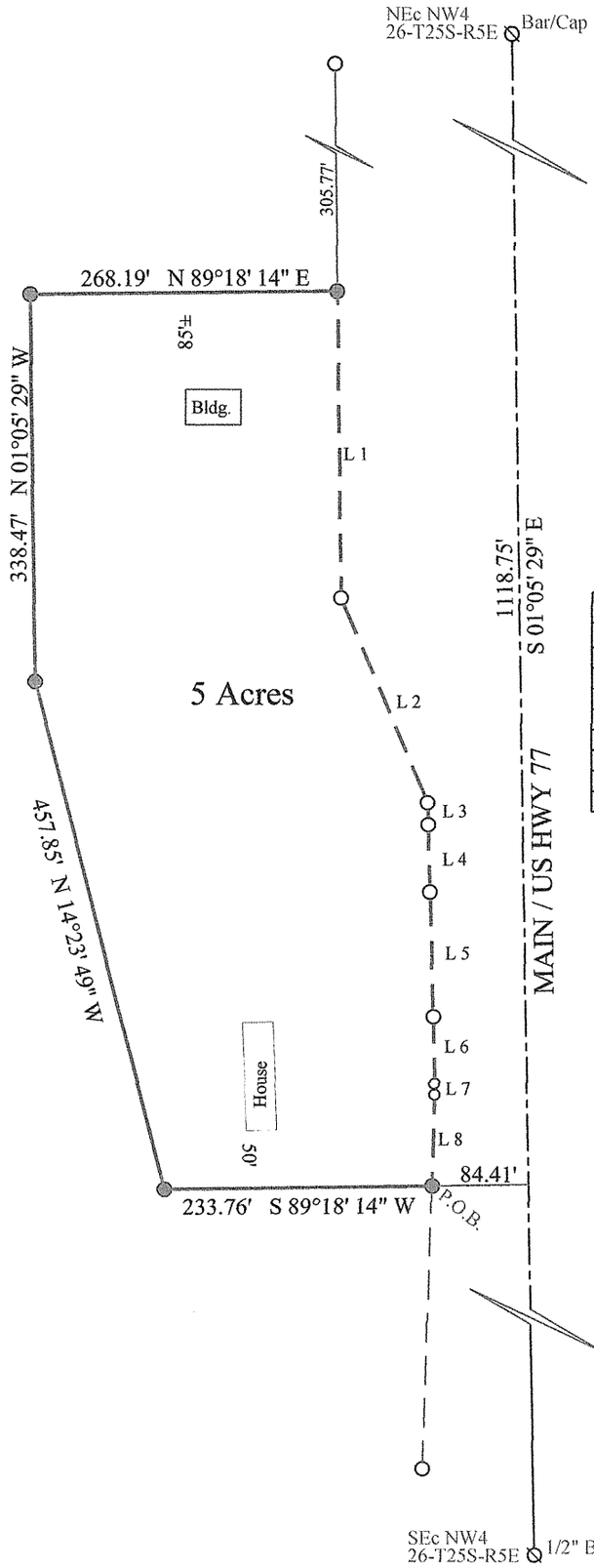
Adoption of this amendment requires a majority vote of the Planning Commission members present and voting.

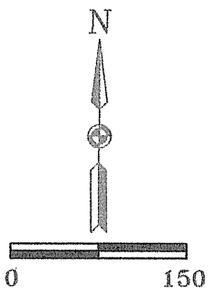
Suggested Motion:

I move to recommend approval of Case No. 25-03-REZ, an application by Susan Erikson to rezone approximately 5 acres at 2825 N Main St. from A-R Agricultural Residential District to R-S Residential Suburban District, for reasons stated in the staff recommendation and heard at this public hearing.


Legend
Subject Property
200' Buffer
Zoning 2026
Zone
C-1
I-1
M-P
O-I
R-1
R-2
R-3
ETJ District
ZONE
A-R
SUBJECT PROPERTY
200' Buffer
Official Copy of the City of El Dorado, Kansas
Zoning Map - March 2026

BOUNDARY SURVEY
FOR
SUSAN K. ERIKSON
5 Acre Tract in the Northwest Quarter
Section 26 Township 25 South Range 5 East





KDOT R/W LINE TABLE			Measured/Deed M/D
LINE	LENGTH	BEARING	M/D
L1	268.62'	S 01°00' 28" E	M
L2	195.00'	S 23°03' 43" E	M/D
L3	19.59'	S 02°00' 59" E	M/D
L4	58.76'	S 01°52' 44" E	M/D
L5	107.73'	S 01°35' 12" E	M/D
L6	58.76'	S 01°17' 40" E	M/D
L7	9.79'	S 01°10' 27" E	M/D
L8	79.81'	S 01°42' 49" W	M

Legend

● = Bar/Cap Set #1160
○ = KDOT R/W Marker
⊘ = Bar/Cap, 1/2 " Bar
P.O.B. = Point of Beginning
Basis of Bearing From:
Deed Book 1218-Page 01 KDOT

Reference :
Deed Book 1218-Page 01 KDOT
Survey By Savoy Company 2017

Michael A. Work
1006 Oak St.
El Dorado, KS 67042
(316) 644-4182

ORDINANCE NO. _____

AN ORDINANCE ZONING CERTAIN LAND IN THE CITY OF EL DORADO, KANSAS, EXTRATERRITORIAL JURISDICTION R-S RESIDENTIAL SUBURBAN DISTRICT AND AMENDING THE ZONING MAP OF THE CITY

WHEREAS an application has been filed with the El Dorado Planning Commission requesting the rezoning of certain land from A-R Agricultural Residential District to R-S Residential Suburban District.

WHEREAS on the 20th day of April 2026, the Butler County reviewed the rezoning application and voted to recommend approval.

WHEREAS on the 23rd day of April 2026, at a Planning Commission meeting duly convened, the Planning Commission held a public hearing and voted to recommend and does hereby recommend that the Governing Body approve the rezoning.

WHEREAS the Governing Body of the City of El Dorado, Kansas, has determined that certain property located within the City's Extraterritorial Jurisdiction should be zoned.

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

Section 1: The following property should be and is zoned R-S Residential Suburban District:

A five-acre tract in the Northwest Quarter of Section 26-Township 25 South-Range 5 East of the 6th P.M., Butler County, Kansas, described as: Commencing at the Northeast Corner of said Northwest Quarter S 01°05' 29" E a distance of 1118.75 feet; thence S 89°18' 14" W a distance of 84.41 feet to a point on the US 77 Highway Right-of-Way for a point of beginning; thence continuing S 89°18' 14"W a distance of 233.76 feet; thence N 14°23' 49" W a distance of 457.85 feet; thence N 01°05' 29" W a distance of 338.47 feet; thence N 89°18' 14" E a distance of 268.19 feet to a point on the US 77 Highway Right-of-Way; thence Southerly along said Right-of-Way S 01°00' 28" E a distance of 268.62 feet; thence S 23°03' 43" E a distance of 195.00 feet; thence S 02°00' 59" E a distance of 19.59 feet; thence S 01°52' 44" E a distance of 58.76 feet; thence S 01°35' 12" E a distance of 107.73 feet; thence S 01°17' 40" E a distance of 58.76 feet; thence S 01°10' 27" E a distance of 9.79 feet; thence S 01°42' 49" W a distance of 79.81 feet to the point of beginning. Said tract contains 5.00 acres.

Section 2: The Governing Body hereby directs that the City Zoning map be amended to conform herewith.

Section 3: This Ordinance shall take effect and be in full force from and after its publication once in the official city newspaper.

PASSED and APPROVED by the Governing Body of the City of El Dorado, Kansas, this 18th day of May 2026.

_____
Bill Young, Mayor

ATTEST:

_____
Emerald Veatch, City Clerk

APPROVED AS TO FORM:

_____
Ashlyn Lindskog, City Attorney

EL DORADO
KANSAS

TO: City Commission
FROM: Scott Rickard
SUBJ: Consideration of A Resolution approving a Wholsesale Water Contract between the City ofEl Dorado, Kansas, a municipal corporation, and Rural Water District 6.
DATE: May 18, 2026

Background:

The City has had a wholesale water agreement with Rural Water District No. 6 since 1979. The original agreement was executed on April 3, 1979, and included a 40-year term. Based on that term, the original contract expired on April 3, 2019. The proposed agreement would replace the old contract and formally update the City's wholesale treated water relationship with RWD #6 under current terms.

RWD #6 approved the updated contract on May 12, 2026. The proposed contract keeps the same general purpose as the original agreement, which is the sale of treated water by the City to RWD #6 for domestic use. The updated agreement also includes more current provisions for water quantity, billing, metering, maintenance responsibility, indemnification, notices, assignment, future amendments, and interconnection limitations.

The existing 1979 agreement allowed RWD #6 to use up to 96,300 cubic feet per day, which is approximately 720,324 gallons per day, unless written permission was obtained from the City to exceed that amount. The proposed agreement would allow RWD #6 to purchase an average maximum of 395,240 gallons per day, not to exceed 144,262,000 gallons per year.

This proposed amount is lower than the old contract amount but remains above RWD #6's actual 10-year average use. Based on City water use records, RWD #6 has averaged approximately 308,945 gallons per day, or 0.309 million gallons per day, over the last 10 years. That equals approximately 112.765 million gallons per year.

Comparison:

	Gallons Per Day	MGD Million Gallons Per Year
1979 Contract Amount	720,324	0.720 Approximately 262.918
Proposed Contract Amount	395,240	0.395 144.262
RWD #6 10-Year Average Use	308,945	0.309 112.765

The proposed contract amount provides capacity above the District's historical average use while bringing the contractual allocation closer to actual demand. It also gives the City a clearer basis for tracking wholesale water commitments across outside users.

The proposed agreement also addresses system separation. RWD #6 agrees not to interconnect the portion of its system supplied by El Dorado with another supplier, including water wells. The agreement recognizes RWD #6's prior water purchase agreement with the City of Augusta for service to the south end of the District, but requires that any future Augusta supply remain physically disconnected from the portion of the system supplied by El Dorado.

Attachments:

1. Rural Water District #6 Water Contract
2. RWD6 Water Contract 2024_DRAFT 022426

Strategic Priorities:

Infrastructure:

The agreement supports long-term water system planning and establishes clearer operating expectations for wholesale water service.

Economic Development:

The agreement supports regional water service stability and continued use of the City's water

Housing:

The agreement indirectly supports rural residential service areas served by RWD #6.

Operation and Financial Impact:

Approval of the agreement does not require a new capital project. The City will continue billing RWD #6 for wholesale water service under the City's adopted rate structure.

The current wholesale water rate is $3.37 per 1,000 gallons. RWD #6 is also billed the applicable RTS monthly meter fee, which is currently $860.15 per month for an 8-inch meter.

The proposed agreement reduces the contract amount from approximately 720,324 gallons per day under the old agreement to 395,240 gallons per day under the new agreement. The proposed amount remains above RWD #6's 10-year average use of approximately 308,945 gallons per day, or 112.765 million gallons per year.

Actual charges will continue to be based on metered use and the applicable rates and fees adopted by the City Commission.

Alternatives:

The City Commission may approve the agreement and authorize the Mayor to execute it.

The City Commission may table the item and request additional review or revisions.

The City Commission may deny approval and leave the existing agreement in place unless further direction is given.

Trade-Offs:

Approving the agreement updates a contract that dates back to 1979 and provides clearer terms for both parties. It better defines water quantity, billing, metering, maintenance responsibility, interconnection limitations, and administrative provisions.

The trade-off is that the City is entering into a new long-term 40-year agreement. However, the agreement updates an expired contract, reduces the contract allocation to better match actual demand, and keeps the agreement tied to the City's adopted wholesale water rate structure.

Leaving the existing agreement in place would avoid adopting a new long-term contract, but it would also leave the City operating under older language, an expired contract term, and a higher contract allocation that does not reflect the District's actual long-term use.

Staff Recommendation:

Staff recommends approval of the wholesale water contract with Rural Water District No. 6 and authorization for the Mayor and City Clerk to execute the agreement.

Commission Action:
Commissioner _____ moved to approve a Resolution approving the wholesale water contract between the City of El Dorado and Rural Water District No. 6 and authorizing the Mayor and City Clerk to execute the agreement.

Commissioner _____ seconded the motion.

Advisory Board Recommendation:
N/A

A G R E E M E N T

THIS AGREEMENT, Made and entered into this 3rd day of April, 1979, by and between the CITY OF EL DORADO, Butler County, Kansas, a municipal corporation of second class, hereinafter called the "City", and RURAL WATER DISTRICT NO. 6, Butler County, Kansas, existing under and by virtue of the laws of the State of Kansas and having its principal place of business in Butler County, Kansas, hereinafter called the "Water District."

WITNESSETH:

WHEREAS, The City of El Dorado owns and operates a municipal waterworks; and

WHEREAS, The water produced by the minicipal waterworks has been approved by the Kansas State Board of Health for domestic use; and

WHEREAS, the said Water District expects to construct and maintain a system of water mains and distribution lines in an area adjacent to the City of El Dorado, Kansas, all of which shall be outside the corporate limits of the City of El Dorado, Kansas; and

WHEREAS, It is mutually agreed by and between said parties hereto that the said City shall sell to the Water District, and the said Water District shall purchase from the City of El Dorado; water upon the terms and conditions hereinafter set forth;

NOW, THEREFORE, In view of the premises aforesaid and in consideration of their mutual covenants and promises herein contained, it is agreed by and between the parties hereto as follows:

W A T E R

1. It is agreed that the water being purchased herein by the Water District shall not be used by Water District users for any purpose other than domestic use. The term "domestic use" as used herein shall bear the same definition as defined in K.S.A. 82a-701 (c), and water for

the Cities of Douglass and Latham and Leon, Kansas. The cities shall use this water as their primary source; cities shall be entitled to use auxillary sources to augment peak and emergency demands. Should water be needed by the Water District for any other purpose, it is agreed that the matter shall be negotiated with the City and the City's agreement for such use to be reduced to writing and made an amendment to this contract.

ALSO:

The term "water" as used in this agreement shall refer to water as treated by the City for its domestic consumption.

PERMISSION TO CONNECT AND RIGHT TO RECEIVE WATER

2. The City hereby grants permission to said Water District to connect their water mains to the City of El Dorado's water system and the right to receive water therefrom, and such connection shall be located at a point near the Water Treatment Plant, and such connection to be made under City supervision, with the Water District to pay the City full cost for the hookup charge. As agreed, the City is aiding the Water District by furnishing a source of supply and, as agreed, the Water District shall not use more than 96,300 cubic feet of water per day, nor 800 gallons per minute, unless permission, in writing, is obtained from the City to exceed the aforementioned quantity for the first five years from execution of this Agreement. At the end of that period the City's supply and the District's demand shall be reviewed by both parties. Upon review the total cubic feet of water supplied shall be increased if possible . The use of water in excess of 96,300 cubic feet per day, or 800 gallons per minute, without having obtained permission from the City, shall be sufficient cause for cancellation of this Agreement.

METERING

3. All water received by the said District from the City shall be measured by meters to be located at a point where such water is received from the City of El Dorado's water system. Said meter shall be of a size that is adequate and shall be furnished and maintained by the City of El Dorado, Kansas.

WATER RATES - TIME OF PAYMENT

4. Said Water District agrees to pay to the City of El Dorado, on or before the first day of each month for all water supplied under this

contract during the preceding calendar month, an amount to be computed at the rate now fixed by Section 17-201 of the Code of the City of El Dorado, Kansas, 1978.

It is further agreed that the rate established by said ordinance may be changed by the amendment of said ordinance, or any amendments thereto, but that any future increase in the rate affecting said Water District shall bear the same proportionate ratio to domestic retail consumer rates within the City of El Dorado at the time of such change as the rate set forth in Section 17-201 of the Code of the City of El Dorado, Kansas, 1978.

TITLE TO WATER AND EQUIPMENT AND ADDITION OF LAND TO THE CORPORATE LIMITS OF THE CITY

5. All water supplied by said City to said Water District, pursuant to the terms and conditions of this contract, and all distribution lines and equipment installed or provided by said Water District, shall remain the absolute property of said Water District with full title and ownership thereto.

In the event of an annexation by the City of Water District territory, it is agreed that the City does not and will not assume or agree to assume or pay any part or portion of the indebtedness, bonded or otherwise, of said Water District, nor to pay for any portion of the distribution lines or equipment of said Water District, unless such lines or part thereof should be used by or made a part of the City water distribution system.

In the event of such annexation by the City, it is agreed that the meter connection point or points for the Water District may be moved to the end of the City's transmission lines; or if the City has erected parallel line or lines to the Water District's transmission line, the City shall not be required to reimburse the Water District for the Water District's parallel line or lines.

CONTRACT SUBJECT TO TERMS AND PROVISIONS OF CITY ORDINANCES

6. This contract is made with the mutual understanding that the supplying of water by said City shall be subject to all the applicable provi-

sions of the Ordinances of the City of El Dorado now existing or that may hereafter be enacted with reference to the consumption and use of water, and subject particularly to said Ordinances.

TERMINATING WATER SUPPLY

7. That said City now has the capacity of producing treated water in a quantity sufficiently needed for normal demands, and the City hereby agrees to make every reasonable effort to provide an adequate supply of water at all times pursuant to the terms of this contract; however, it is understood and realized by the parties hereto that the municipal water supply might, by reason of unforeseen catastrophe or disaster, commonly called the Acts of God, become inadequate to meet the needs of the inhabitants of the City of El Dorado; and it is therefore mutually agreed that if such occur the supplying of water by said City to said Water District may be curtailed or terminated uppn the giving of written notice to said Water District. Service shall be resumed under the terms and conditions of this contract at the termination of the emergency.

In the event of interruption in the supply of treated water for any reason, the Water District agrees to waive any right, claim or damage arising out of said action against the City. This includes, and not by way of limitation, the right to interrupt the supply at any time for necessary repairs.

8. The District agrees that they will not interconnect said Water District lines with any other supplier, including home wells.

DAMAGES

9. All water delivered to the Water District from and after its passage through the City's meter shall be the responsibility of, and any damage incurred shall be that of, the Water District solely.

SPECIAL PROVISIONS

10. (a) The parties agree that the rural tract size shall be five (5) acres, the minimum required by Butler County Zoning, and rural tracts of smaller size will not be served by the Water District, except those rural

tracts which have a benefit unit prior to the use of water under this contract.

(b) The Water District shall furnish a backflow preventer to be installed near the City water meter site.

(c) The Water District shall furnish the number of benefit units it is serving at the time the water system is first in operation, and shall thereafter annually furnish to the City the number of benefit units it is serving.

(d) The parties agree that the water meter referred to in paragraph 3 shall be tested annually, and, if necessary, calibrated by a third party, and each of the parties agree to pay one-half of the cost of such calibration.

(e) If pumping is required by the Water District, no pump shall be located within one-half mile of the connection of the Water District to the City of El Dorado's system, unless a storage facility, to be furnished by the District, is used, and all pumping shall then be from such storage; however, if surging is caused by such pumping, the parties agree that it shall be remedied to the satisfaction of the City.

TERM AND RENEWAL

11. The term of this contract shall be for forty (40) years and may be renewed or extended by mutual written consent of the parties hereto for an additional period of time not to exceed forty (40) years for any one period. The expiration of this contract, or any extension thereof, shall not in anyway affect or diminish any right or security that the United States Government or any Federal Loan Agency may have acquired in the property of said Water District by reason of any loan or contractual obligation of said Water District.

SUBLET OR ASSIGN

12. This contract may be assigned by the said Water District to the United States Government, or other lending agancy, as a consideration for any loans to the said Water District made or insured, or to be made or insured, in financing the construction, extension or repair and maintenance of the water system of said Water District. Except as above stated, this

contract shall not be sublet or assigned by either of the parties hereto without the written consent of both parties.

TRIPLICATE COPIES

13. This contract is executed in triplicate, one copy thereof for said City, one copy thereof for said Water District, and one copy to be furnished to the United States Government or other loan agancy.

IN WITNESS WHEREOF, the parties hereto have hereunto caused this contract to be signed by their respective officers thereunto duly authorized, this 2nd day of April, 1979.

THE CITY OF EL DORADO, KANSAS

By: Mayor

ATTEST:

City Clerk

"CITY"

RURAL WATER DISTRICT NO. 6
Butler County, Kansas

By: Chairman

ATTEST:

Secretary

"WATER DISTRICT"

RURAL WATER DISTRICT NO. 6
SEAL
BUTLER COUNTY, KS.

Resolution No. _____

A RESOLUTION APPROVING WHOLESALE WATER CONTRACT BETWEEN THE CITY OF EL DORADO, KANSAS, A MUNICIPAL CORPORATION, AND _____, STATE OF KANSAS.

WHERAS, the City of El Dorado owns and operates a municipal water works; and

WHEREAS, the City of El Dorado has decided to enter into a Wholesale Water Contract to sell water to the _____.

WHEREAS, the proposed Wholesale Water Contract has been submitted to the City for approval;

Now, Therefore, the City of El Dorado hereby resolves as follows:

1. The Wholesale Water Contract dated _____, for sale of water by the City of El Dorado to _____ is hereby approved and ratified in its entirety. A copy of the Wholesale Water Contract is hereby attached and made part hereof.
2. The Mayor and City Clerk are hereby authorized to sign the Wholesale Water Purchase Contract.
3. This Resolution shall take effect upon the date of adoption of this Resolution.

Adopted this _____ day of _____, 2024.

WHOLESALE WATER CONTRACT

THIS WHOLESALE WATER CONTRACT (the "Agreement"), made and entered into this ___ day of _____, 20_____, by and between the CITY OF EL DORADO, Butler County, Kansas (a municipal corporation of second class, hereinafter called title "CITY", and RURAL WATER DISTRICT NO. 6, Butler County, Kansas, existing under and by virtue of the laws of the State of Kansas and having its principal place of business in Butler, County, Kansas, hereinafter called the "WATER DISTRICT".

WHEREAS, the City of El Dorado owns and operates a municipal water works; and

WHEREAS, the water produced by the municipal water works has been approved by the Kansas State Board of Health for domestic use; and

WHEREAS, the said water district maintains a system of water mains and distribution lines in an area adjacent to the City of El Dorado, Kansas, all of which is, and shall remain outside the corporate limits of the City of El Dorado, Kansas; and

WHEREAS, it is mutually agreed by and between said parties hereto that the said City shall sell to the Water District, and the said Water District shall purchase from the City of El Dorado, water upon the terms and conditions hereinafter set forth;

NOW, THEREFORE, in view of the premises aforesaid and in consideration of their mutual covenants and promises herein contained, it is agreed by and between the parties hereto as follows:

It is acknowledged by the parties that the City desires to sell water only for domestic usage as that term is defined in K.S.A. 82a-70l(c) as amended. Prior to providing service to any user, the Water District shall require such user to restrict its usage accordingly. The water district hereby grants to the City the right and authority to bring any action necessary against any user to enforce such restrictions which action may be in the name of the City or in the name of the water district. Further, The term "water" as used in this Agreement shall refer to water as treated by the City for its domestic consumption.

Section 1 – Quality and Quantity

1.1 During the term of this Agreement or any renewal or extension thereof, The City shall furnish water to the Water District at the point of delivery hereinafter specified, which shall meet quality standards of State, Federal, and other regulatory agencies. The City will not be responsible for water quality beyond the point of delivery. The Water District agrees to purchase an average maximum of 395,240 gallons per day, totaling no more than 144,262,000 gallons per year. If usage exceeds the maximum on an occasional basis, the Water District may request advanced notice or limited forgiveness of any maximum usage violation (not to affect the payment amount for water provided by the City). Any such notice or forgiveness for overages shall not be unreasonably withheld. However, if usage significantly exceeds the average maximum to the extent that it may require the City to increase its production capacity, the City reserves the right to limit the maximum to the established average defined above.

1.2 Both parties may revisit the allocated gallons per year at any time, for reasons including, but not limited to, water line breaks, droughts, and increase of customers. Should the Water District need the regular use of water in excess of the average maximum described in paragraph 1.1 above, the Water District shall obtain written permission from the City of El Dorado, not to be unreasonably withheld. Unless prior written permission is obtained, the use of water in excess of the average maximum described in paragraph 1.1, above, shall be in violation of this Agreement. Any such violation may be called to the attention of the Water District which shall take immediate steps to limit the Water District's usage of water to the amount allotted herein. The failure of the Water District to take such steps shall be sufficient cause for immediate cancellation of this Agreement, upon further written notice from the City. The written permission of any additional supplies of water of the maximum quantity allowed does not guarantee that the City will make water available on that basis at any time other than the timeframe the City elects to provide additional supplies of water to the Water District.

1.3 The Water District agrees to notify the City, in writing, of any anticipated increase to the Water District's water demand, so the City may make proper arrangements for its water withdraws to meet the Water District's estimated demand.

1.3 Following the end of the first one-year period covered by this Agreement, and at the end of each succeeding one-year period, the maximum gallons allowed to be purchased per month shall be increased by the same percentage as the average monthly gallons purchased has increased over that one-year period.

1.4 The City will not be responsible for quality or quantity in the event that the City is unable to perform for reason or reasons beyond its control. Emergency failures of pressure or supply due to main supply line breaks, power failure, flood, fire, and the use of water to fight fires, earthquake, or other catastrophe or circumstances beyond the control of the City or acts of God shall excuse the City from this provision for such reasonable period of time as may be necessary to restore service. During such failure the Water District shall be excused from minimum monthly gallon purchase as provided herein.

Section 2 – Term

2.1 This Agreement shall be in full force and effect from the Effective Date of the Agreement until the expiration of forty (40) years, unless otherwise amended, in writing, by both parties. The Agreement may be amended, extended, or renewed by mutual written consent of both parties under such terms and conditions agreeable to the parties.

2.2 Either party may provide the other with notice of its desire to amend or extend the Agreement by giving notice of such intention, in writing, six months prior notice of its desire to negotiate provisions of this Agreement. Such negotiations shall not be considered to be a default of the Agreement, nor shall it necessarily prevent an extension of this Agreement. Said Agreement shall be renewed and extended under the same terms and

conditions herein.

Section 3 – Point of Delivery and Metering

3.1 Water will be delivered to the point of delivery at a reasonably constant pressure. The "point of delivery" shall be located at 1000 S. Main, El Dorado, Kansas, or at such other locations as may be agreed upon in writing by the parties. The Water District shall be responsible for the water, for all purposes and intents, from and after title passage to the Water District. The Water District hereby agrees, to the fullest extent permitted by law, to indemnify, save and hold the City harmless from any and all claims, demands, losses, and causes of action, which may be asserted by anyone related to the transportation and delivery of said water while title remains with the Water District. The Water District reserves its right to direct any action or interplead or cross claim against the City in the event the City is in breach of any terms of this agreement.

3.2 The Water District shall be responsible for the construction and installation of metering equipment at a location agreeable to both parties (the "Terminal"), and water sold pursuant to this Agreement shall be measured through such equipment (the "Metering Equipment"). The Metering Equipment shall be read on the last working day of each month, or as soon thereafter as is practical and convenient, and each party may have, at their option, a representative present for such monthly reading.

3.3 Following completion of construction of the Metering Equipment, or if the Metering Equipment is already installed on the effective date of this Agreement, the Water District shall convey such Metering Equipment to The City for its ownership and perpetual maintenance. The City shall be responsible for the operation and maintenance of the aforementioned Metering Equipment, including replacement as needed, and shall provide for the necessary routine maintenance to ensure such Metering Equipment is kept in good working order to meet industry standards for similar Metering Equipment. The Standards and Specifications of the American Water Works Association ("AWWA") effective as of the Effective Date of this Agreement shall govern calibration and replacement of Metering Equipment. Any necessary replacement of the Metering Equipment shall meet or exceed the then-current Standards and Specifications of the AWWA for similar Metering Equipment.

3.4 Either party may, at any time and at its own expense, have such Metering Equipment tested to determine accuracy. In the event that either party determines the Metering Equipment are not performing within aforementioned industry standards, the other party shall be notified and a plan shall be coordinated to recalibrate or replace such Metering Equipment. If the Water District requested the testing and the meter was inaccurate, then the City shall bear the expense of testing, recalibration and/or replacement. If the meter was accurate, then the Water District shall bear the expense of such testing.

Section 4 – Rates and Payment

4.1 The City shall invoice the Water District on a monthly basis in arrears for all water supplied under this contract during the preceding calendar month, an amount to be computed at the rate outlined by Chapter 13.08.010 of the Code of the City of El Dorado, Kansas, a copy of which is attached hereto and marked as Exhibit "A". The District agrees to pay each invoice in full within ten (10) days of receipt.

4.2 It is further agreed that the rate established by said ordinance may be changed by the amendment of said ordinance, but that any future increase in the rate affecting said Water District shall bear the same proportionate ratio to domestic retail consumer rates within the City of El Dorado at the time of such change as the rate set forth in Section 17-201 of the Code of the City of El Dorado, Kansas, 1981.

4.3 If the Water District is late in the payment of any charge or fee due and payable to the City under this Agreement, late payments shall bear per annum interest at a rate equal to the lesser of two percentage points (2%) above the Prime Interest Rate as published in the Wall Street Journal on the Day said statement becomes delinquent, or the maximum allowed by law to be charged to the Water District. If any charges remain unpaid at the expiration of thirty (30) days after receipt of the statement, the Water District shall be in default under this Agreement, and the City may invoke the remedies specified herein or otherwise available by law.

4.4 Complete records and accounts required to be maintained by each Party shall be kept for a period of five (5) years. Each Party shall at all times, upon notice, have the right at reasonable times to examine and inspect said records and accounts during normal business hours. If required by any law, rule or regulation, a Party shall make said records and accounts available to federal and/or state auditors.

Section 5 – No Obligation to Serve

5.1 The City shall not be obligated to furnish the allocation of water described in this Agreement at times when there is less water available than might reasonably be expected to meet the needs of the citizens of El Dorado; however, The City shall immediately notify the Water District of any such apparent shortage. The City shall be not required to provide water to the Water District during conditions that are beyond the City's control and that prevent the allocation to be provided.

5.2 The parties recognize there may be certain circumstances in which discontinuance of the supply of water to the Water district may be necessary or the supply of water may be temporarily reduced, such as but not limited to:

a. Severe Drought – In the event of a severe drought that reduces the amount of water available for human consumption from El Dorado Lake, and such supply requires that amount of water being taken from El Dorado Lake be rationed, then the amount of water supplied to the Water District will be proportionately reduced in the same

ratio as the City and other purchasers of water.

b. Contamination – The supply of water to the Water District may be temporarily discontinued in the event the water supply in El Dorado Lake becomes contaminated to the point it is unusable for human consumption. Such discontinuance shall continue until such time as all conditions have been remedied to the satisfaction of the parties and the Kansas Department of Health and Environment.

c. Emergency – The City may temporarily suspend the sale of water to the Water District during any emergency by reason of unforeseen catastrophe or disaster commonly referred to as "acts of God," which interfere with or otherwise disrupt the use of water supplies at El Dorado Lake for human consumption. The City also has the right to declare an emergency at any time in which the supply of water to the Water District might lead to contamination of the public water supply for El Dorado, and may continue to refuse delivery of water to the Water District until such time as all conditions have been remedied to the satisfaction of the parties and the Kansas Department of Health and Environment.

d. Non-Payment - The supply of water to the Water District may be discontinued for the non-payment of any fee required by this Agreement if payment is not received by The City within thirty (30) days of the date of the invoice. The City may continue to refuse delivery of water to the Water District until such time as all delinquent payments are received by the City.

5.3 In the event of interruption in the supply of treated water for any reason, the Water District agrees to waive any right, claim or damage arising out of said action against the City. This includes, and not by way of limitation, the right to interrupt the supply at any time for necessary repairs. The District agrees that it will not interconnect said Water District lines with any other supplier, including water wells. Except as follows: The Water District entered into a Water Purchase Agreement with the City of Augusta in 1994. The purchased water supplies the city of Douglass in the south end of the District. No water is being purchased from City of Augusta at the time of this agreement. If and when the District again buys water from the City of Augusta, it will maintain a physical disconnection from that portion of the system supplied by the City of El Dorado.

Section 6 - Title; Maintenance; Replacement; Modifications

6.1 All water supplied by said City to said Water District, pursuant to the terms and conditions of this Agreement, and all distribution lines and equipment installed or provided by said Water District, shall remain the absolute property of said Water District with full title and ownership.

6.2 The Water District shall own and maintain the lines and equipment installed and/or provided by the Water District and such lines and equipment shall remain the property of the Water District with full title and ownership. The Water District shall be responsible

for all costs necessary to design, construct, and maintain its lines and equipment in good working order to accommodate the transmission of water as provided herein. The Water District shall retain exclusive control of the premises and agrees to hold the City harmless from any claim or legal action against the Water District and/or the City arising from the construction, operation, and maintenance by the Water District or any part thereof.

6.3 In the event it is necessary to stop the flow of water in distribution lines and/or equipment owned by The Water District due to the need of The Water District to make repairs on said equipment, authorized representatives of The Water District shall be permitted to shut off the water supply by use of a valve located at an agreed upon point in the equipment. In the event such discontinuance of service is necessary, The Water District shall notify The City of the period during which the water supply will be discontinued and the purpose of said discontinuance.

6.4 Any significant modifications to the Main or Metering Equipment, which The Water District desires to make and which might affect The City's water system, must receive written approval from The City's City Manager prior to the commencement of construction-related activities. The Water District shall also provide notice to The City when working on property owned by The City.

6.5 The City shall keep The Water District advised of any proposed modifications to its water system which may affect The Water District's water utility operations or impede The Water District's ability to receive water as provided in this Agreement. The City shall give The Water District reasonable advance notice in the event that it becomes necessary to interrupt its performance under this Agreement for maintenance or repairs to the water system.

6.6 In the event of an annexation by the City of Water District territory, it is agreed that the City does not and will not assume or agree to assume or pay any part of portion of the indebtedness, bonded or otherwise, of said Water District. Provided, however, the City's obligation to the Water District under K.S.A. 12-541 shall remain in full force and effect.

Section 7- Indemnification

7.1 The City covenants and warrants that it will exonerate, indemnify, and hold harmless the Water District, its agents and employees, from and against any and all third-party claims, made or asserted against the Water District, its agents or employees, arising out of or in any way connected with the performance of (or failure to perform) any duty or obligation of the City contained in this Agreement. The City reserves its right to direct any action or to interplead or crossclaim against the Water District in the event the Water District be in breach of any of the terms of this agreement.

7.2 The Water District covenants and warrants that it will exonerate, indemnify, and hold harmless the City, its agents and employees, from and against any and all third-party claims, made or asserted against the City, its agents or employees, arising out of or in any way connected with the performance of (or failure to perform) any duty or obligation of the Water District contained in this Agreement. The Water District reserves its right to

direct any action or to interplead or crossclaim against the City in the event the City be in breach of any of the terms of this agreement.

Section 8 – Water District's Obligations

8.1 The Water District shall furnish a backflow preventer to be installed near the master water meter(s) site.

8.2 If pumping is required by the Water District, no pump shall be located within one-half mile of the connection of the Water District to the City of The City's system, unless a storage facility, to be furnished by the Water District, is used, and all pumping shall then be from storage; however, if surging is caused by such pumping, the parties agree that is shall be remedied to the satisfaction of the City. Provided, however, this provision shall not apply to the District's existing pump station which is located within three hundred feet (300') of its connection to the City.

8.3 The Water District acknowledges that this agreement calls for the sale of water under the terms and conditions hereof and does not transfer to the Water District any water rights now or hereafter held by the City

Section 9 – Miscellaneous Provisions

9.1 If any legal action or any other proceeding is brought for the enforcement of this Agreement, or because of an alleged dispute, breach, default, or misrepresentation in connection with any of the provisions of this Agreement, each party agrees that the successful or prevailing party or parties will be entitled to recover reasonable attorneys' fees and other costs incurred in that action or proceeding, in addition to any other relief to which it or they may be entitled.

9.2 Notices and communications required to be in writing pursuant to this Agreement shall be effective only if delivered personally, or sent by facsimile, electronic mail, or certified mail, to the following:

Rural Water District #6
Attn: Chairperson
P.O. Box 82
El Dorado, KS 67042

City of El Dorado, Kansas
Attn: City Manager
220 E. First Avenue
El Dorado, KS 67042

9.3 The covenants, terms and conditions of this Agreement shall extend to and be binding upon the successors and assigns of the parties.

9.4 This Agreement shall be construed and enforced in accordance with the laws of the State of Kansas. Venue and jurisdiction for any interpretation or action arising hereunder shall be exclusively in the federal and state courts of Butler County, Kansas.

9.5 This Agreement may only be amended by a written amendment executed by both parties.

9.6 This Agreement may not be transferred or assigned, in whole or in part and without exception, without the written approval of the other party, which will not be unreasonably withheld.

9.7 This Agreement shall supersede and replace any existing Agreements between the parties concerning the sale and purchase of water.

9.8 This Agreement supersedes all prior and contemporaneous oral and written agreements and understandings pertaining to hereto. Any changes to this Agreement must be approved in writing by both parties.

[Signatures On Following Page]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement in duplicate, each copy to be treated as an original, the day and year first above written.

Rural Water District No. 6 The City of El Dorado, Kansas

_____	_____
Dr. Davy Harkins, Chairman	Bill Young, Mayor
Attest:	Attest:
_____	_____
Aaron Groom, Secretary	Emerald Ashlock, City Clerk
	Approved as to Form:
	_____
	Ashlyn Lindskog, City Attorney

EL DORADO
KANSAS

TO:	City Commission
FROM:	Scott Rickard
SUBJ:	Consideration of a Resolution Authorizing the City of El Dorado, Kansas, to submit a Build Kansas Fund Application related to a FY 2026 Streets and Roads for All Implementation Grant Application and Authorizing certain City Officials to Execute Application Documents.
DATE:	May 18, 2026

Background:

The City recently completed the El Dorado Safe Streets 4 All Safety Action Plan. The plan identifies transportation safety needs, evaluates crash patterns, documents public input, and provides a framework for future safety improvements.

The FY 2026 SS4A grant application is due May 26, 2026. This creates a short timeline for the City to select a project and prepare the application. FY 2026 may also be the final currently authorized year for SS4A funding unless the program is reauthorized. If the City wants to request Build Kansas assistance for the required local match, that application must move forward with the federal grant application.

Two project concepts were reviewed at the May 13 work session. The Main Street corridor project would address broader downtown and corridor safety needs from Locust Avenue to 3rd Avenue. The Main Street and McCollum Road roundabout would address a specific intersection, school traffic, residential access, and future growth related safety need.

The SS4A plan was developed with public input, although public participation was limited. The City also has not completed a separate public engagement process for the specific projects under consideration. Approval of this resolution would authorize application submittal only. It would not approve final design, authorize construction, accept grant funds, approve right of way acquisition, or commit the City to a final project layout.

Attachments:

1. Safe Streets for All Grant Application Resolution
2. Safe Streets for All (SS4A) Safety Action Plan

Strategic Priorities:

Infrastructure: The application supports roadway safety, pedestrian safety, traffic operations, ADA accessibility, and long term transportation system improvements.

Downtown: If the Main Street corridor project is selected, the project would support downtown by improving pedestrian comfort, reducing speed carryover, improving crossings, and strengthening the function of a primary downtown corridor.

Economic Development: Both options support transportation access, reinvestment, and future development opportunities.

Housing: Both options support access and safety near existing neighborhoods and established growth areas.

Operation and Financial Impact:

There is no immediate financial impact from approving the resolution. If the application is awarded, the City would still need to accept the grant, complete required agreements, complete environmental review, develop final design, address right of way and utility issues, and return to the Commission for future approvals as needed.

The Main Street corridor project is currently estimated at slightly more than $9.2 million. This includes $850,000 for water main replacement and $350,000 for storm sewer replacement as non participating local infrastructure costs. Much of the water main infrastructure in this corridor is over 100 years old. With SS4A and Build Kansas assistance, the City's local cost is estimated at approximately $1.6 million. Without Build Kansas assistance, the City's local cost would be approximately $2.8 million.

The Main Street and McCollum Road roundabout is currently estimated at approximately $2.6 million. With SS4A and Build Kansas assistance, the City's local match is estimated at approximately $135,000. Without Build Kansas assistance, the City's local cost would be approximately $530,000.

All costs are conceptual opinions of cost and include contingencies and project delivery allowances. Final cost, funding eligibility, Build Kansas participation, local match, and City responsibility may change as the selected project moves through design, public input, environmental review, right of way review, utility coordination, and final scoping.

Alternatives:

The City Commission may approve the resolution authorizing the City to submit a FY 2026 SS4A Implementation Grant application and related Build Kansas Fund application for the Main Street Safety Corridor Project.

The City Commission may select a different project concept and direct staff to revise the application materials.

The City Commission may choose not to submit a FY 2026 SS4A Implementation Grant application.

Trade-Offs:

The Main Street corridor project is the broader and more transformational option. It has the greatest potential to improve pedestrian safety, speed management, downtown character, and long term corridor function. It may also be a better fit for the expected SS4A Implementation Grant scale. The trade off is that it is less developed, will require more public engagement, includes larger non participating utility and storm sewer costs, and would create disruption in the downtown corridor.

The Main Street and McCollum Road roundabout is more defined and easier to submit under the short grant timeline. It addresses a specific safety and traffic operations issue near schools and growth areas. A traffic signal does not meet acceptable warrants and would have limited value because peak traffic volumes occur mainly during school start and dismissal periods. The trade off is that the roundabout has a narrower scope and a lower grant request.

Not applying avoids making a decision under a compressed timeline. The trade off is that the City may lose the opportunity to pursue this level of federal and state assistance.

Staff Recommendation:

Staff recommends that the City Commission select the preferred project concept and approve the resolution authorizing the City to submit a FY 2026 Safe Streets and Roads for All Implementation Grant application and related Build Kansas Fund application for the Main Street Safety Corridor Project.

Commission Action:
Commissioner _____ moved to approve a Resolution authorizing the City of El Dorado to submit a FY 2026 "Safe Streets for All" Implementation Grant application and related Build Kansas Fund application for the Main Street Safety Corridor Project and authorizing certain City officials to execute application documents.

Commissioner _____ seconded the motion.

Advisory Board Recommendation:
N/A

Resolution No. _____

A RESOLUTION AUTHORIZING THE CITY OF EL DORADO, KANSAS TO SUBMIT A "SAFE STREETS FOR ALL" IMPLEMENTATION GRANT APPLICATION AND AUTHORIZING CERTAIN CITY OFFICIALS TO EXECUTE APPLICATION DOCUMENTS

WHEREAS, the City of El Dorado, Kansas has completed the El Dorado "Safe Streets for All" Safety Action Plan; and

WHEREAS, the Safe Streets for All, "SS4A," Implementation Grant program provides federal funding for eligible transportation safety projects, strategies, planning, design, project development, and related activities identified in an eligible Safety Action Plan; and

WHEREAS, the City Commission has reviewed the staff memorandum dated May 13, 2026, regarding possible SS4A Implementation Grant project options; and

WHEREAS, the City Commission desires to authorize submission of a SS4A Implementation Grant application for the Main Street Safety Corridor Project ("Project").

WHEREAS, the selected Project shall be generally consistent with the staff memorandum, the El Dorado Safe Streets for All Safety Action Plan, and the final grant application materials; and

WHEREAS, the City Commission desires to authorize the Mayor, City Manager, City Clerk, and other appropriate City officials to execute and submit the documents necessary to complete the SS4A application, provided such documents remain generally within the scope, project description, and funding assumptions reviewed by the City Commission.

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

SECTION 1. The City Commission hereby authorizes the City of El Dorado to prepare and submit a FY 2026 Safe Streets for All Implementation Grant application for the selected Project identified above.

SECTION 2. The selected Project shall be generally consistent with the staff memorandum dated May 13, 2026, the El Dorado Safe Streets for All Safety Action Plan, and the final application materials prepared for submittal.

SECTION 3. The Mayor, City Manager, City Clerk, and other appropriate City officials are authorized to sign, certify, submit, and deliver application forms, certifications, assurances, project information, budget information, match documentation, letters, and other documents necessary to complete and submit the SS4A application.

SECTION 4. The City's local match or applicant cost share shall be generally consistent with the funding assumptions reviewed by the City Commission, subject to final eligibility review, award conditions, and future City Commission approval as may be required.

SECTION 5. This Resolution authorizes application submittal only. It does not approve final design, authorize construction, authorize right of way acquisition, authorize utility relocation, accept grant funds, approve a grant agreement, or authorize expenditures beyond previously approved budget authority unless separately approved by the City Commission.

SECTION 6. If Project funding is awarded, acceptance of the grant, approval of any grant agreement, approval of final project scope, approval of local funding obligations, and authorization to proceed with design, bidding, construction, or other project delivery steps shall be brought back to the City Commission for further consideration as required.

SECTION 7. This Resolution shall take effect and be in force from and after its adoption by the Governing Body.

ADOPTED by the Governing Body of the City of El Dorado, Kansas, this 18th day of May 2026.

CITY OF EL DORADO, KANSAS

_____
Bill Young, Mayor

ATTEST:

_____
Emerald Veatch, City Clerk

SAFE STREETS 4 ALL
El Dorado, Kansas

El Dorado SS4A

APRIL 2026

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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

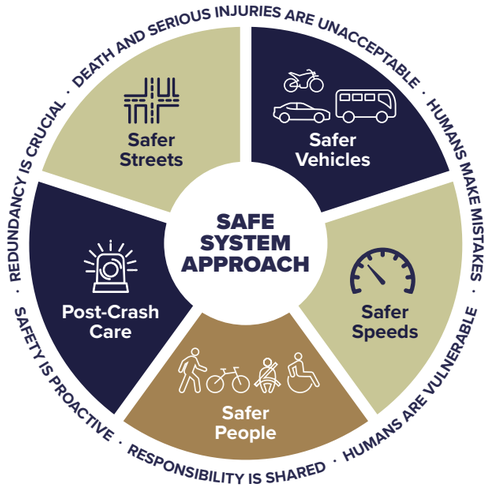
EXECUTIVE SUMMARY

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

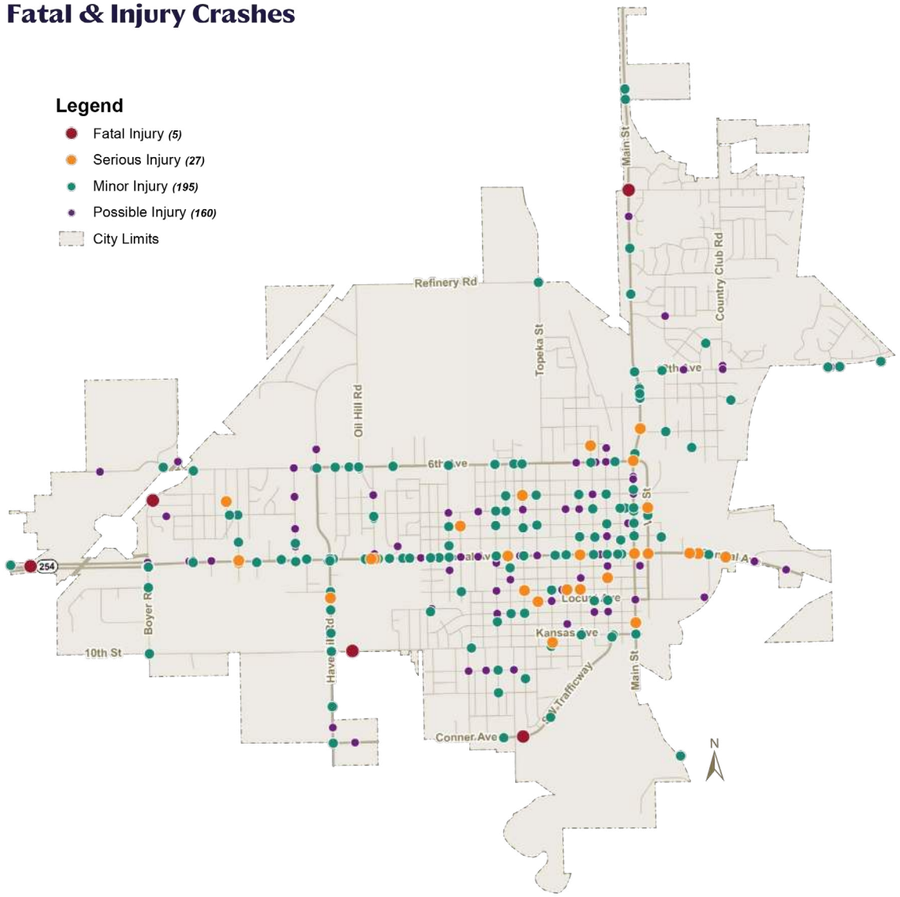
The Safe Streets 4 All El Dorado SAP was developed through a layered, data-driven, and community-informed analysis of transportation safety conditions across the city. As shown in the project workflow graphic (*Figure 23*), the process brought together the High-Injury and High-Risk Networks identified 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.

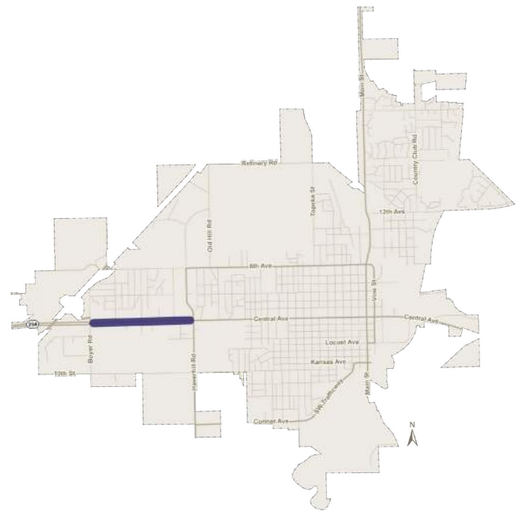
Project Groups

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

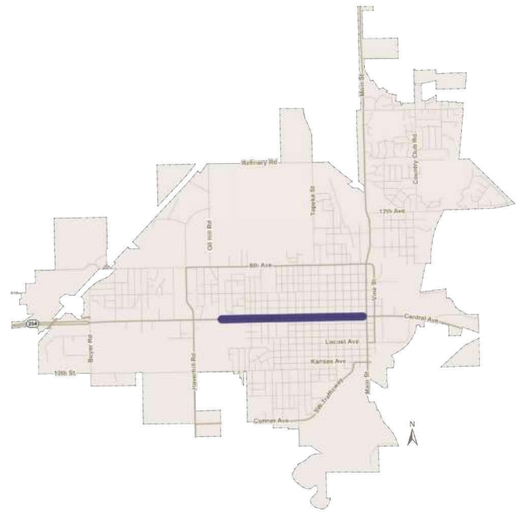
Central Avenue is a top-priority east–west corridor for safety improvement in El Dorado. Central Avenue from Boyer to Haverhill pairs corridor-wide improvements with targeted upgrades at Central & Boyer, Central & Village, and Central & Haverhill. Recommended treatments include signal and turn-movement 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

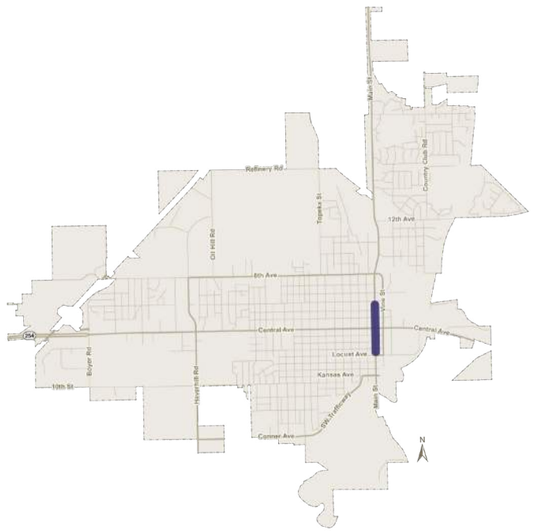
Project 2
Central Avenue
Oil Hill Road to Main Street

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.

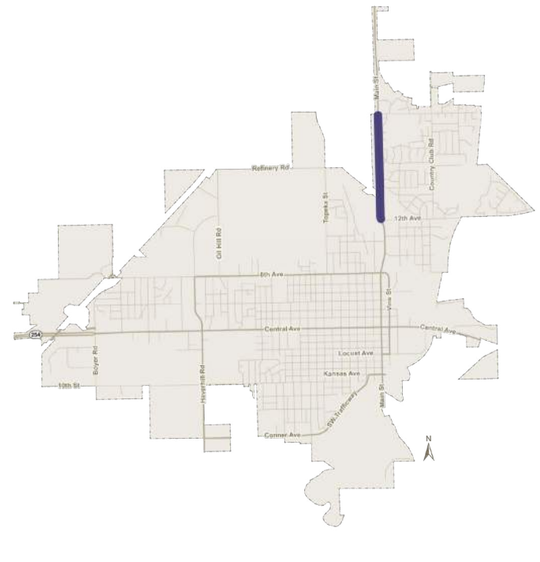


4 Project 4
Main Street at 6th Avenue

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.

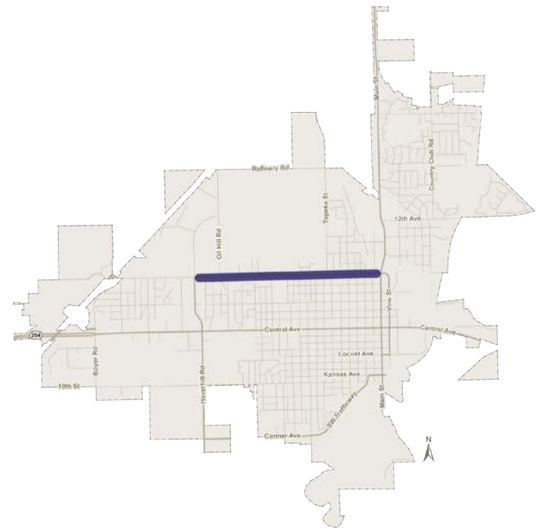
5 Project 5
Main Street
12th Avenue to McCollum Road

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.

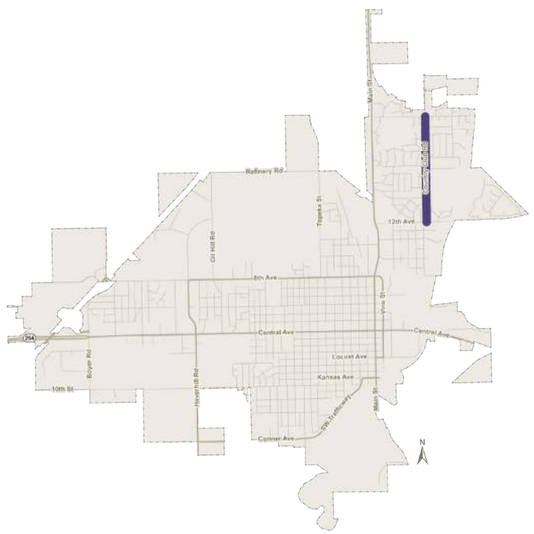


7 Project 7
Haverhill Road at Towanda Avenue

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

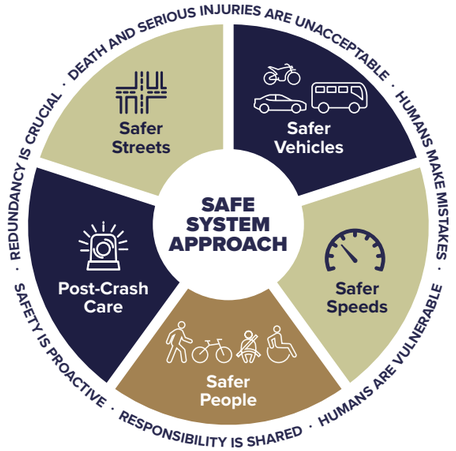
What is a Safety Action Plan?

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.

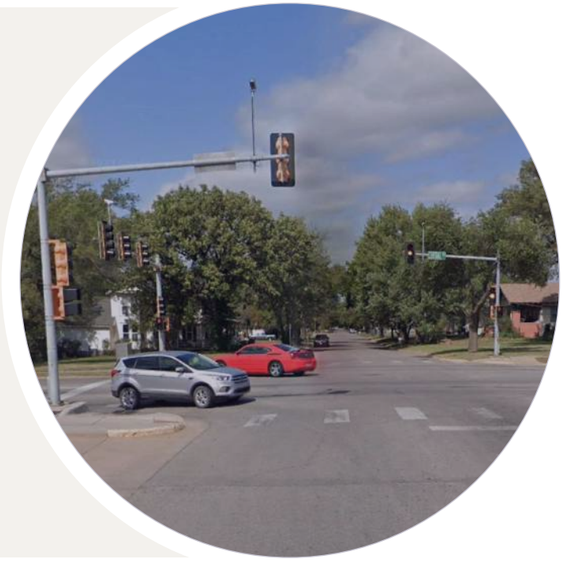
The Safe System Approach is built around the following six principles:

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.

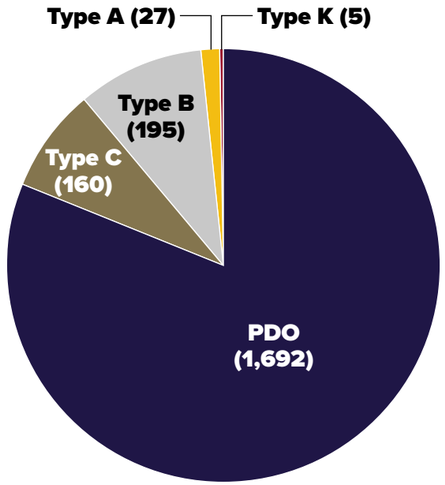
El Dorado Crash Analysis

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.

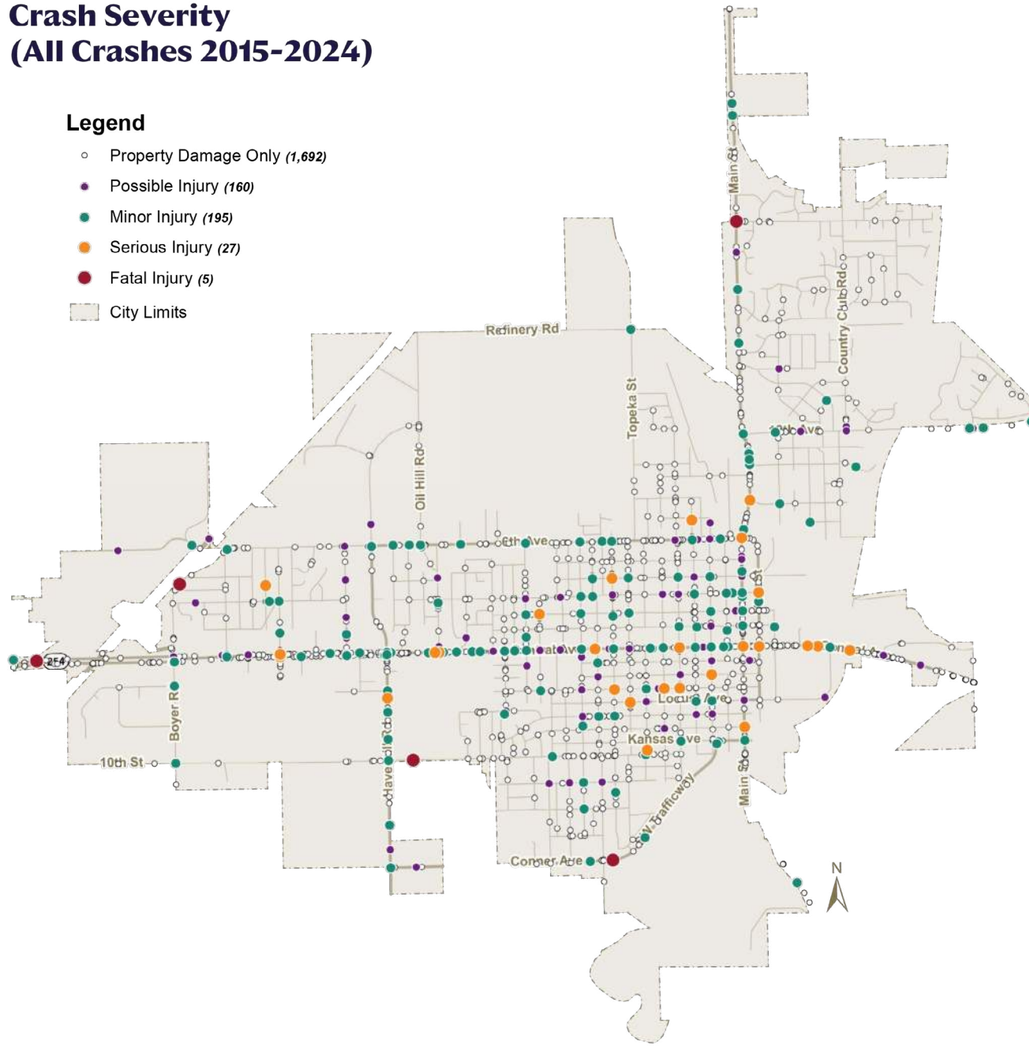


Figure 1: All crashes recorded within the city limits of El Dorado (2015 – 2024)

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

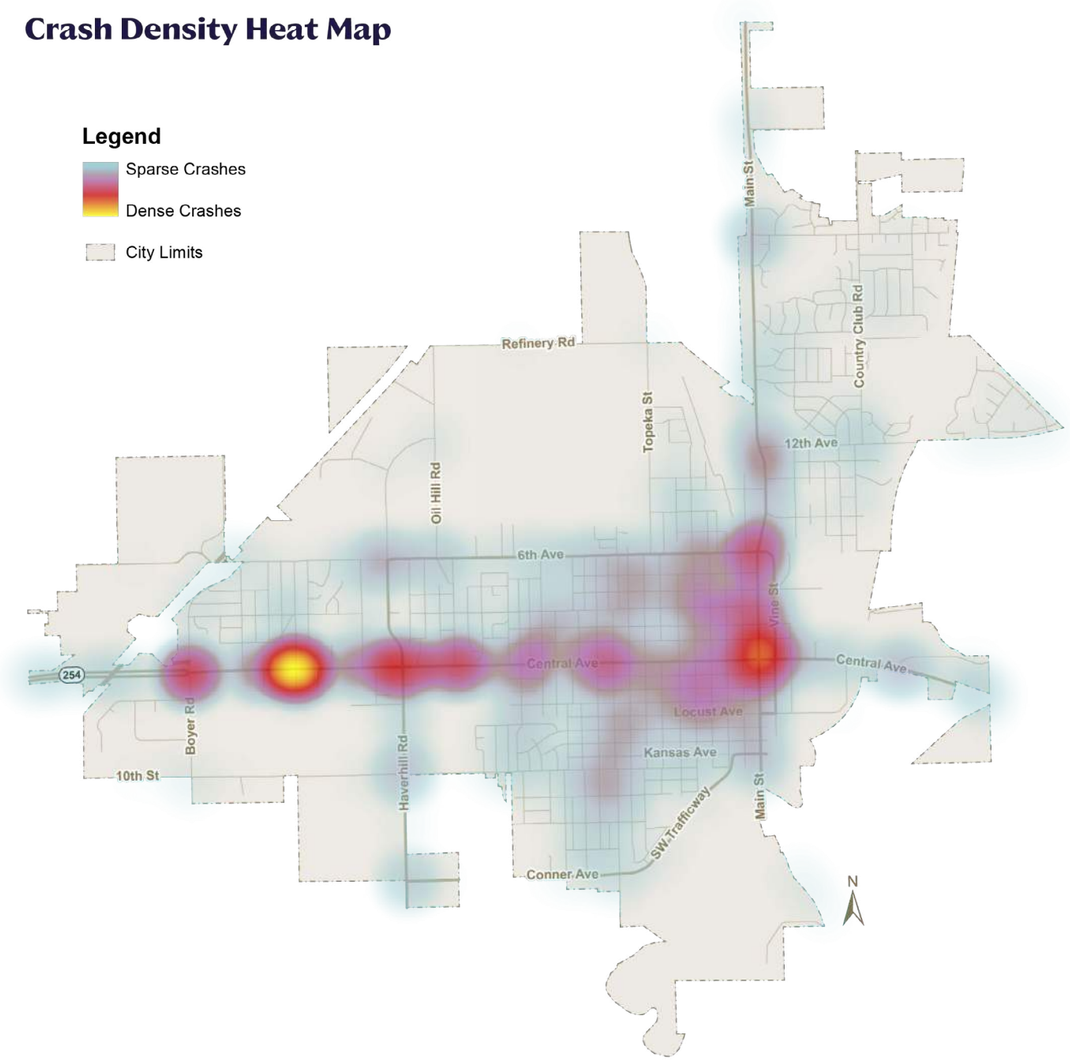


Figure 2: Crash density heat map (2015-2024)

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

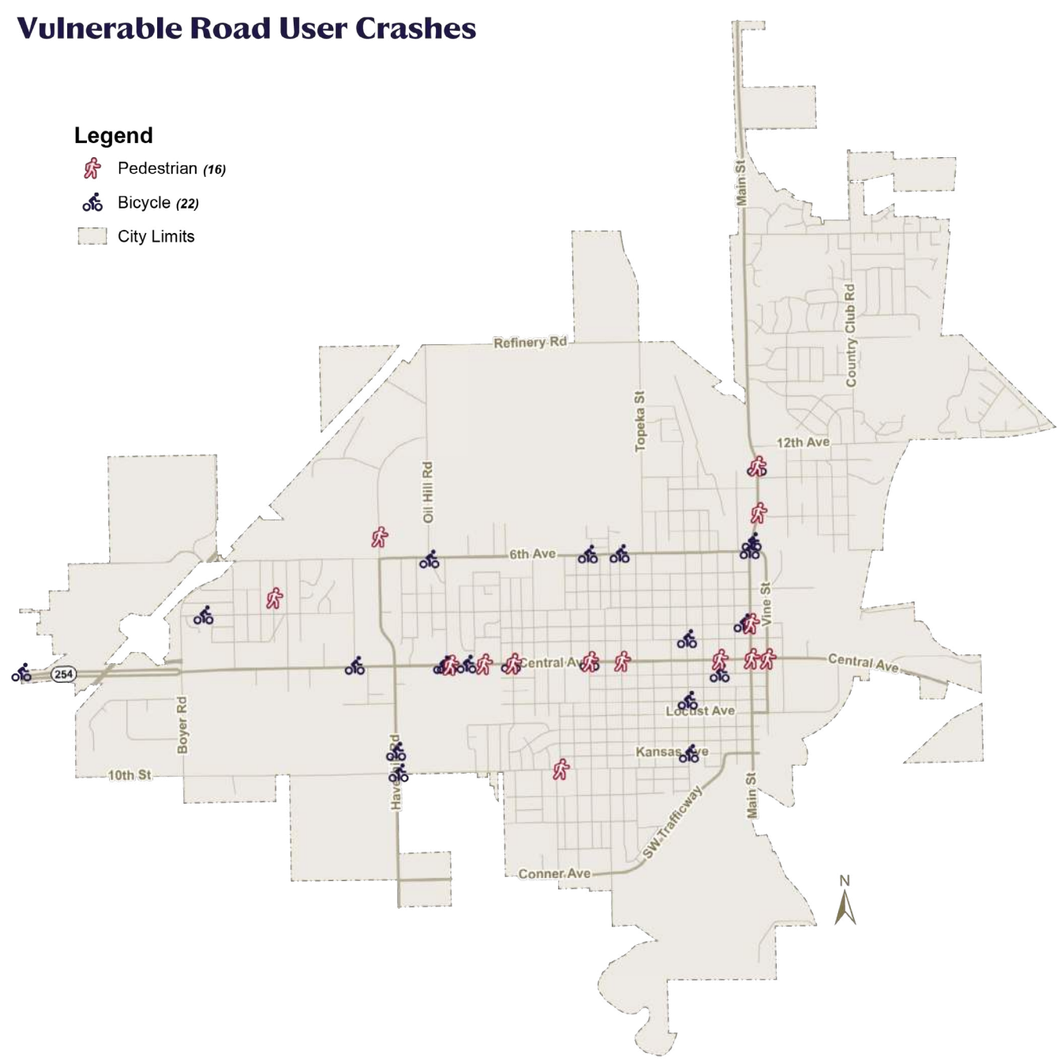


Figure 3: El Dorado VRU crashes (2015-2024)

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.

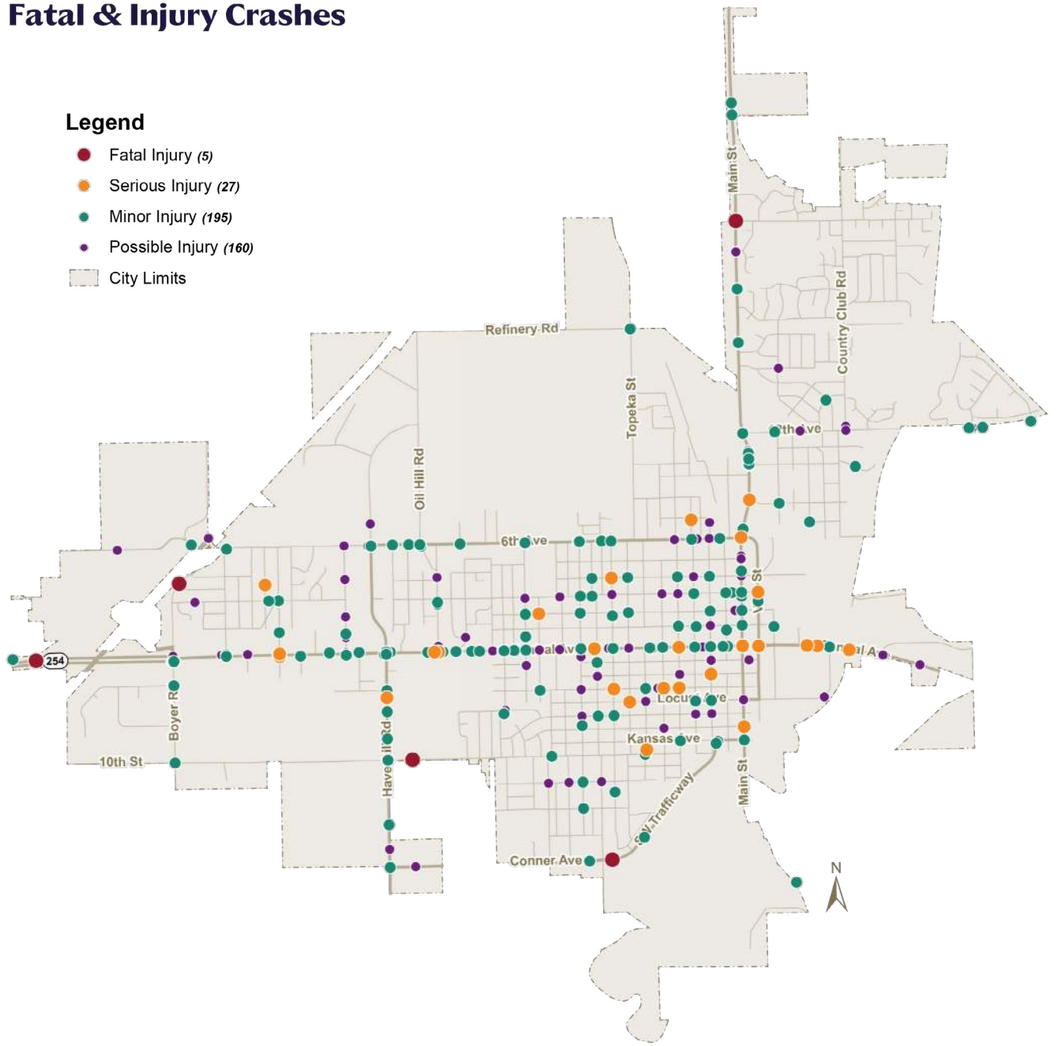


Figure 4: FI crashes in El Dorado (2015-2024)

Fatal & Serious Injury Crashes

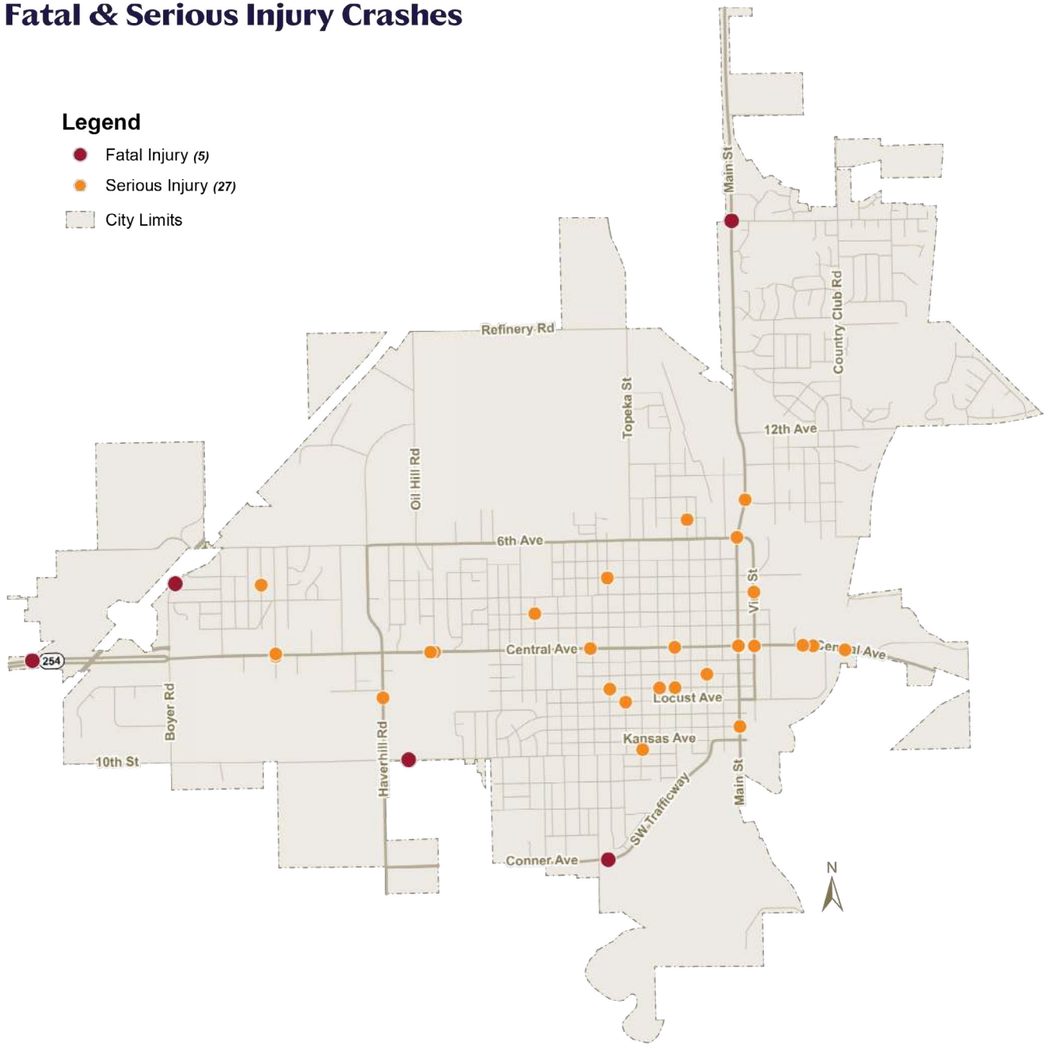


Figure 5: KSI crashes in El Dorado (2015-2024)

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.

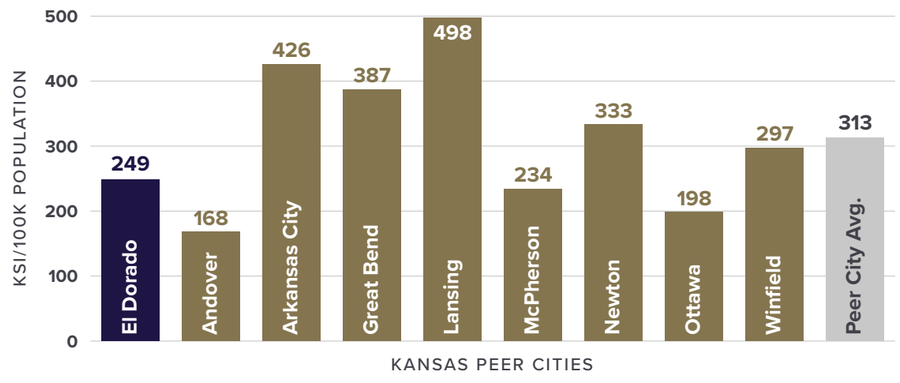


Figure 6: KSI crashes per 100k population (2015-2024)

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.

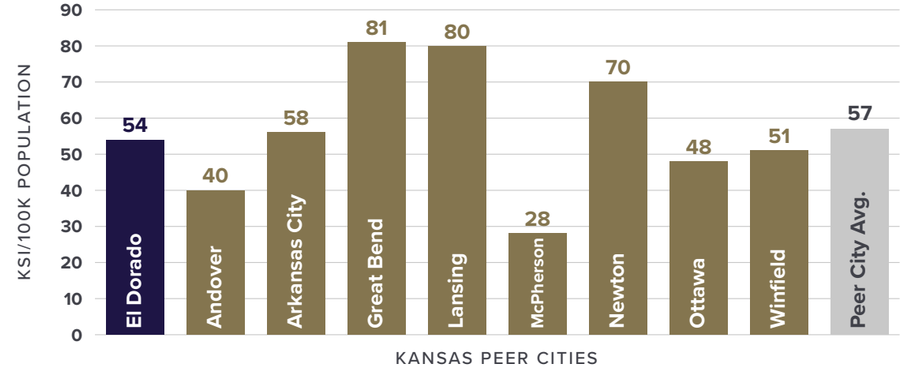


Figure 7: Alcohol-involved KSI crashes per 100k population (2015-2024)

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.

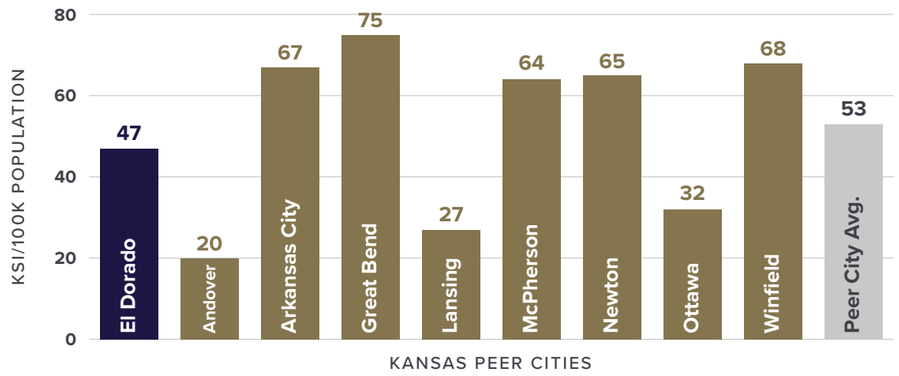


Figure 8: VRU-Involved KSI crash rates per 100k Population (2015-2024)

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.

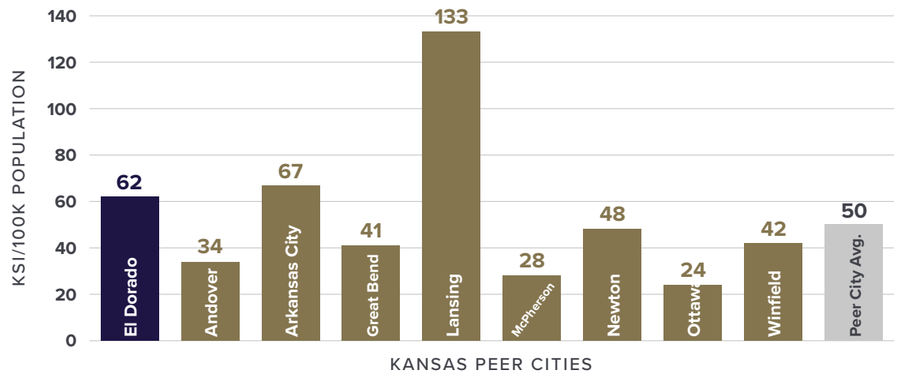


Figure 9: Motorcycle-Involved KSI crash rates per 100k Population (2015-2024)

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.

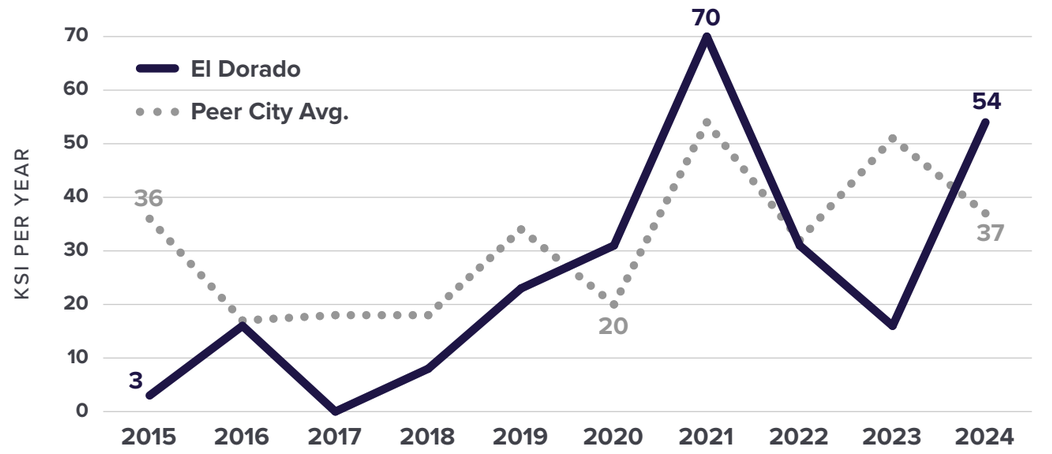


Figure 10: Annual KSI crash rates per 100k Population (2015-2024)

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.

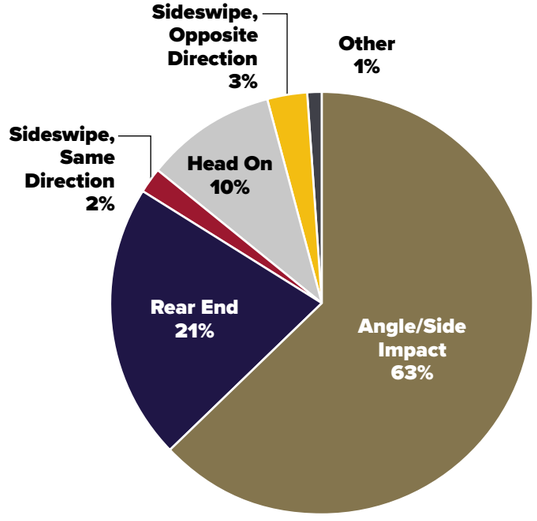


Figure 12: FI Crashes by type in El Dorado (2015-2024)

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.

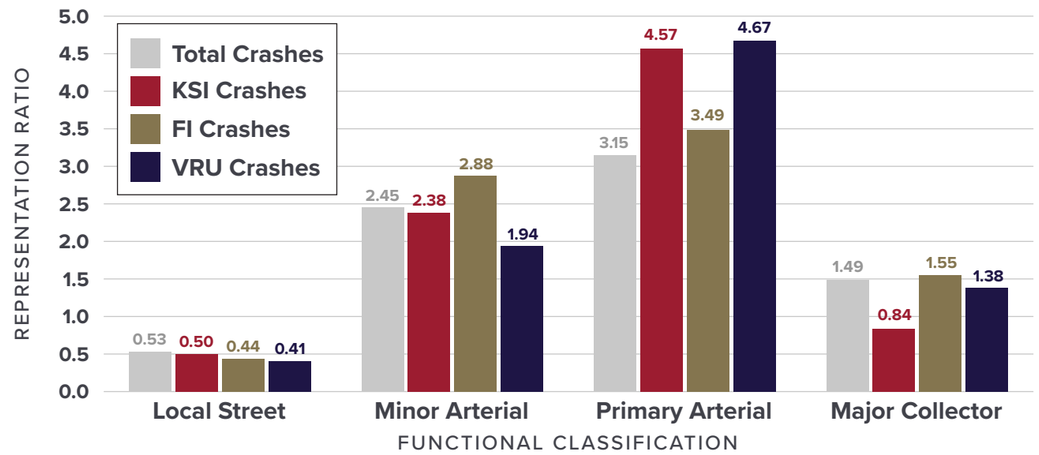


Figure 15: Representation ratio of crash severity by functional classification

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.

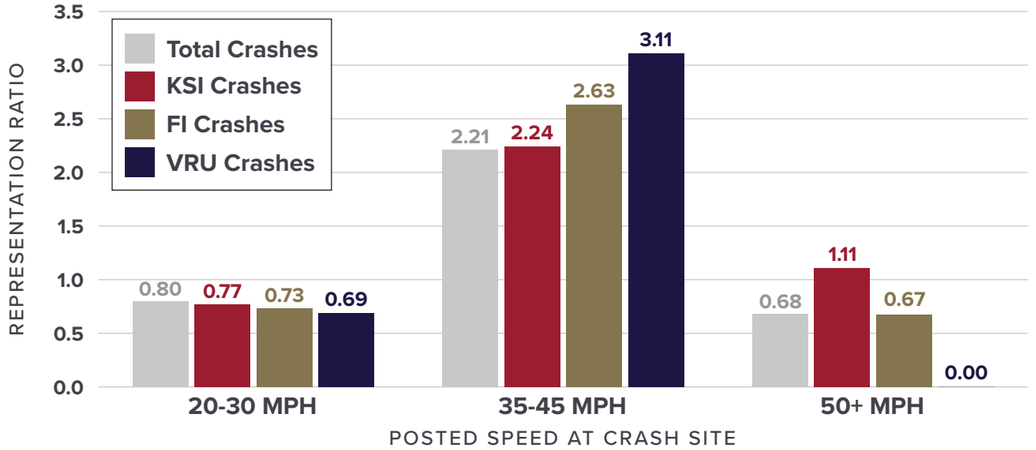


Figure 17: Representation ratio of crashes by posted speed in El Dorado

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.

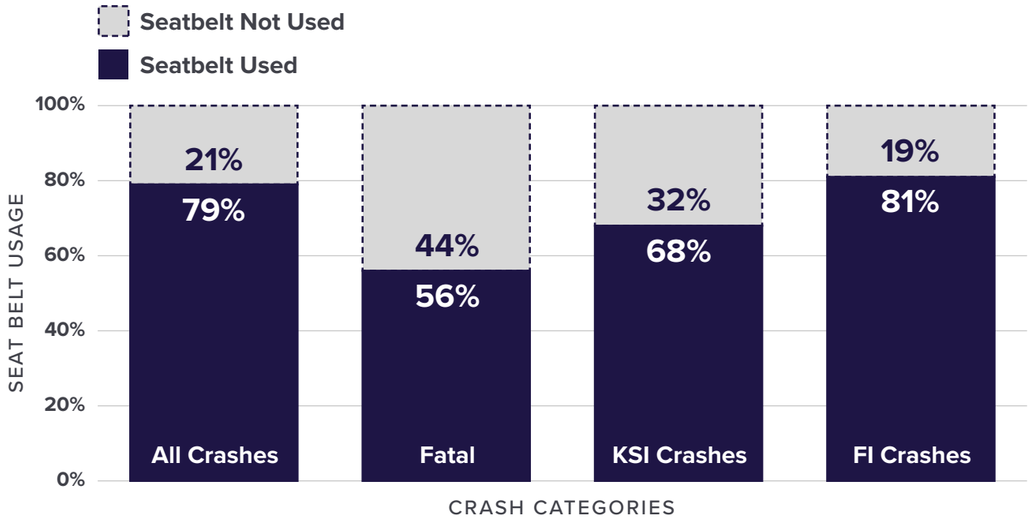


Figure 18: Reported seat belt use by crash severity

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.

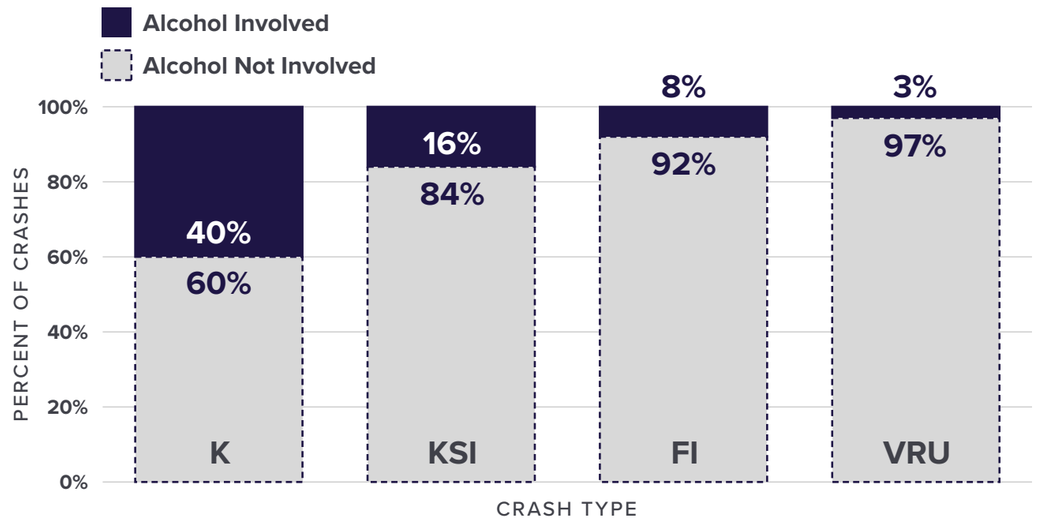


Figure 20: Crashes involving known driver impairment in El Dorado

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.

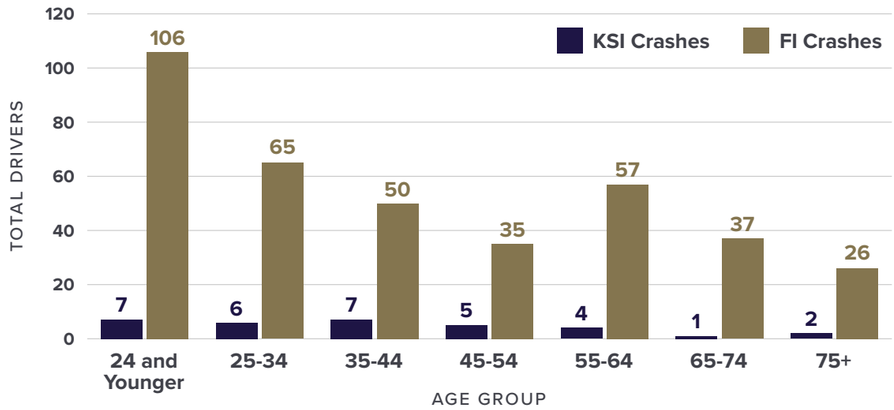


Figure 21: FI crashes by driver age group (2019-2023)

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.

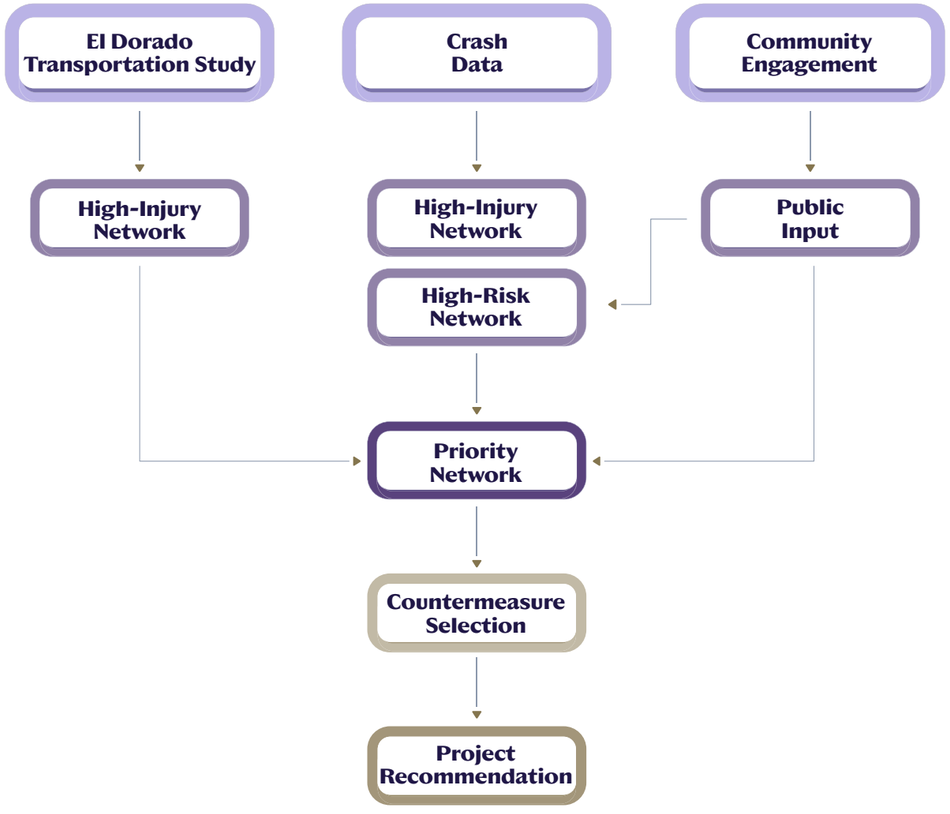


Figure 23: Process used to define the Priority Network

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

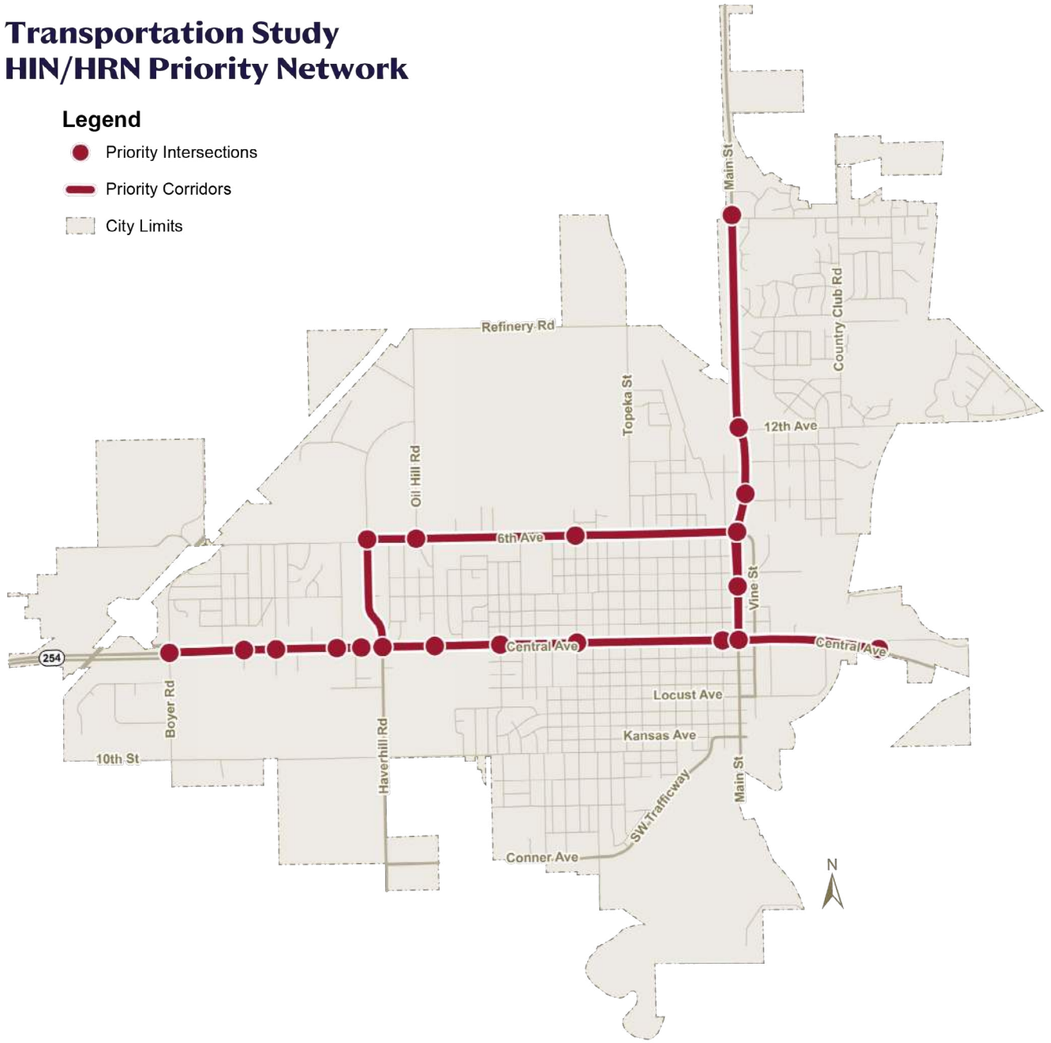


Figure 25: Priority corridors and intersections identified in the 2024 El Dorado Transportation Study

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

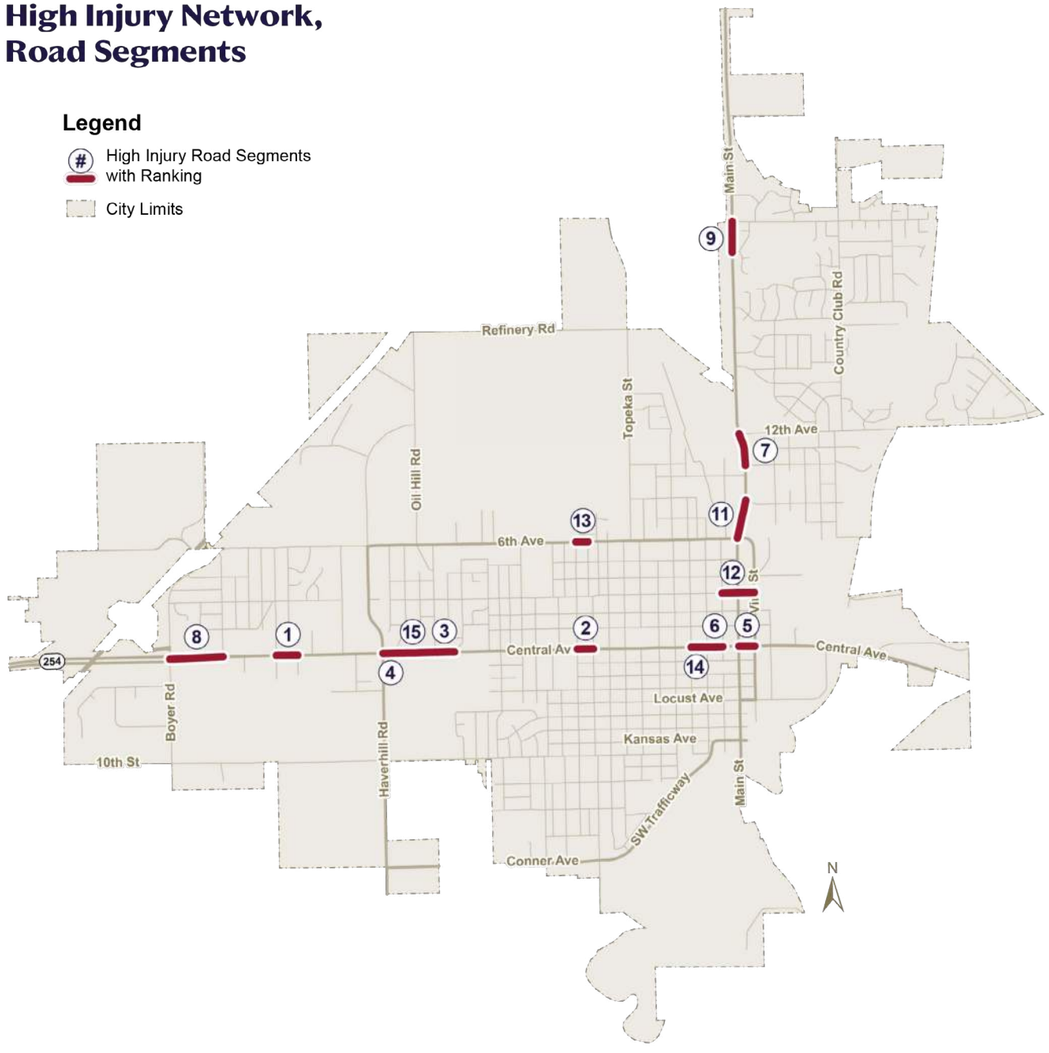


Figure 27: High Injury Network segments

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

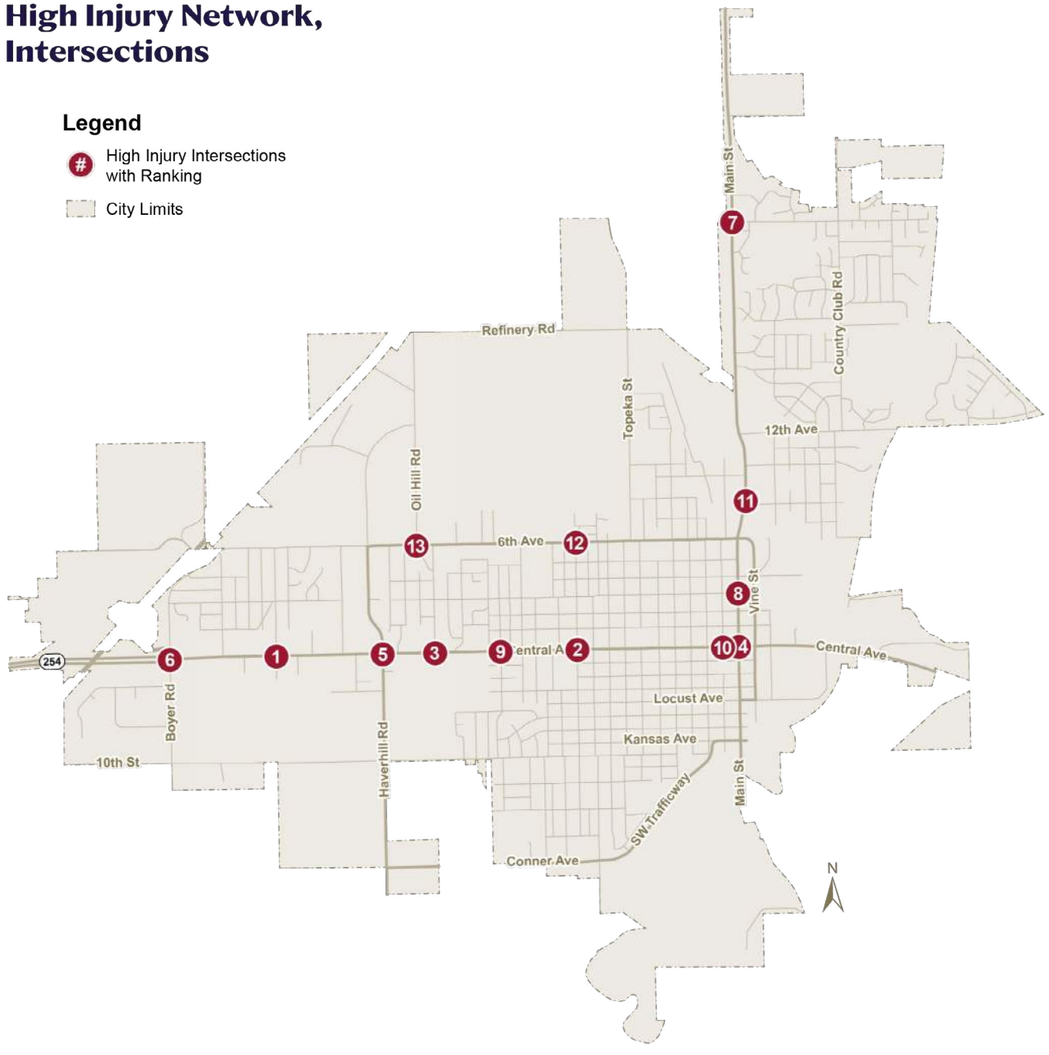


Figure 29: High Injury Network intersections

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

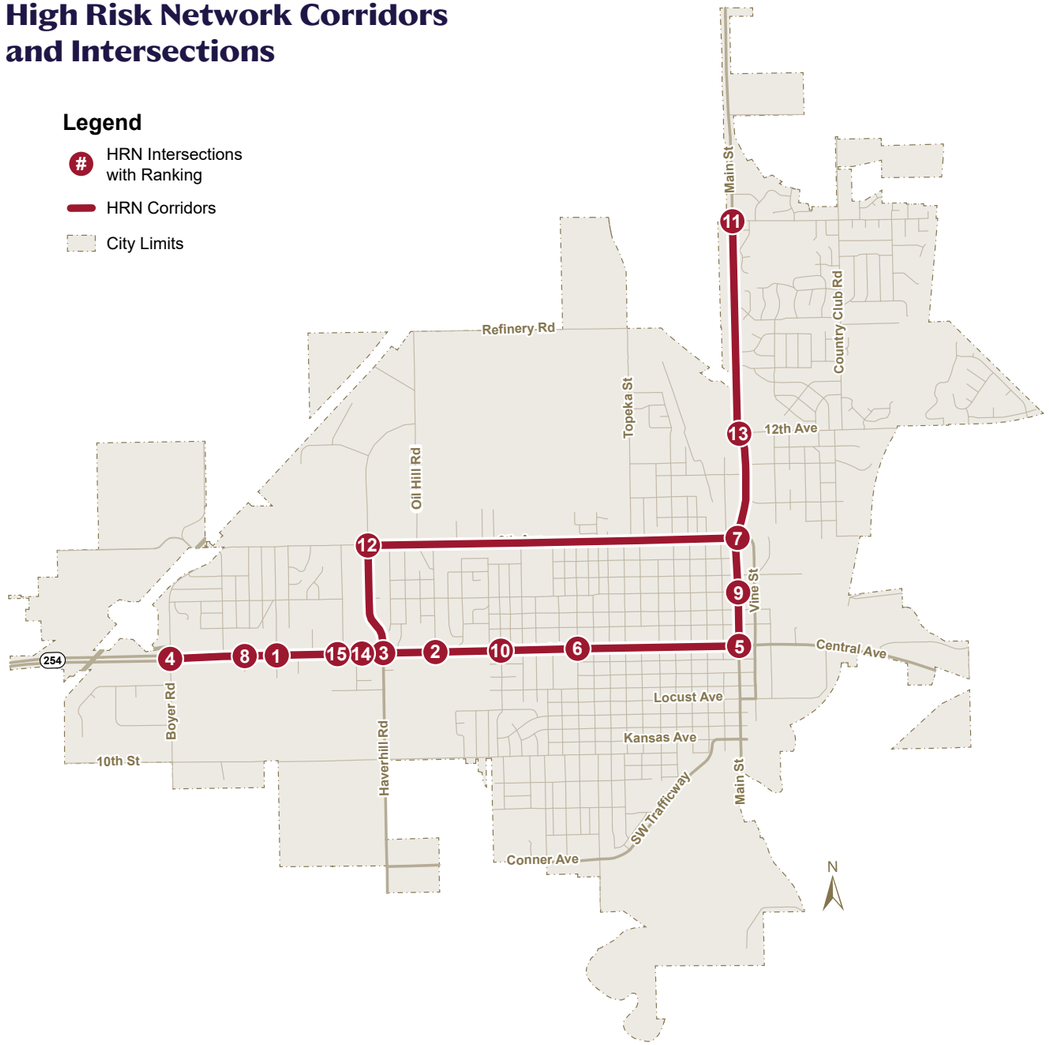


Figure 33: HRN corridors and intersections

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.

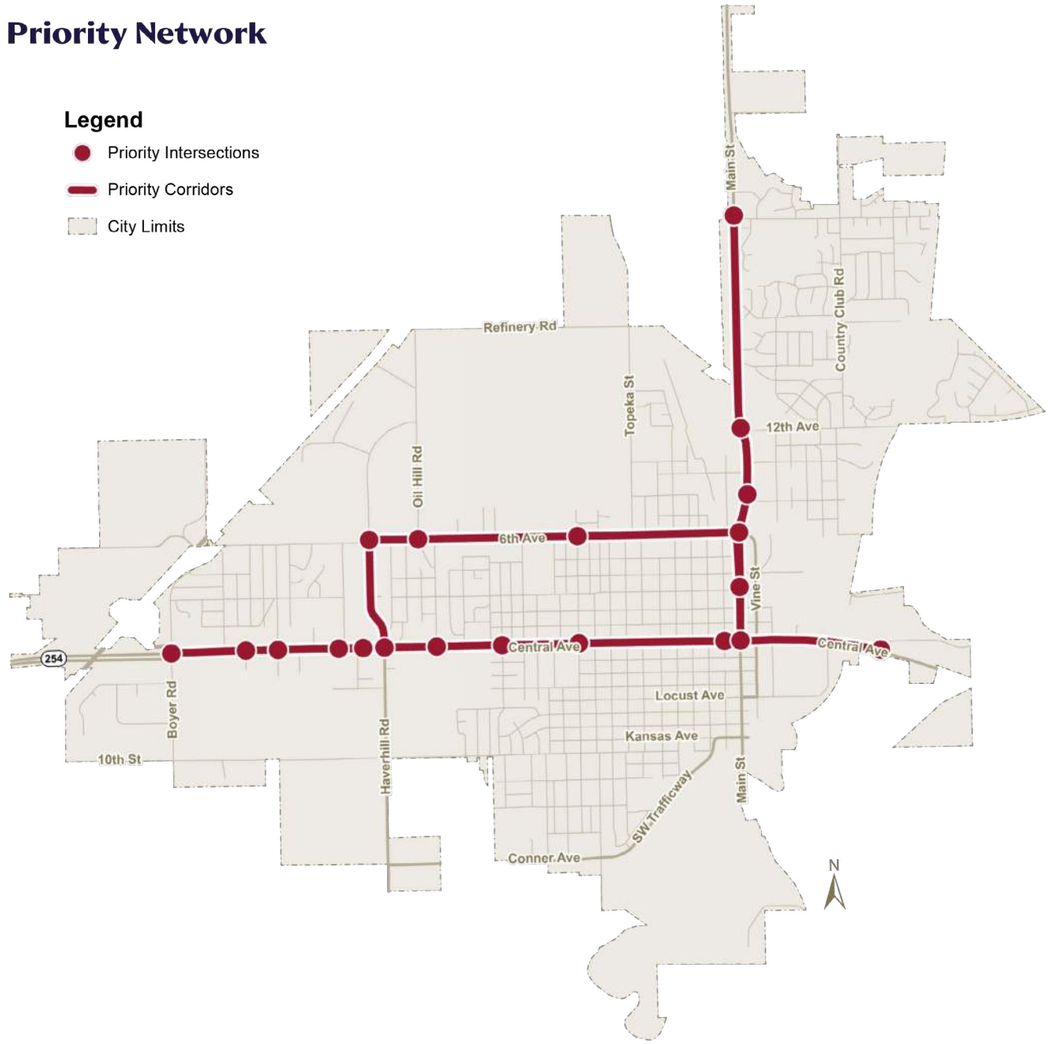


Figure 34: El Dorado's priority network

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.

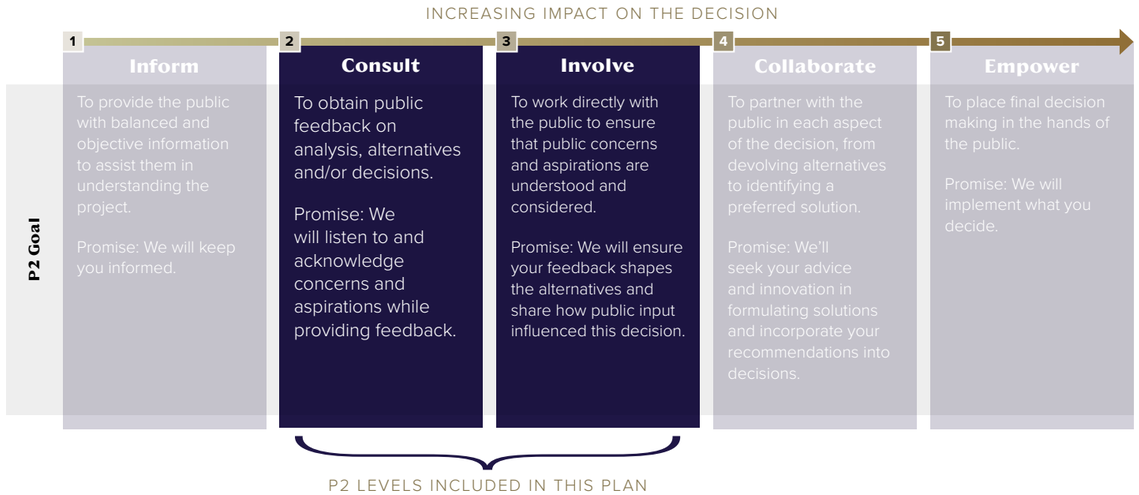


Figure 35: Spectrum of Public Participation

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*

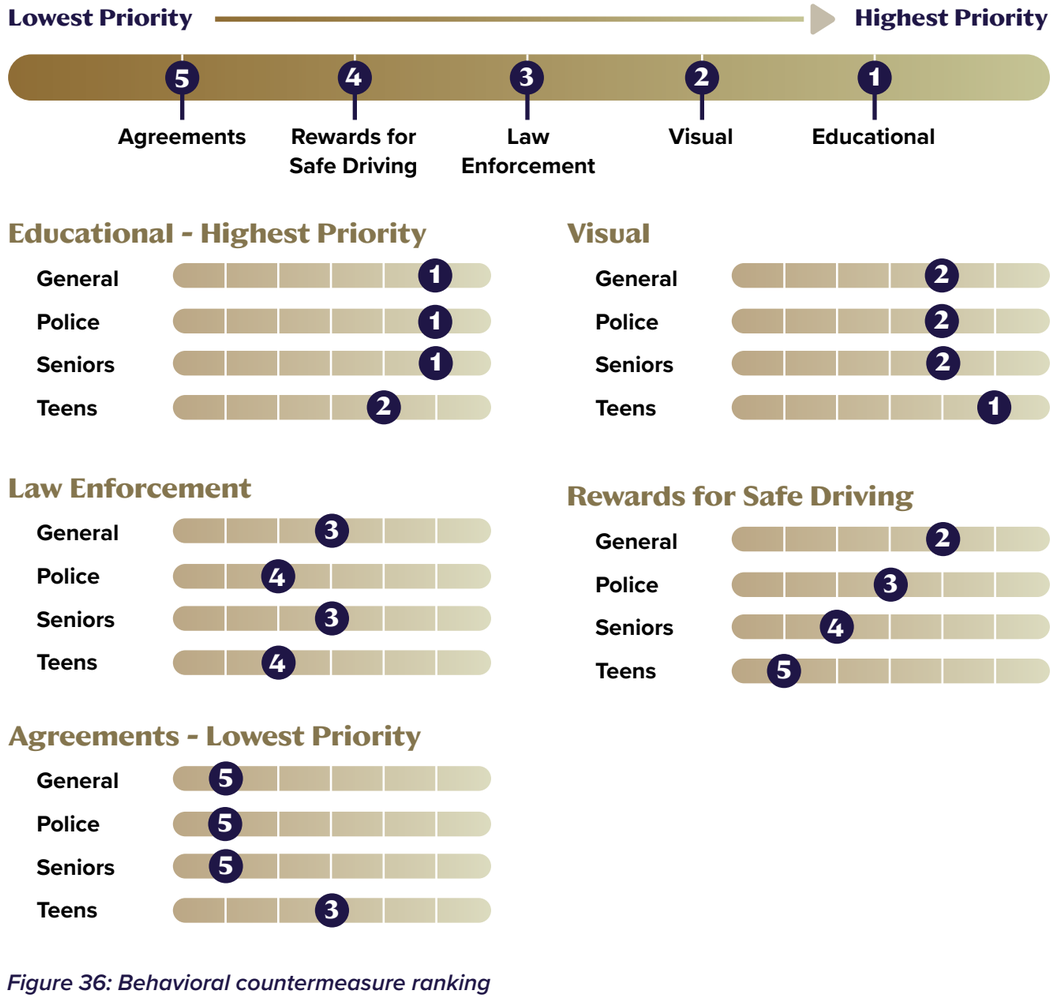


Figure 36: Behavioral countermeasure ranking

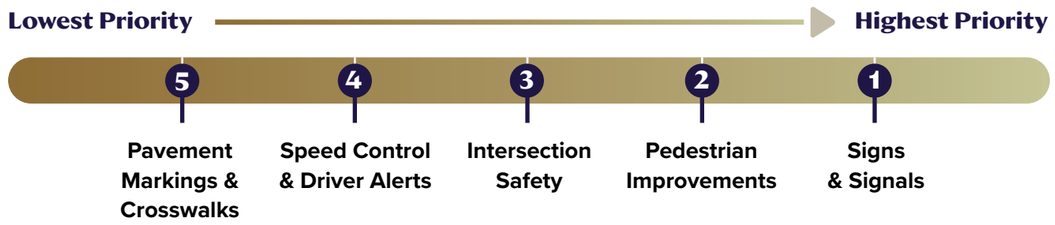
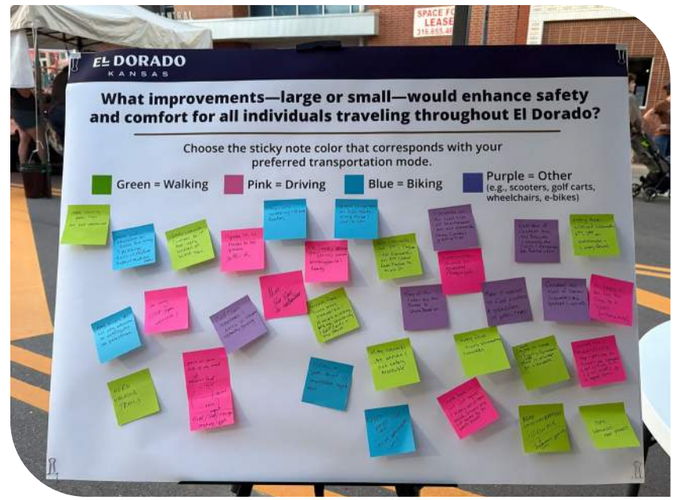


Figure 37: Design countermeasures ranking



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*).

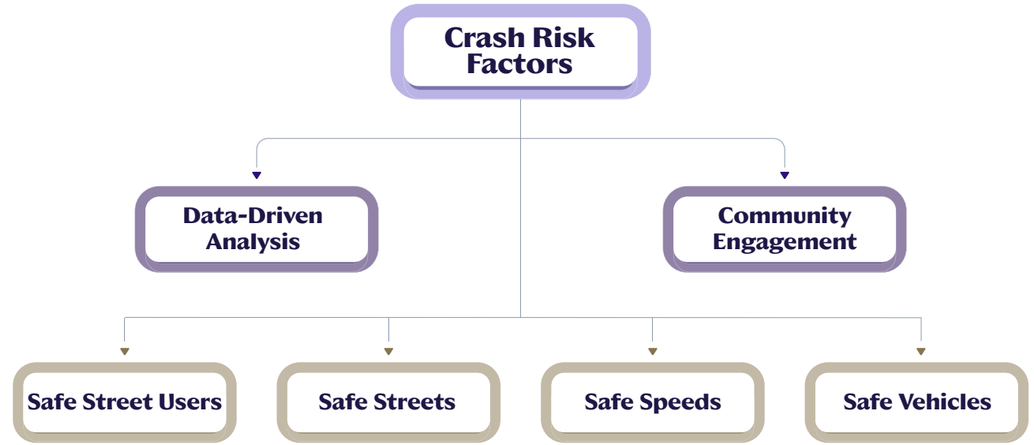

Figure 38: Safe System Risk Factor Hierarchy

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

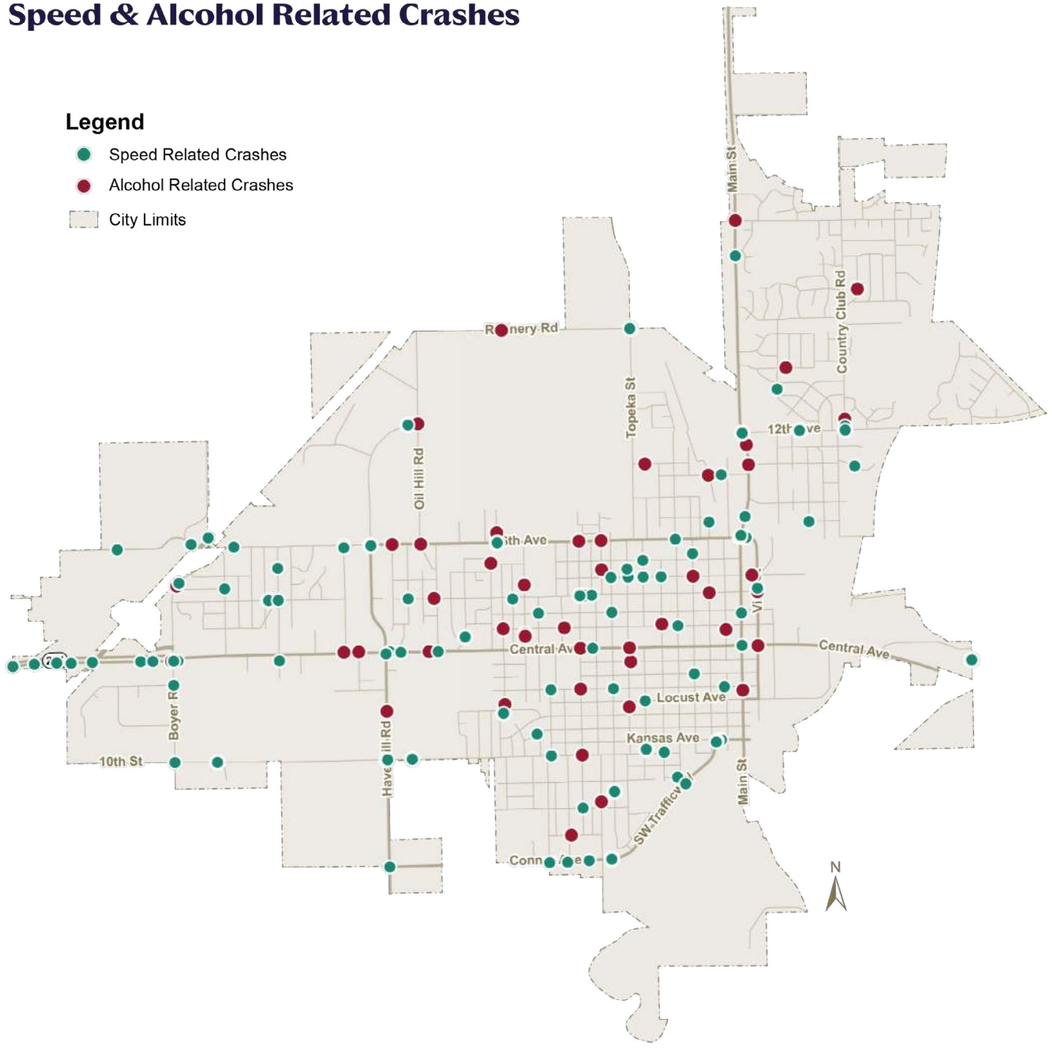

Figure 39: Speed and alcohol-related crashes

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

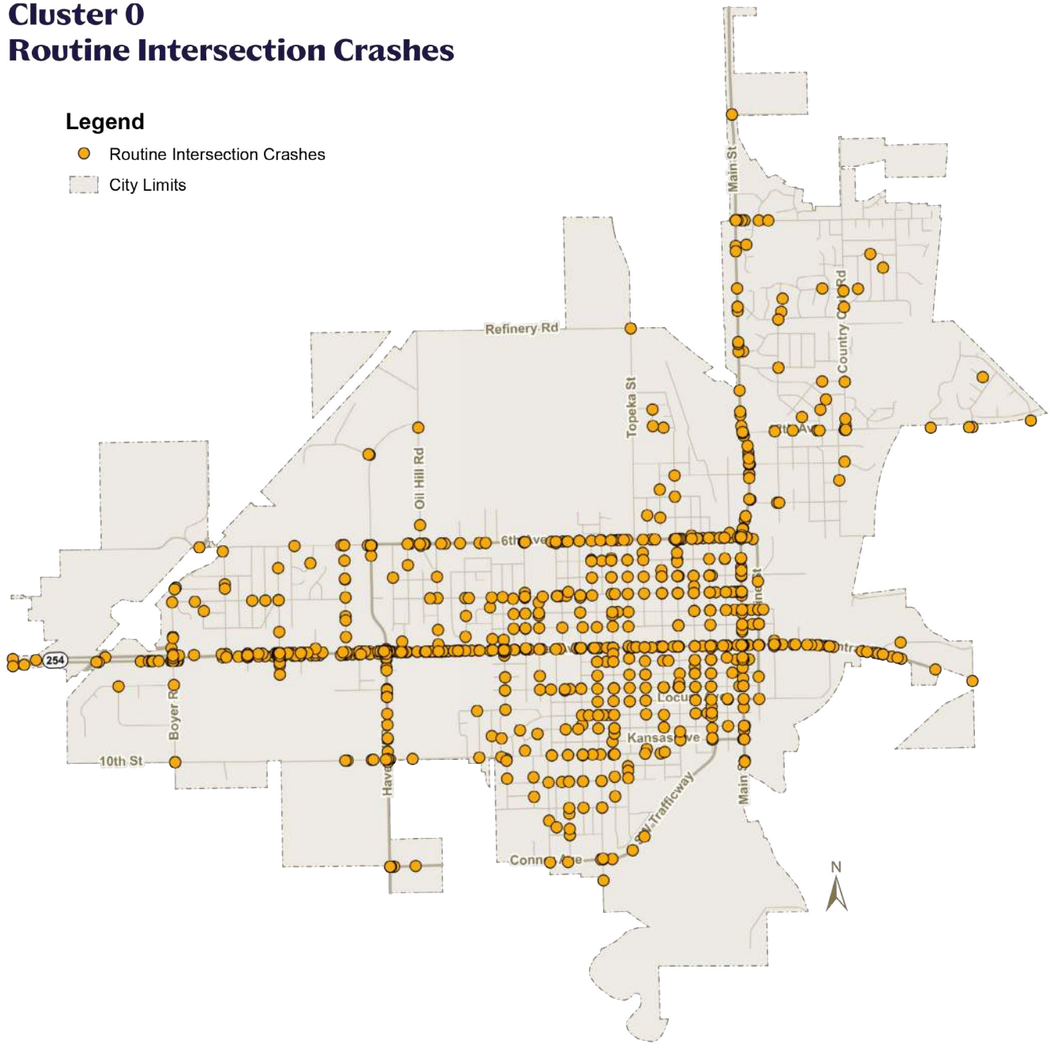

Figure 40: Cluster 0 Routine Intersection Crashes

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.

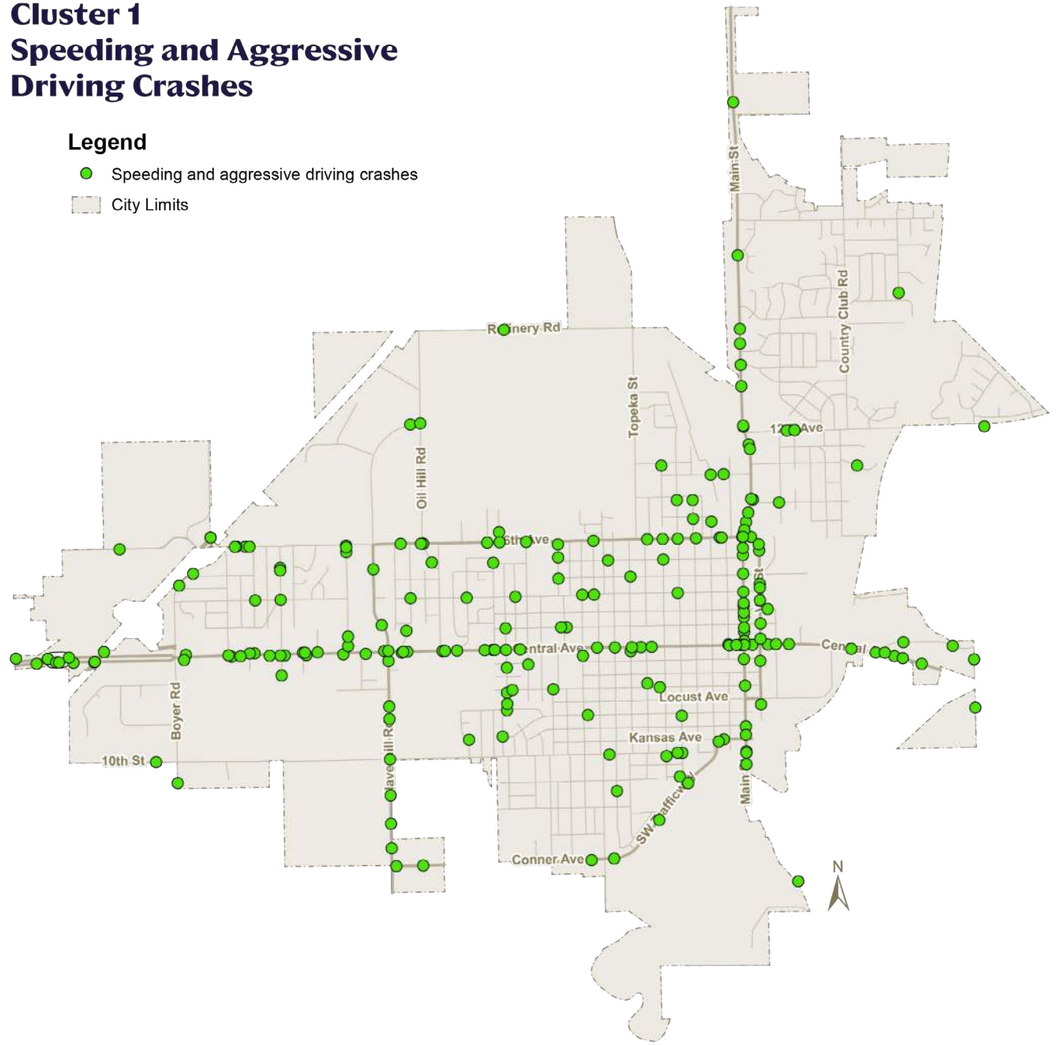

Figure 41: Cluster 1 Speeding and Aggressive Driving Crashes

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

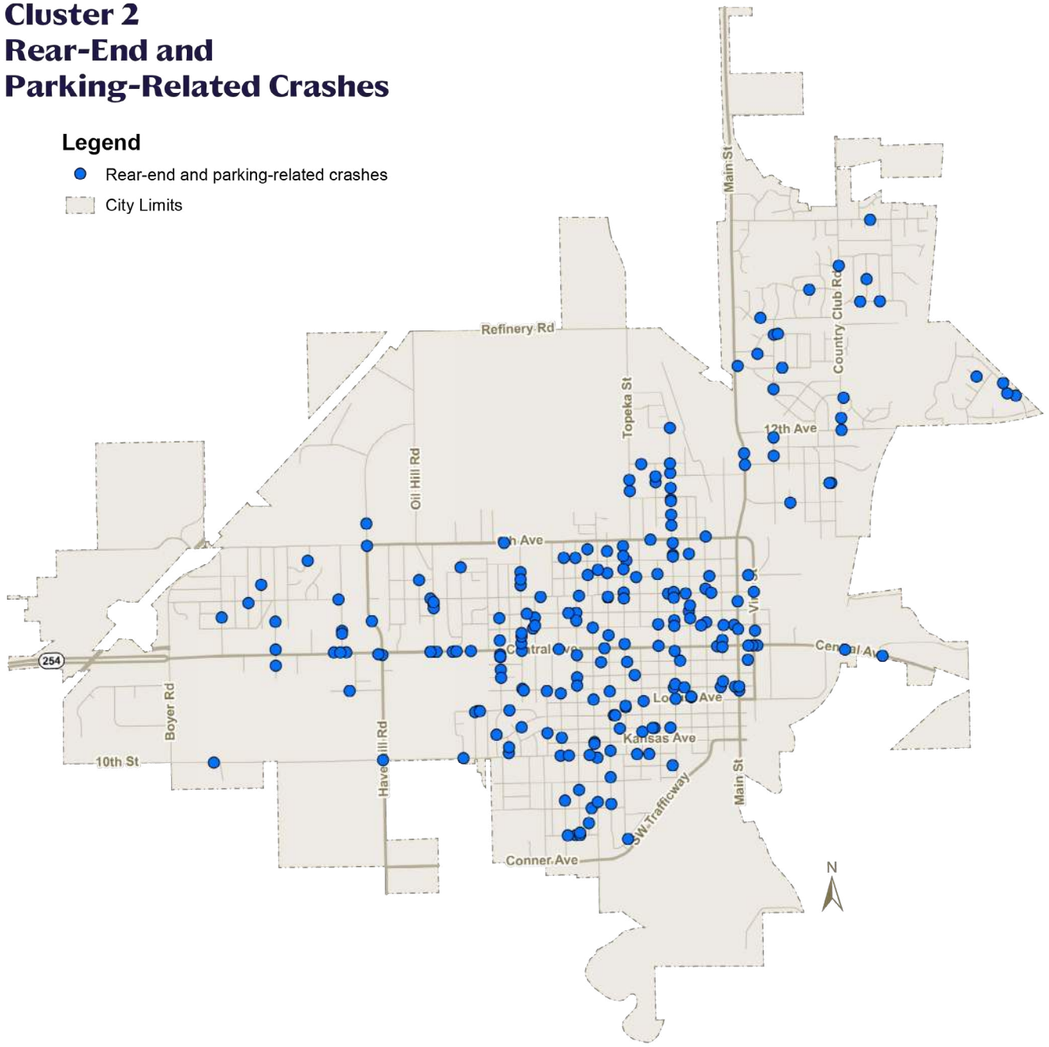

Figure 42: Cluster 2 Rear-End and Parking-Related Crashes

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.

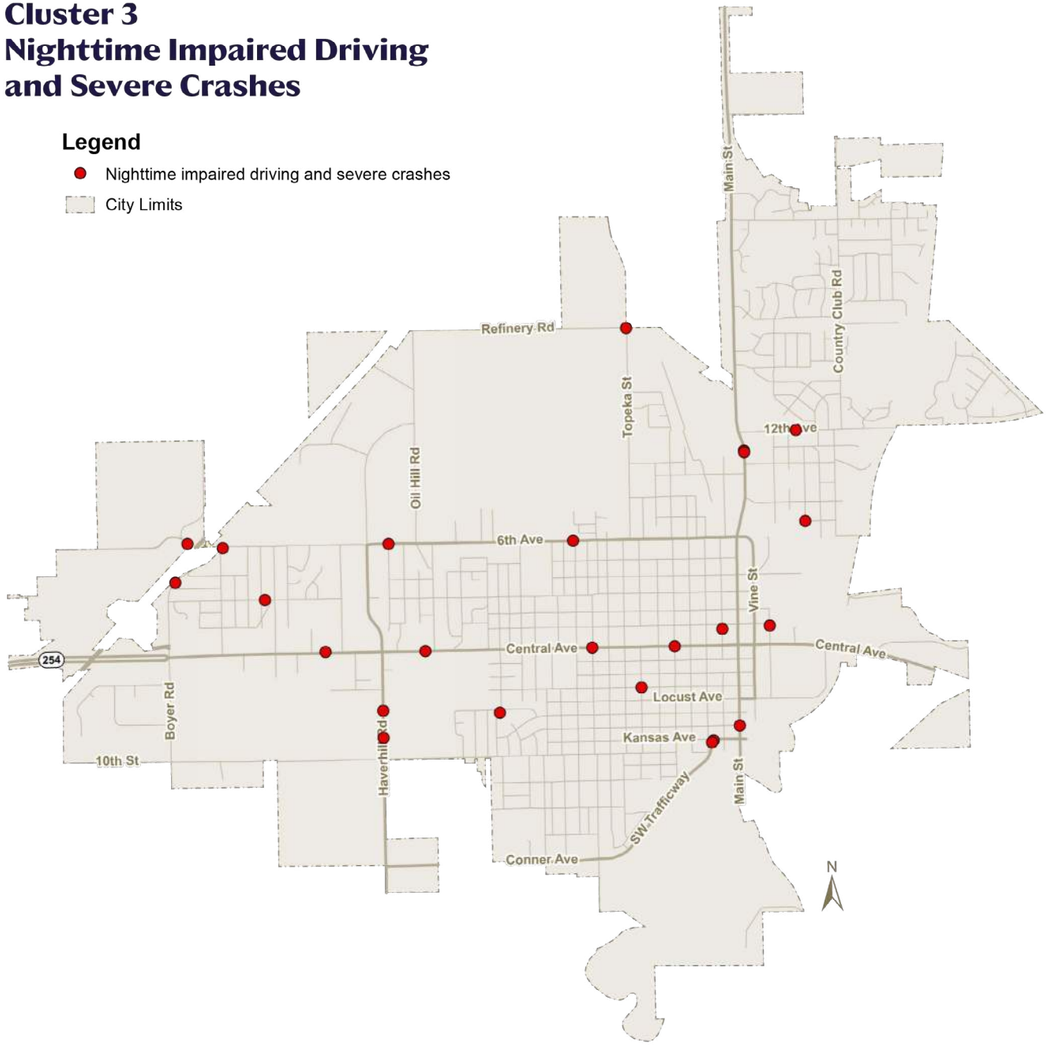

Figure 43: Cluster 3 Nighttime Impaired Driving and Severe Crashes

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

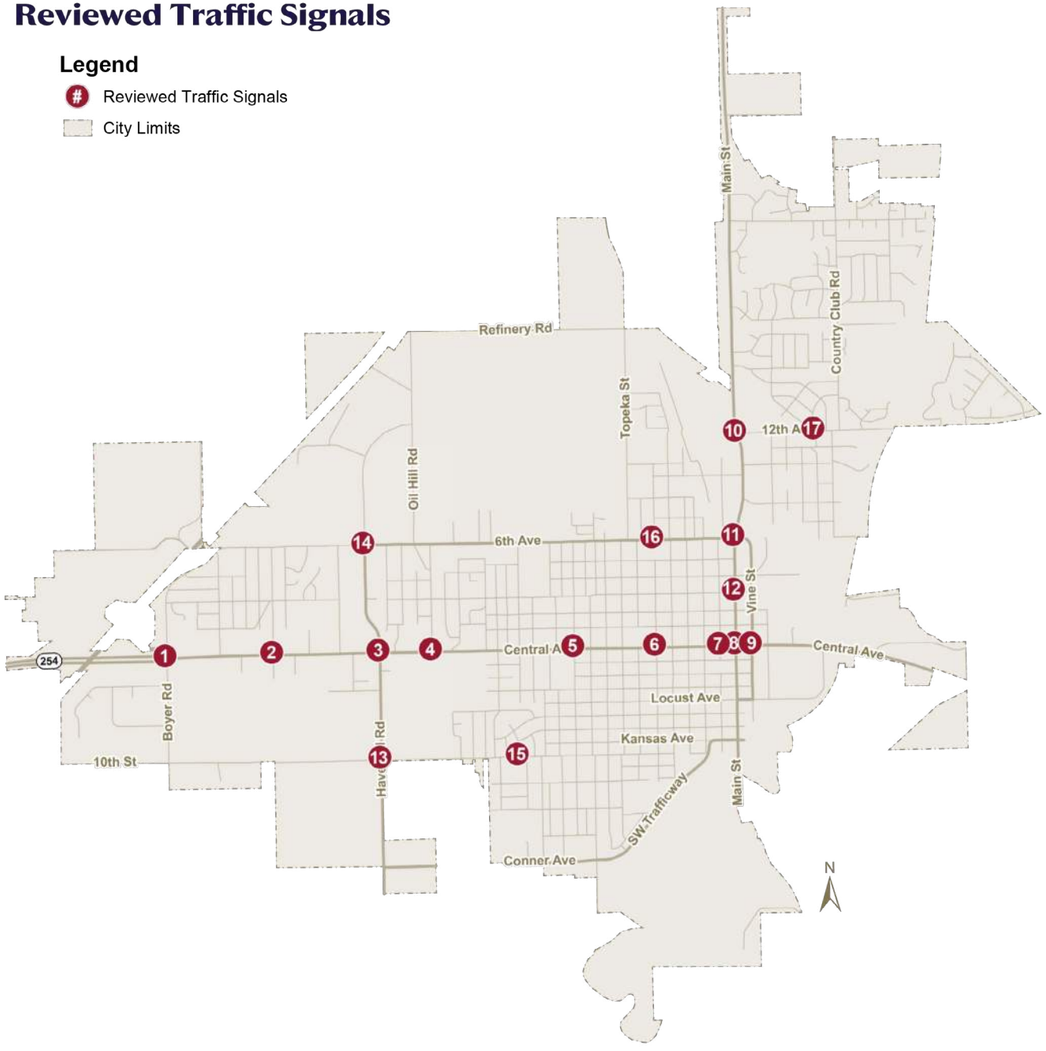

Figure 49: Reviewed Traffic Signals

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

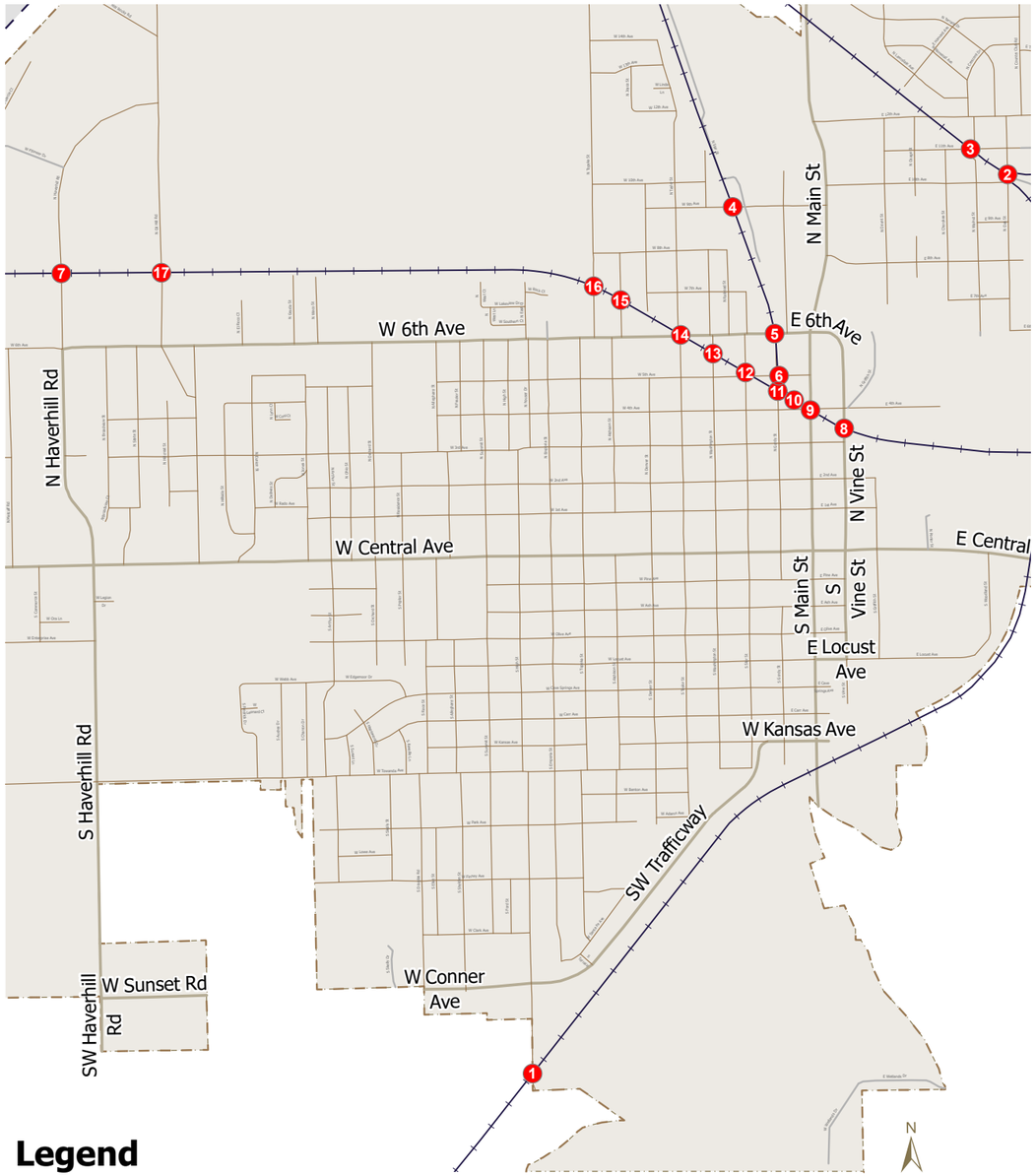

Figure 54: Reviewed Railroad Crossing Locations

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

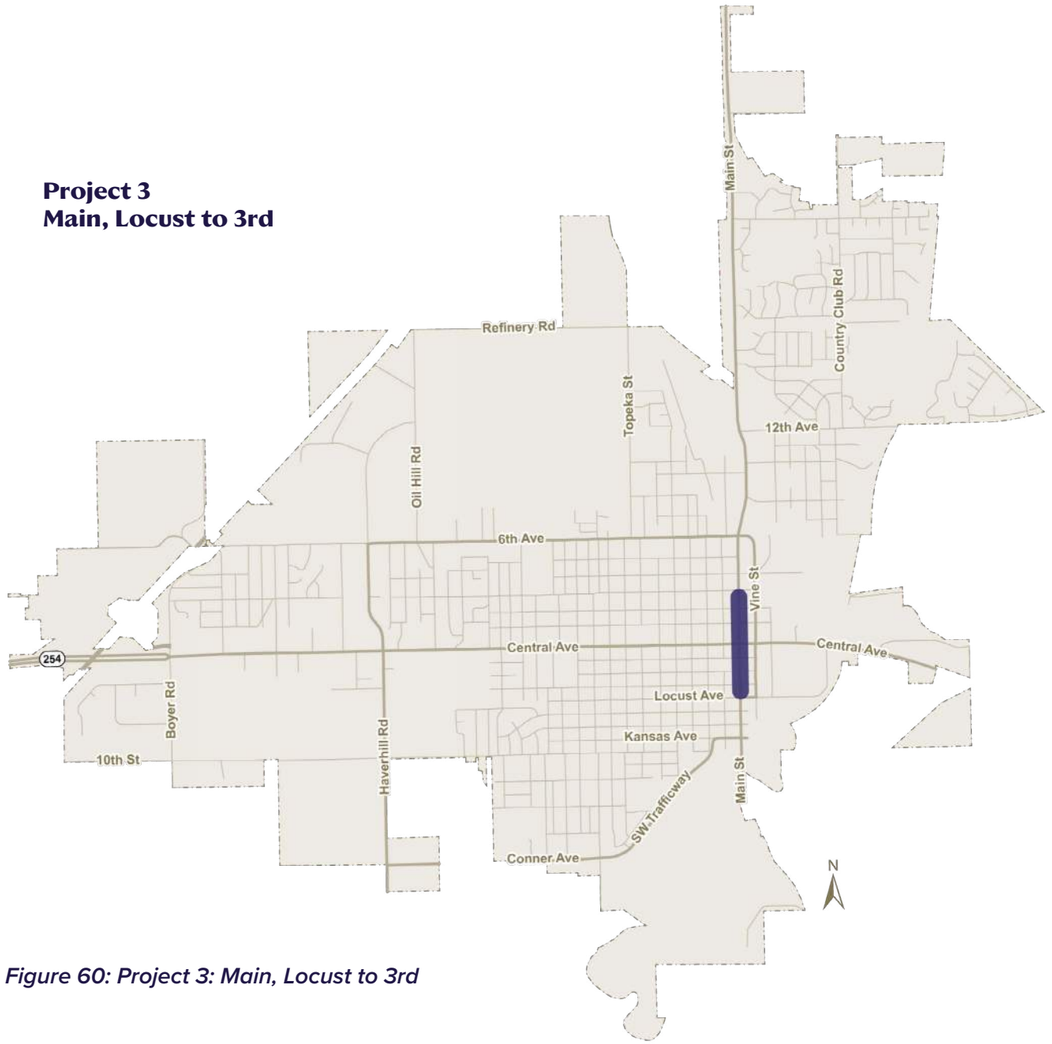

Figure 60: Project 3: Main, Locust to 3rd

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.

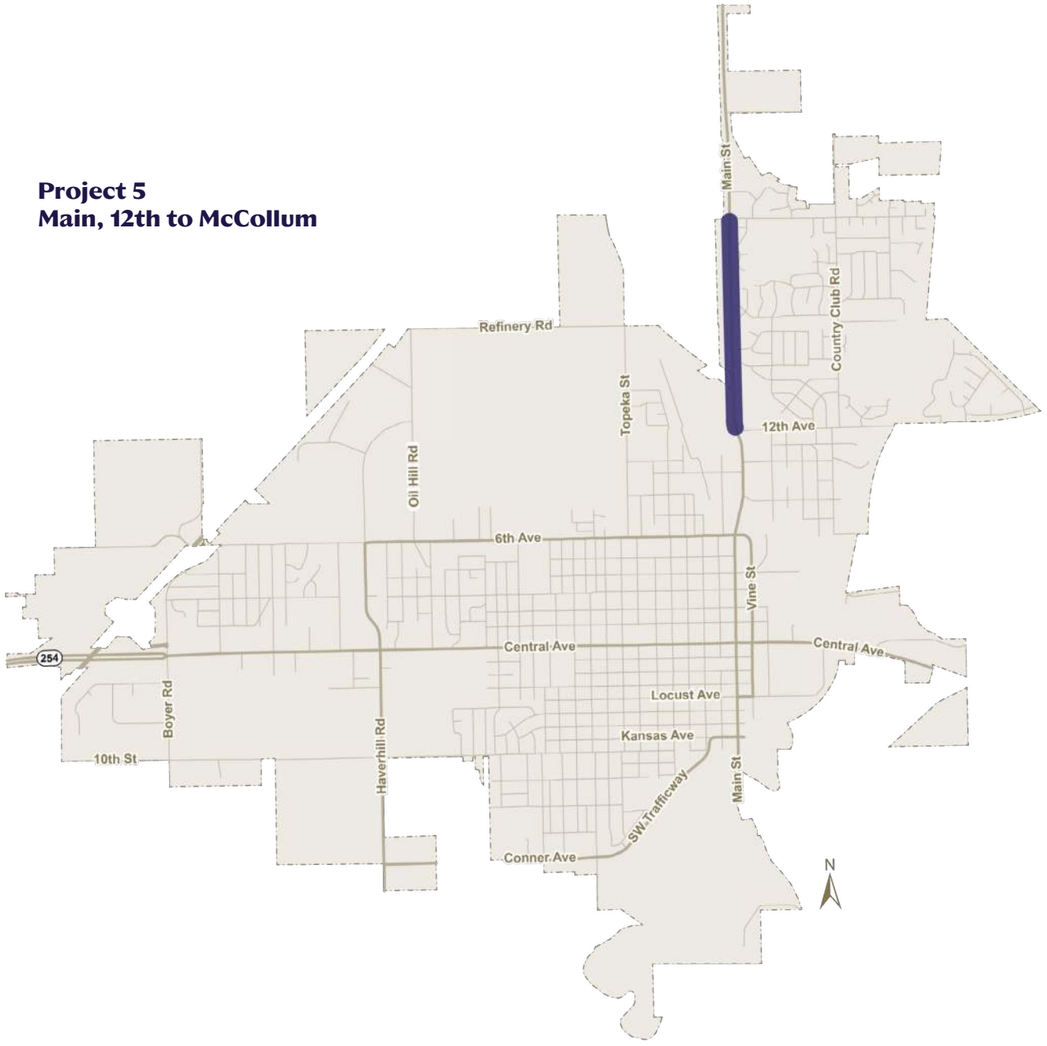

Figure 62: Project 5: Main, 12th to McCollum

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.

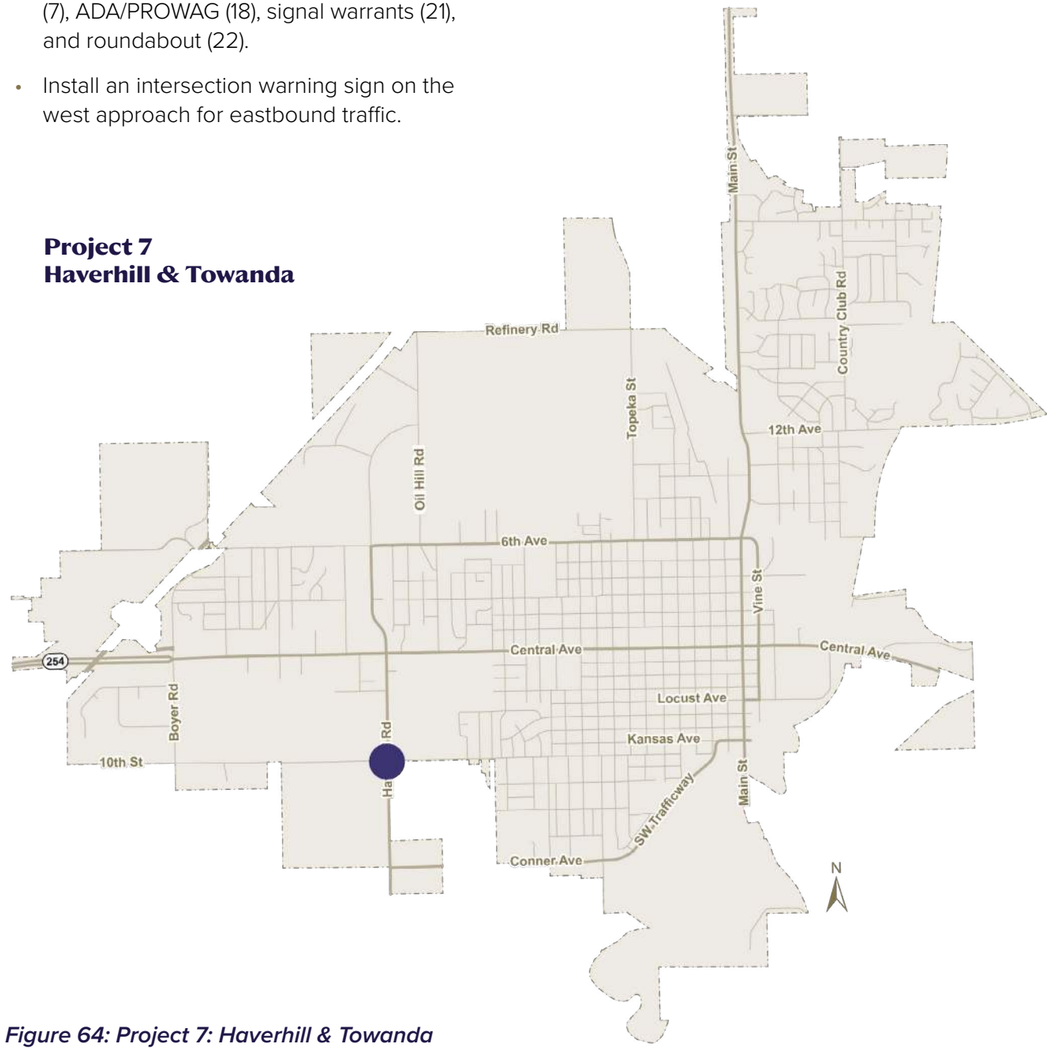

Figure 64: Project 7: Haverhill & Towanda

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

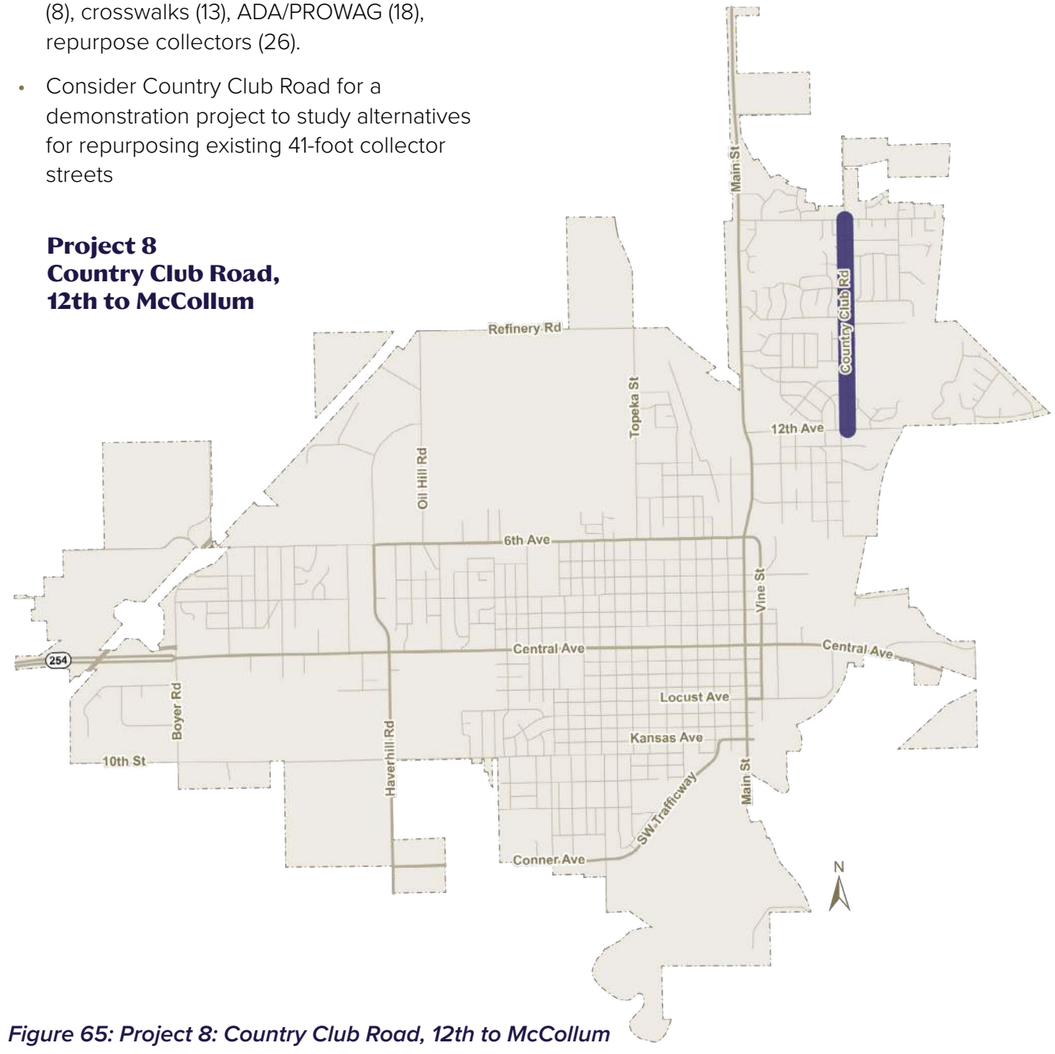

Figure 65: Project 8: Country Club Road, 12th to McCollum

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.

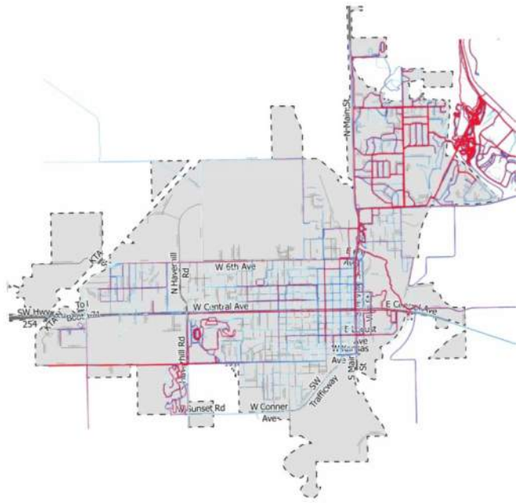

Figure 73: Strava Global Heatmap (All Sports) in El Dorado.

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

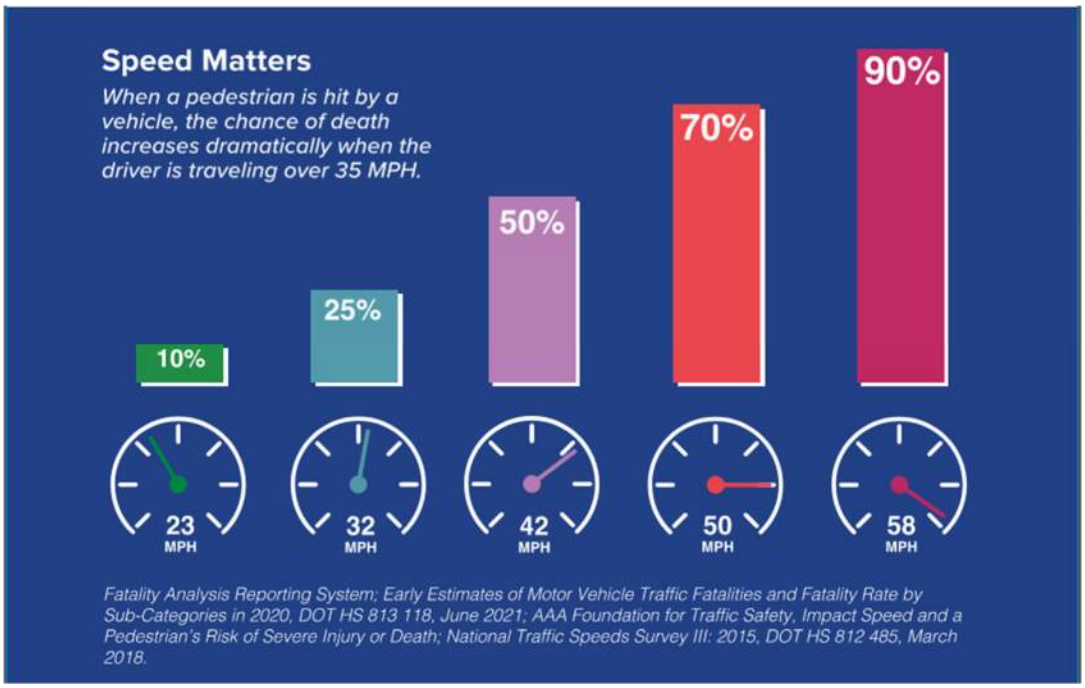
Source: FHWA

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

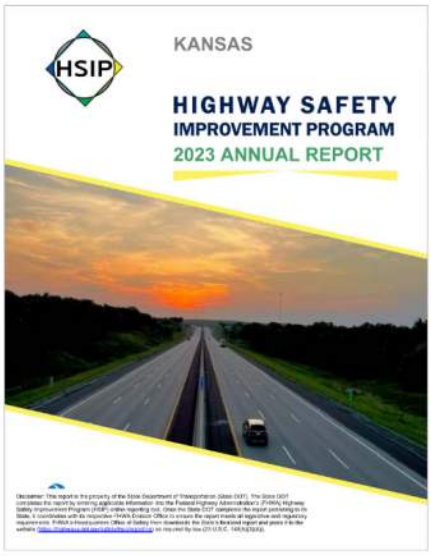


Photo Source:
Robert G Heckler Photography

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.

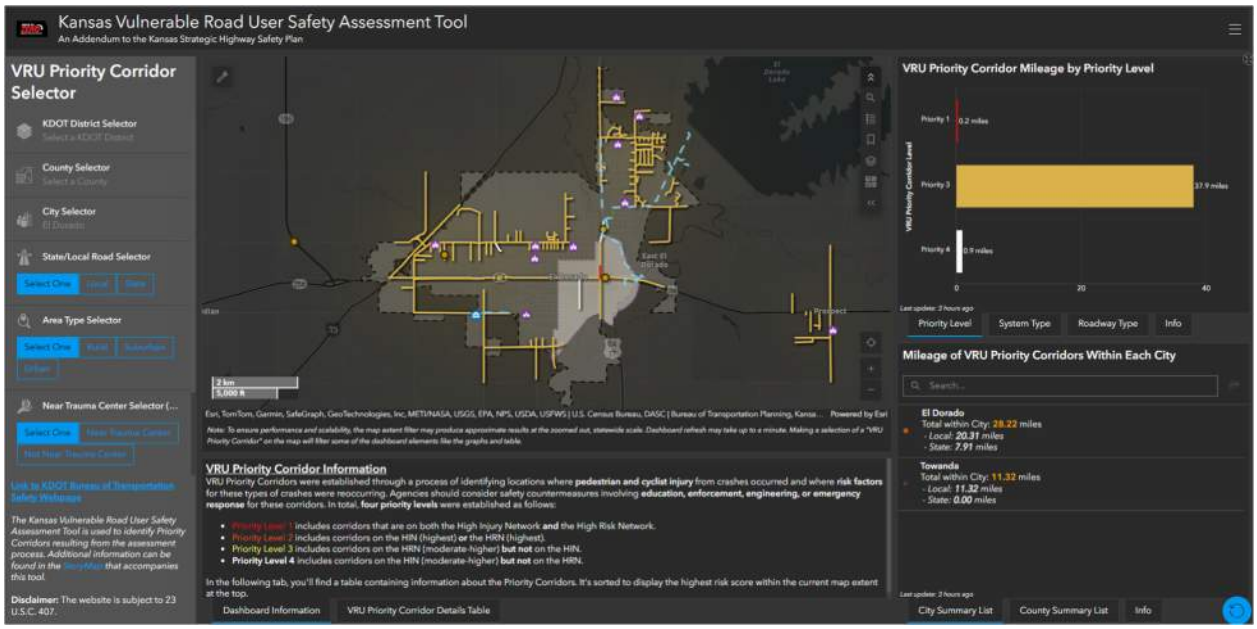
The VRUSA highlights that pedestrians account for more than 70% of VRU fatalities and serious injuries, with bicyclists comprising about 29%. Disadvantaged Census Tracts (DACs), urban areas, and demographic groups such as males, young people under 24, and

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

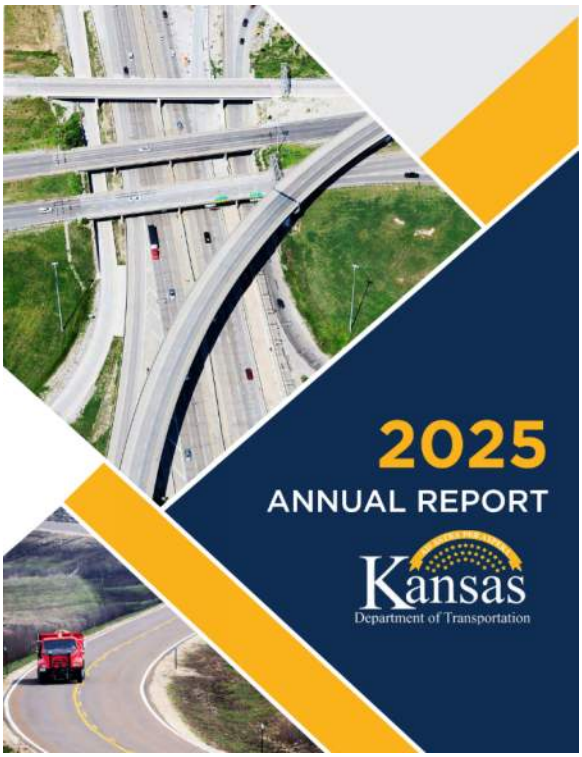


KDOT developed a Vulnerable Road User (VRU) Dashboard as part of the 2023 VRU Safety Assessment to make complex crash data accessible for local governments and stakeholders. The dashboard allows users to filter VRU fatal and serious injury crashes by geography, time period, roadway characteristics, and 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.

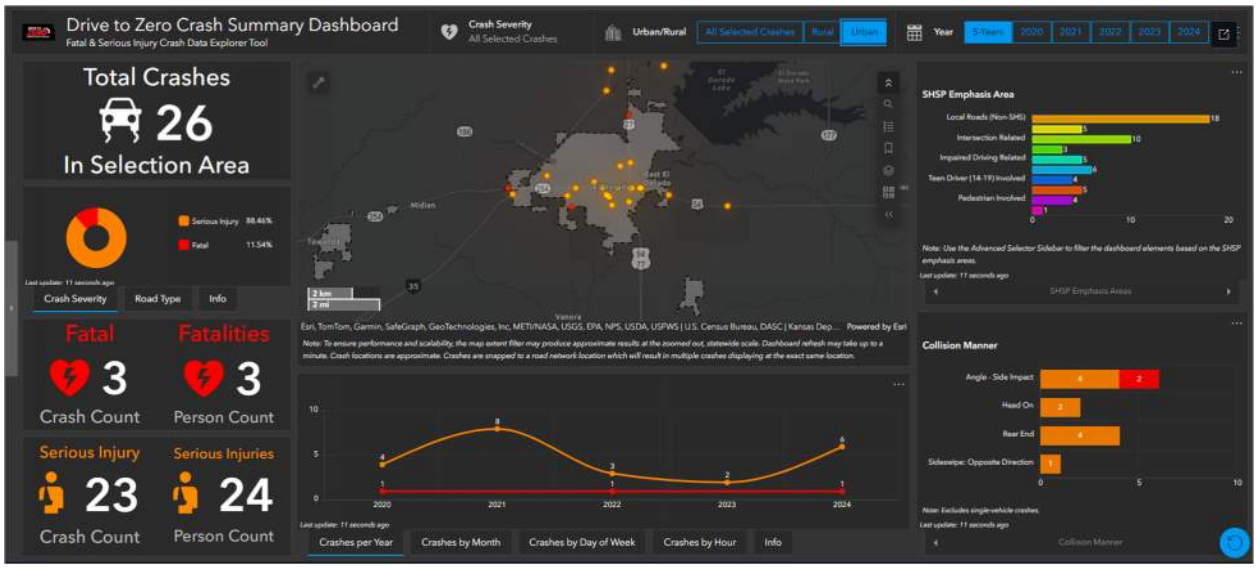
Kansas Drive to Zero Plan (2025–2029)

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

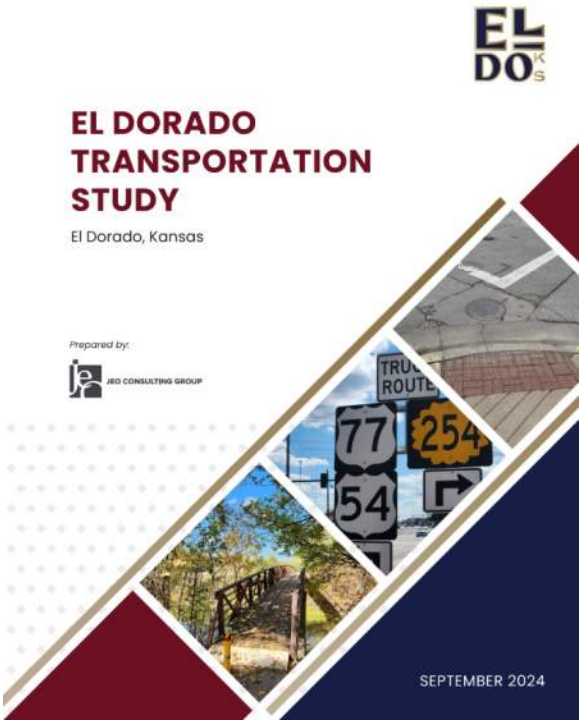


The Kansas Drive to Zero Crash Dashboard provides an interactive view of fatal and serious injury crashes across the state, with data filters by geography, roadway type, user group, and contributing circumstances. Between 2016 and 2021, the dashboard indicates that severe crashes continue to be concentrated 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)



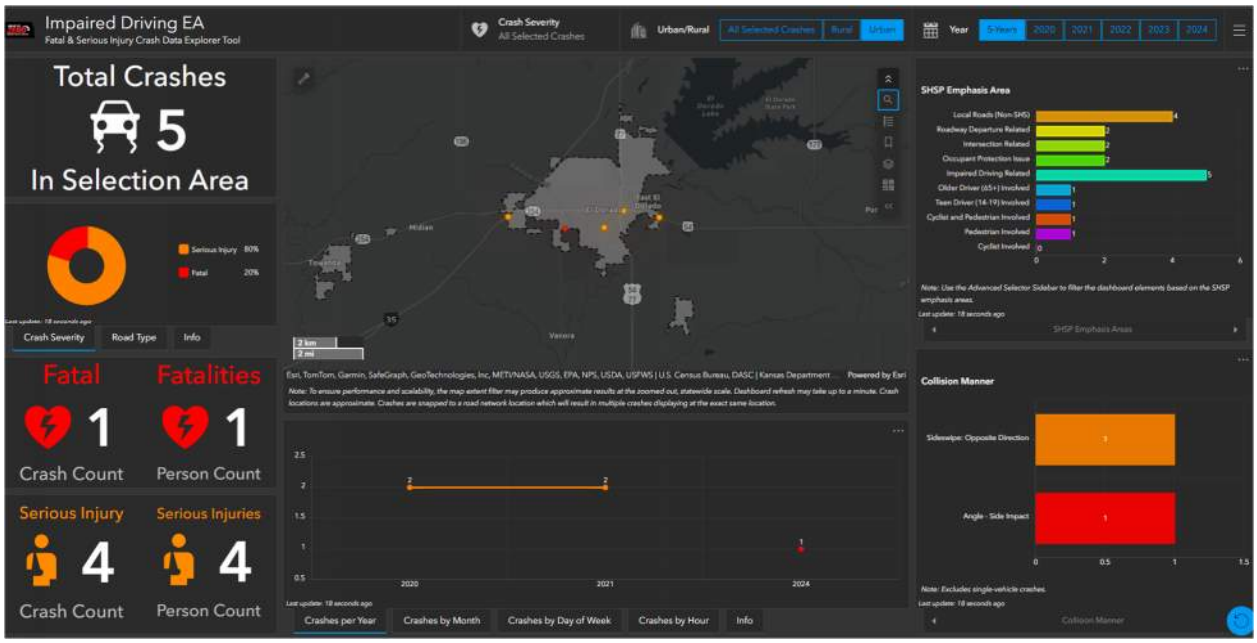
The 2024 El Dorado Transportation Study offers a comprehensive assessment of the city's transportation network, identifying strategies to enhance safety, efficiency, and accessibility. Through community engagement, crash data review, and system performance analysis, the study established a vision for 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.

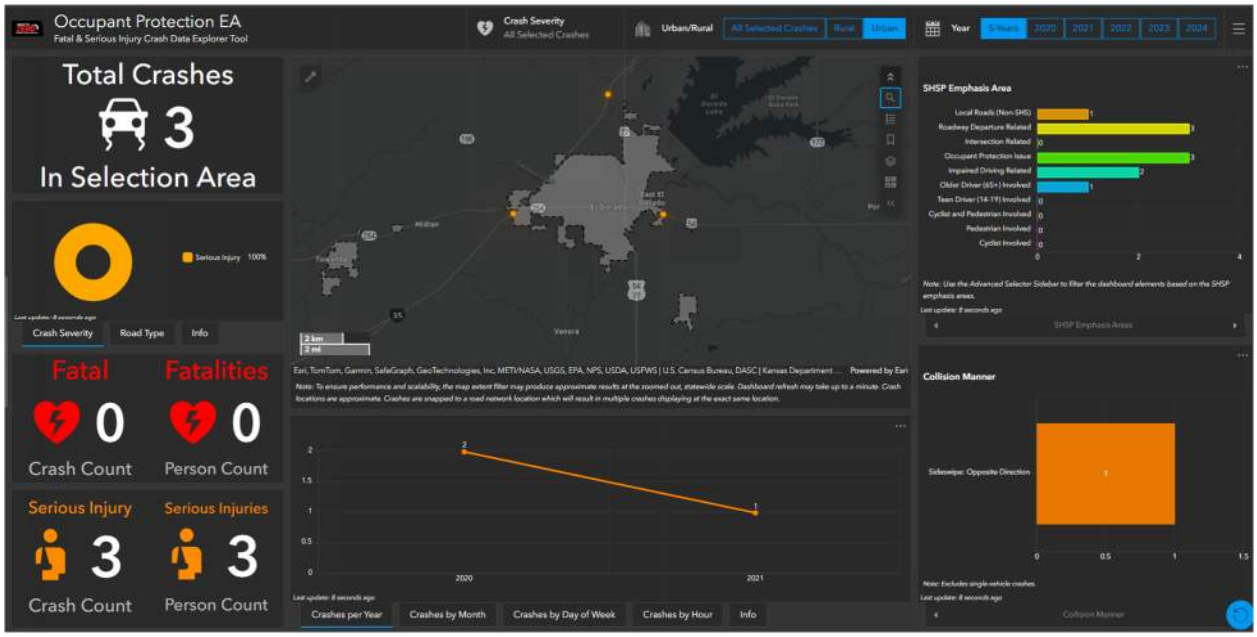
Key Safety Themes

Impaired Driving



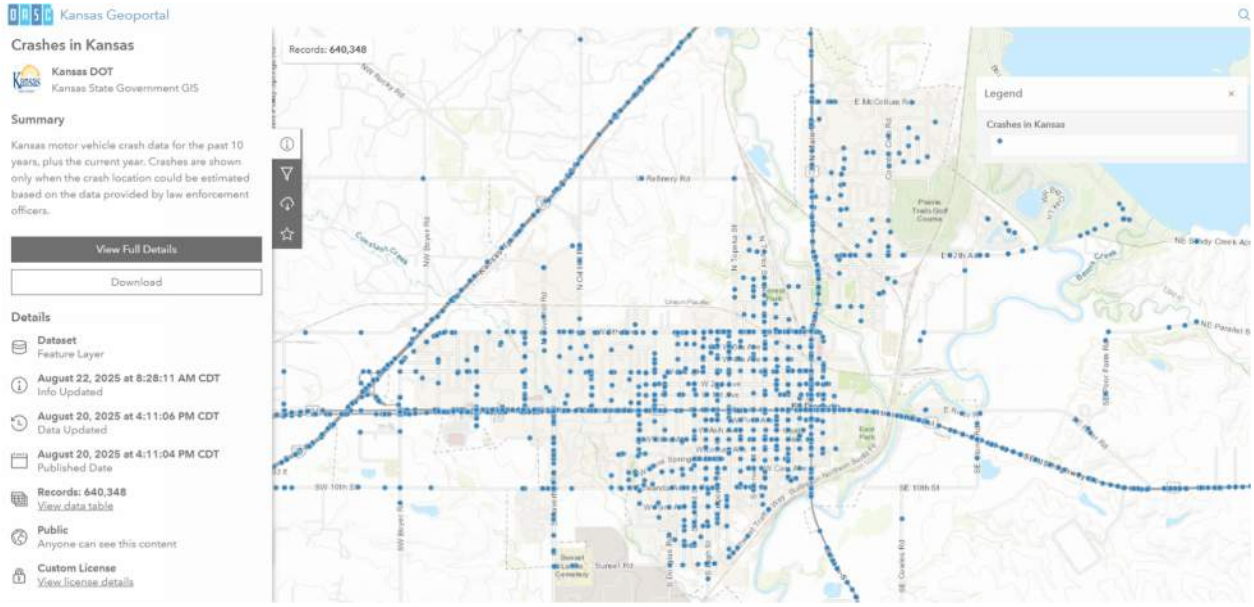
Impaired driving remains one of the most persistent contributors to fatal and serious injury crashes in Kansas. Both the Highway Safety Plan (HSP) and the Drive to Zero Plan identify alcohol- and drug-related crashes as a top emphasis area. Statewide, impaired driving has been linked to a significant 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



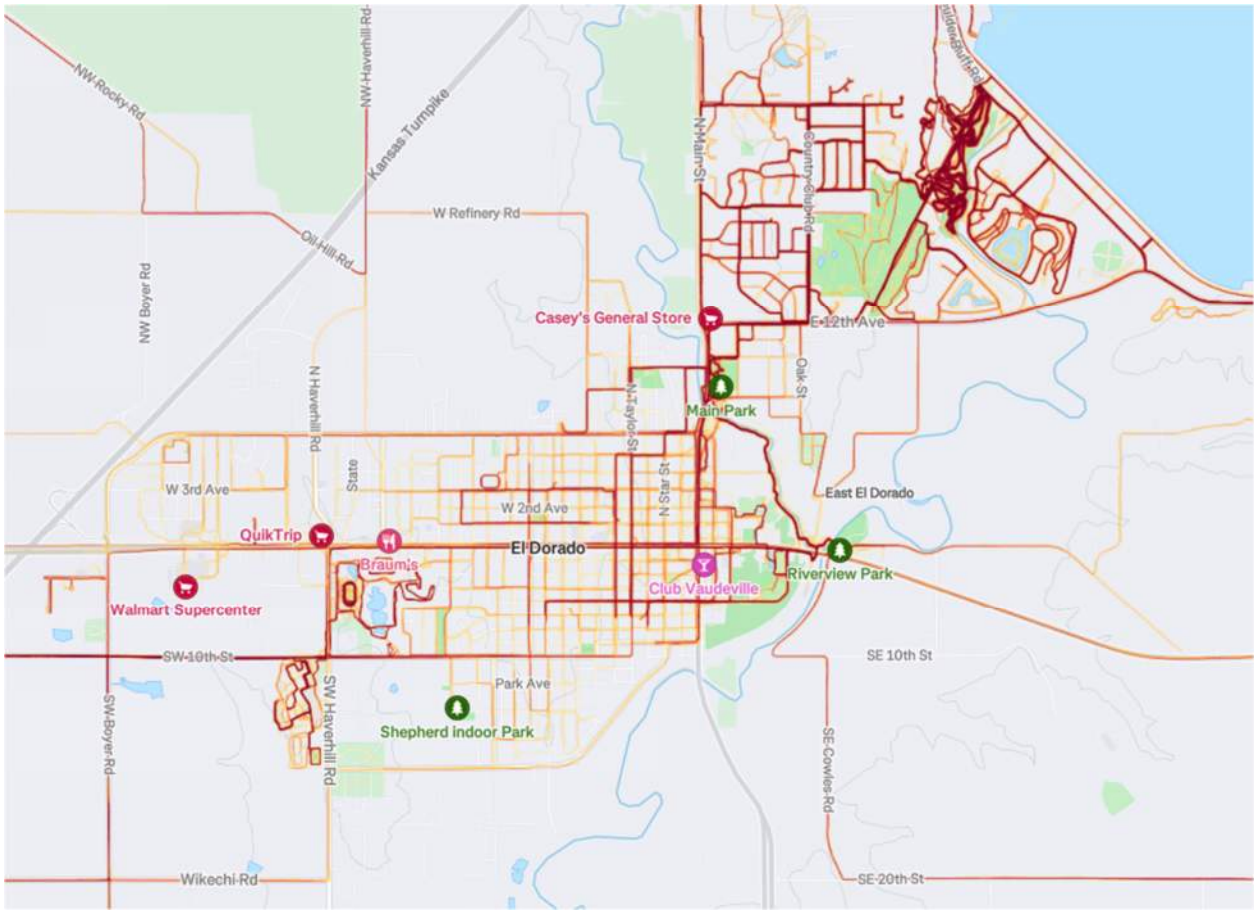
Seat belt use in Kansas continues to lag behind the national average, particularly in rural areas, highlighting occupant protection as a critical emphasis area. The Triennial Highway Safety Plan documents ongoing efforts to increase seatbelt usage through programs such as “Click It or Ticket” and the 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.

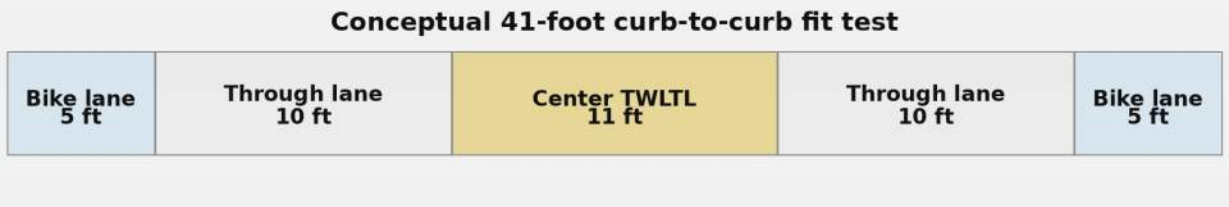

Figure 1. Illustrative 41-foot curb-to-curb fit test for a 3-lane road diet with conventional bike lanes. This is a planning-level concept only, not a final design.

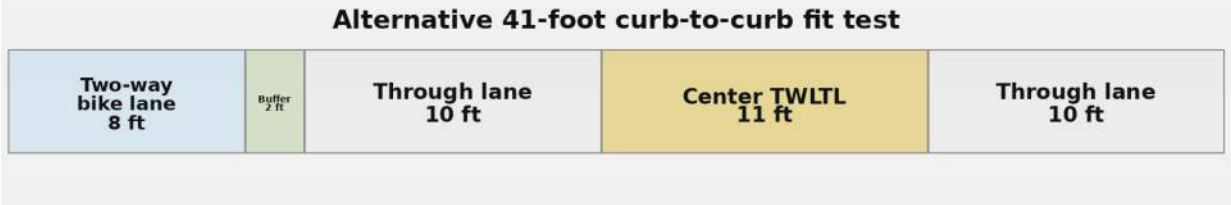

Figure 1A. Alternative 41-foot curb-to-curb fit test showing an 8-foot two-way bike lane, 2-foot buffer, two 10-foot through lanes, and an 11-foot center TWLTL. This concept fits within 41 feet on paper and illustrates a more separated side-bikeway option, but it would require special intersection and driveway design because one direction of bicycle travel operates opposite the adjacent motor-vehicle lane.

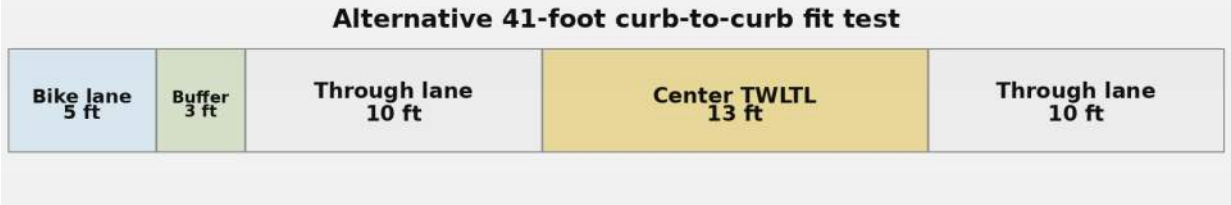

Figure 1B. Alternative 41-foot curb-to-curb fit test showing one-way buffered bike lane concept: 5-foot bike lane + 3-foot buffer + 10-foot through lane + 13-foot center TWLTL + 10-foot through lane. This is a planning-level concept only, not a final design.

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.

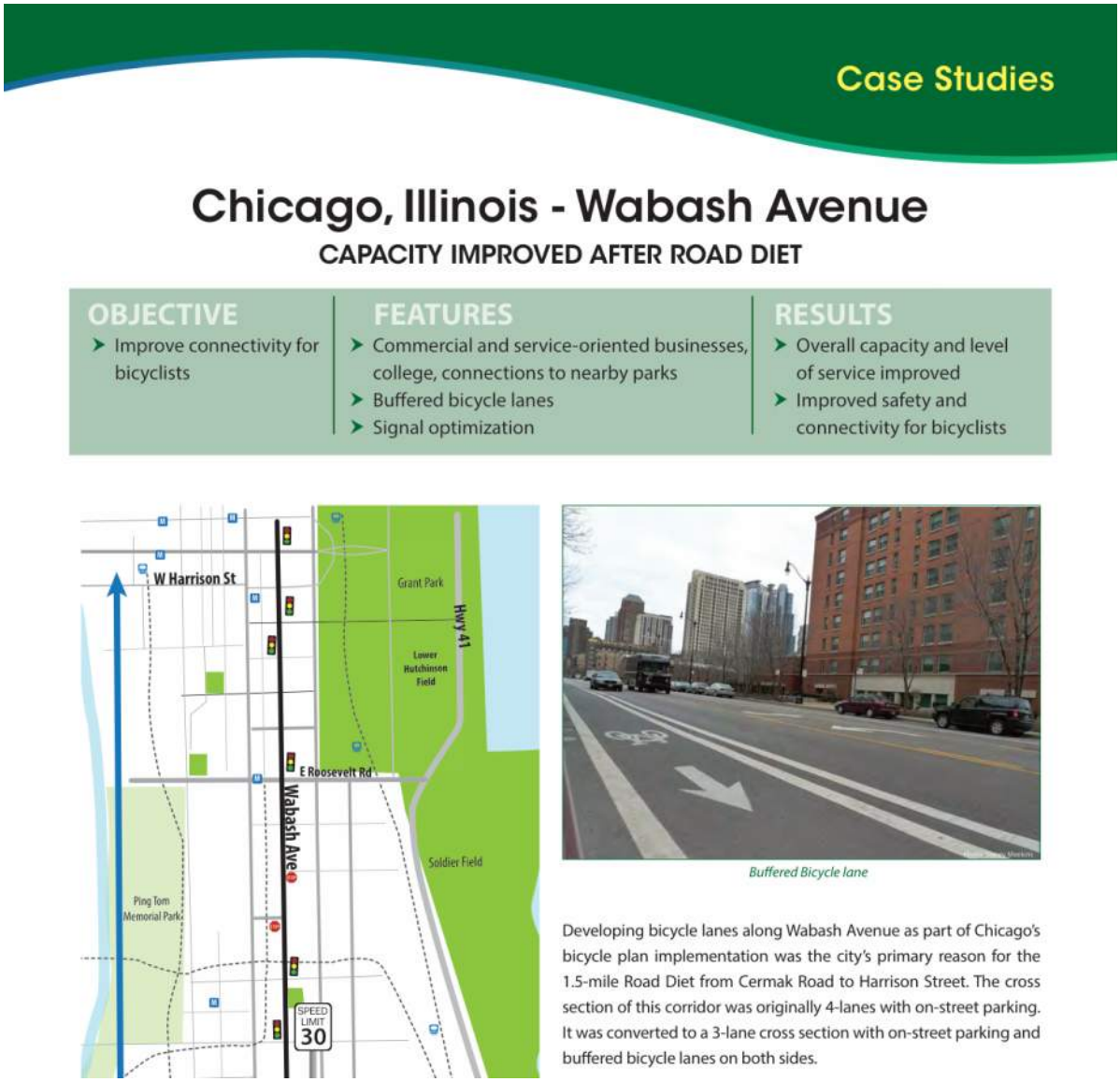

Figure 3. Chicago, Illinois – Wabash Avenue. FHWA case-study graphic showing a 4-to-3 conversion with buffered bike lanes and signal optimization. Source: FHWA Road Diet Case Studies, pp. 13–14.

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.

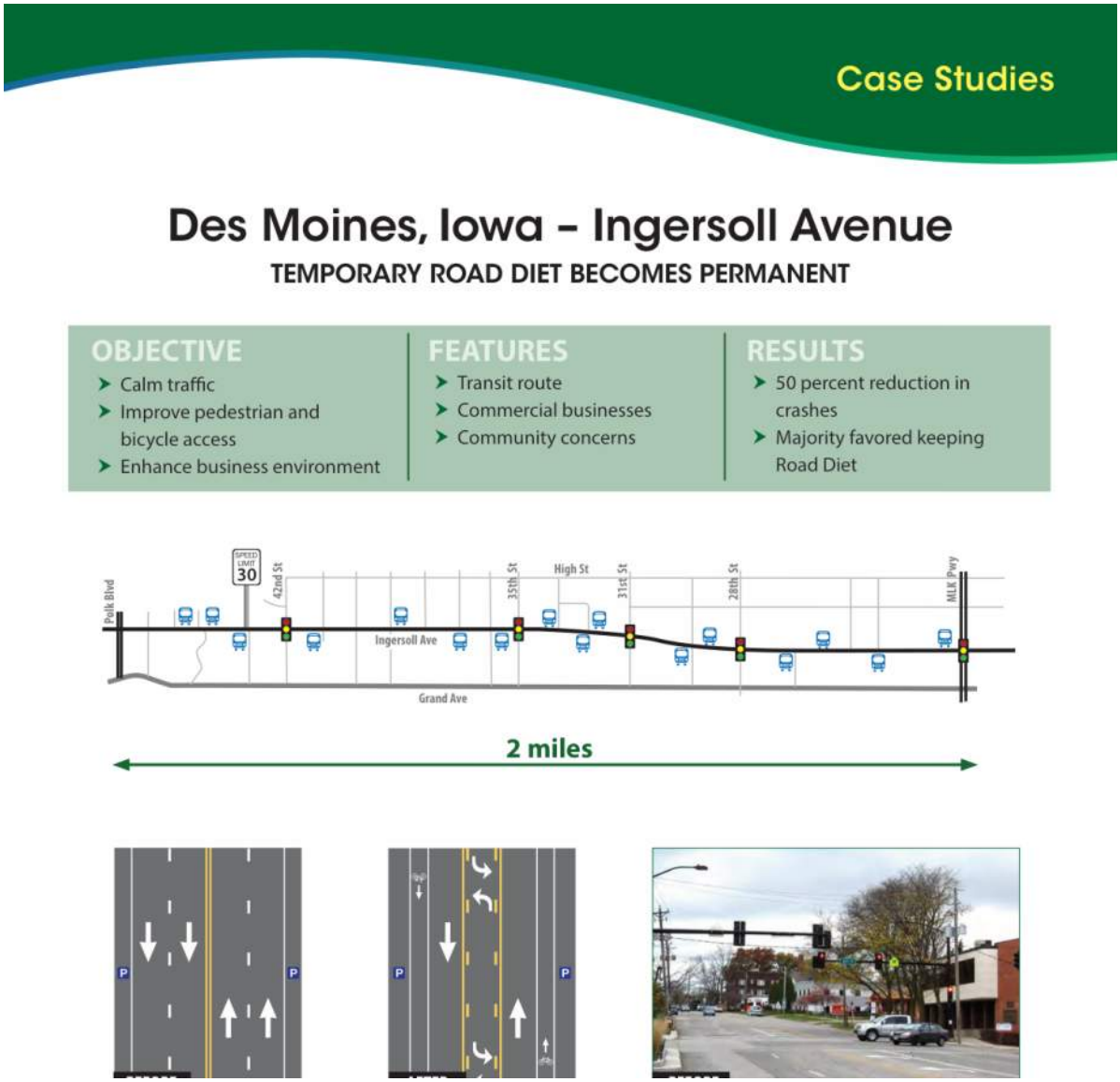

Figure 4. Des Moines, Iowa – Ingersoll Avenue. FHWA case-study graphic showing the 2-mile road-diet corridor and the before-and-after section. Source: FHWA Road Diet Case Studies, pp. 27–28.

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.

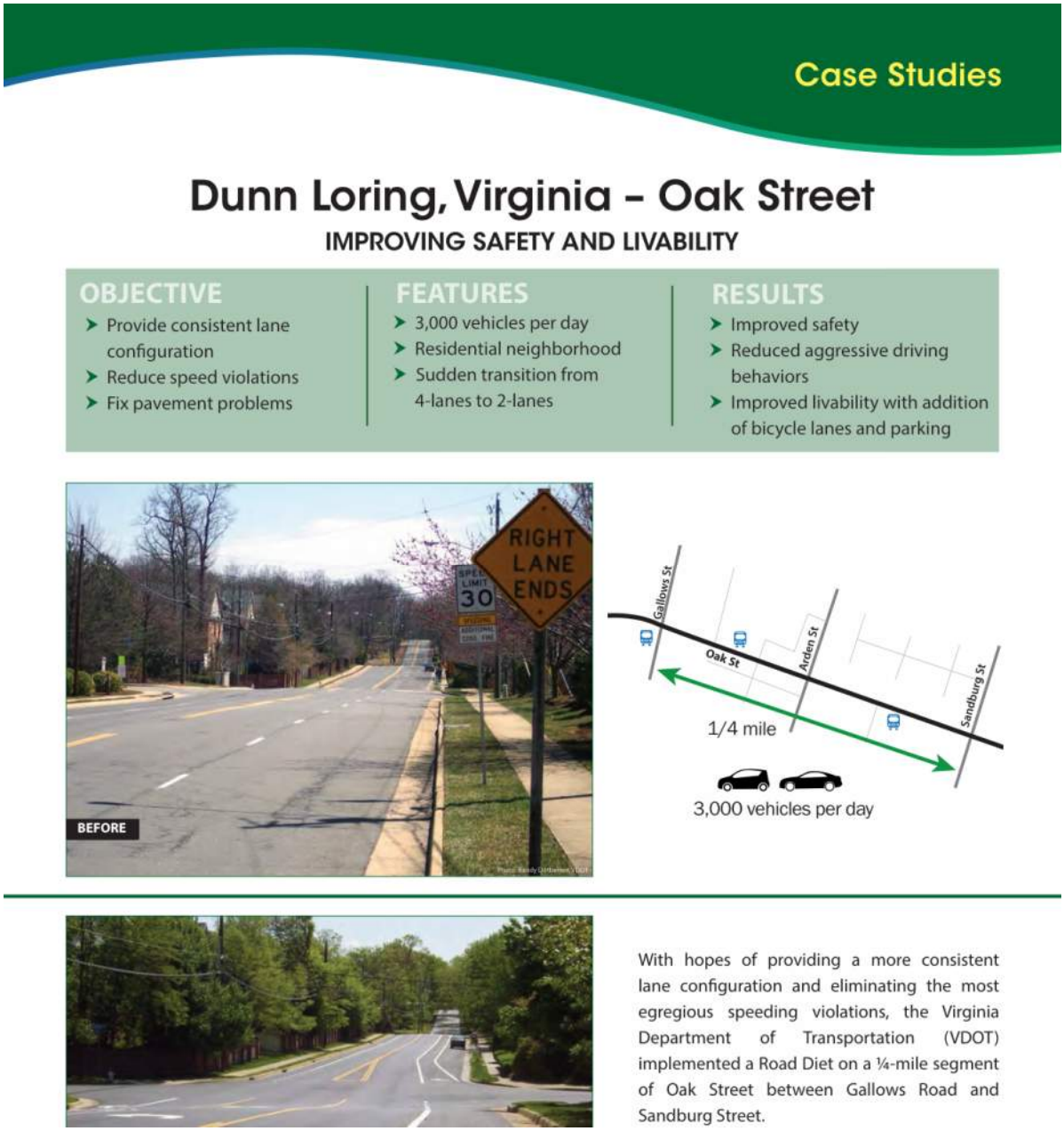

Figure 5. Dunn Loring, Virginia – Oak Street. FHWA case-study graphic showing before/after conditions and striping changes implemented during resurfacing. Source: FHWA Road Diet Case Studies, pp. 25–26.

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.

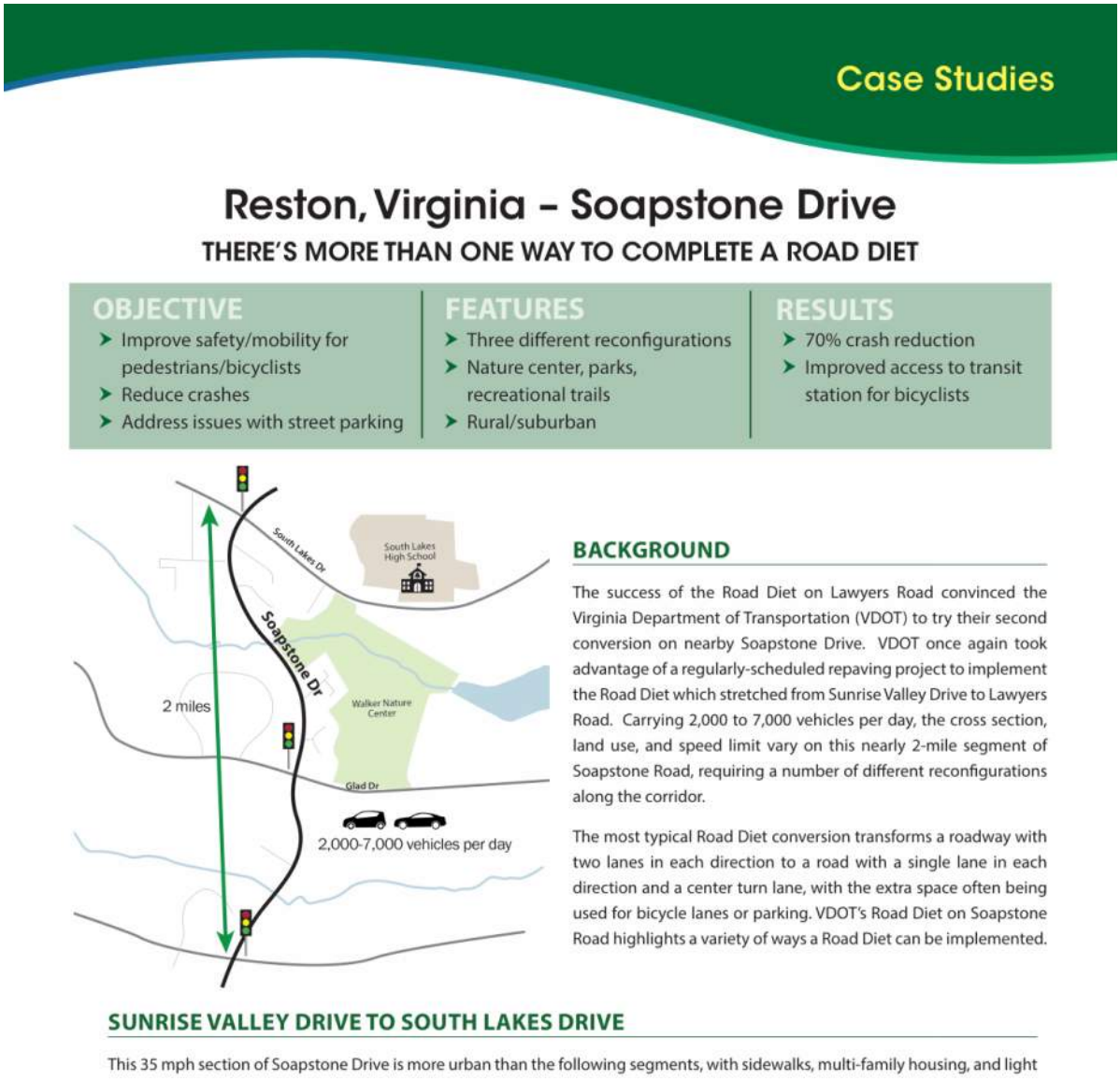

Figure 6. Reston, Virginia – Soapstone Drive. FHWA case-study graphic showing multiple road-rightsizing treatments along one corridor. Source: FHWA Road Diet Case Studies, pp. 23–24.

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

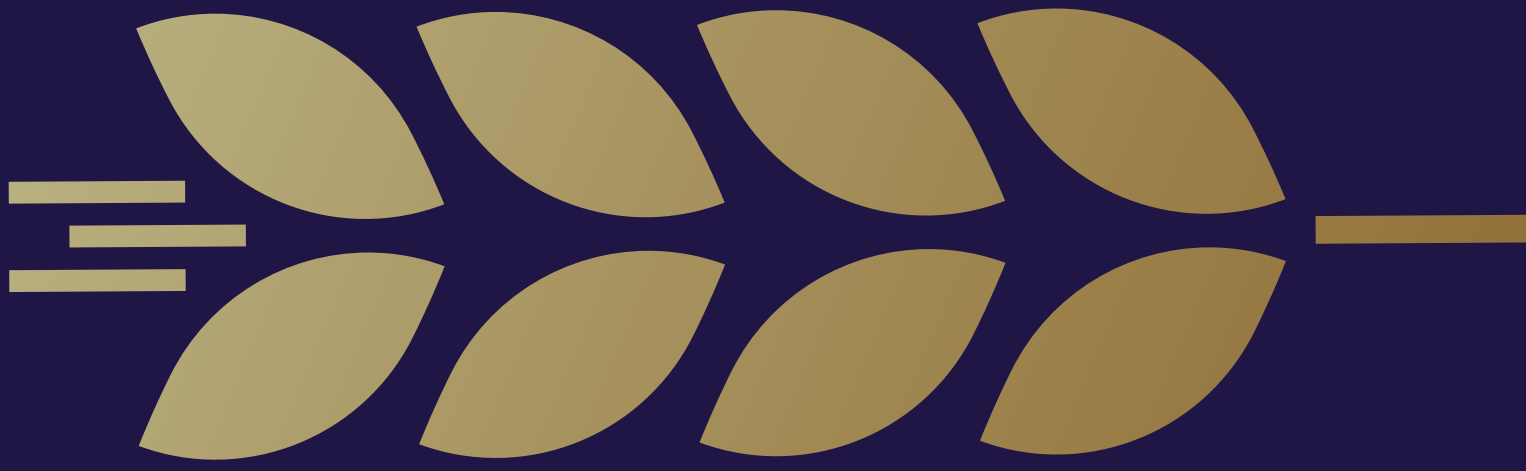
COST DETAILS

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:	Emerald Veatch, City Clerk/Executive Assistant
SUBJ:	Consideration of an Amendment to Chapter 9 of the Municipal Code Pertaining to Consumption on Public Property and an Amendment to Chapter 4 of the Municipal Code Renewing the Walnut River Brewery Common Consumption Area.
DATE:	May 18, 2026

Background:
K.S.A. 41-2659 permits a city to establish, by ordinance or resolution, one or more common consumption areas within the limits of the city. A common consumption area is defined as an indoor or outdoor area not otherwise licensed where the possession of alcoholic liquor and cereal malt beverage (CMB) is allowed, pursuant to said permit. It must be defined by a barrier or other apparent line of demarcation and have signs posted identifying the boundaries and providing notice to those entering or leaving the area.

Given the number of events at the Brewery, the ABC Agent suggested that we make the street in front of the brewery a common consumption area for more efficient licensing. During larger events, the city will provide barricades to block the streets from traffic.

Attachments:

1. Common Consumption Ordinance WRB Renewal

Strategic Priorities:
NA

Operation and Financial Impact:
There is no fiscal impact to the city.

Alternatives:
The City Commission must decide whether to allow the establishment of a common consumption area.

Trade-Offs:
NA

Staff Recommendation:
Approve Ordinance as presented

Commission Action:
Commissioner _____ moved to approve an ordinance amending Chapter 9 of the Municipal Code of the City of El Dorado, Kansas, pertaining to consumption on public property and amending Chapter 4 of the Municipal Code of El Dorado, Kansas, and establishing a Common Consumption Area.

Commissioner _____ seconded the motion.

Advisory Board Recommendation:

ORDINANCE NO. G- 1462

AN ORDINANCE AMENDING CHAPTER 9 OF THE MUNICIPAL CODE OF EL DORADO, KANSAS PERTAINING TO CONSUMPTION ON PUBLIC PROPERTY AND AMENDING CHAPTER 4 OF THE MUNICIPAL CODE OF EL DORADO, KANSAS AND ESTABLISHING A COMMON CONSUMPTION AREA

WHEREAS, K.S.A. 41-2659 permits a city to establish, by ordinance or resolution, one or more common consumption areas within the limits of the city, and to authorize the possession and consumption of alcoholic liquor or cereal malt beverage within the common consumption area; and

WHEREAS, Subsection (g)(1) of K.S.A. 41-2659 states that "common consumption area" means a defined indoor or outdoor area not otherwise subject to a license issued pursuant to the Kansas Liquor Control Act or the Club and Drinking Establishment Act where the possession and consumption of alcoholic liquor or cereal malt beverage is allowed pursuant to a common consumption area permit.

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

SECTION 1: Section 9.12.020 of the Municipal Code of the City of El Dorado, Kansas is hereby amended to read as follows:

9.12.040 - Consumption on public property.

Except as provided in Chapter 4 of the El Dorado, Kansas Municipal Code:

A. It is unlawful for any person to drink or consume alcoholic liquor upon the public streets, alleys, roads or highways, or in beer parlors, taverns, poolhalls or places to which the general public has access, whether or not an admission or other fee is charged or collected, or upon property owned by the state or any governmental subdivision thereof, or inside vehicles while upon the public streets, alleys, roads or highways.
B. Consumption of alcoholic liquor in public places is a Class C violation.

SECTION 2: Section 4.04.010 of the Municipal Code of the City of El Dorado, Kansas is hereby amended to include the following:

4.01.010 – Definitions.

"Public Place" shall include upon any street, public thoroughfare, public parking lot or any privately owned parking area made available to the public generally, within any parked or driven motor vehicle situated in any of the aforesaid places or upon any property owned by the state or any governmental subdivision thereof unless such property is leased to others under K.S.A. 12-1740 et seq. if the property is being used for hotel or motel purposes or purposes incidental thereto or is owned or operated by an airport authority created pursuant to Chapter 27 of the Kansas Statutes Annotated.

"Common Consumption Area" here on referred to as a CCA, is a defined indoor or outdoor area not otherwise licensed where the possession and consumption of alcoholic liquor and cereal malt beverage is allowed pursuant to a common consumption area permit. The boundaries of any common consumption area must be clearly marked using a physical barrier or other apparent line of demarcation. Every common consumption area shall have signs conspicuously posted identifying the boundaries of such area, and such signs must be in a size and manner to provide notice to persons entering or leaving the area.

SECTION 3: Section 4.30 is hereby added to the Municipal Code of the City of El Dorado, Kansas to read as follows:

4.30.010 - Common Consumption Area established.

(a) In accordance with K.S.A. 41-2659, and amendments thereto, the Governing Body hereby establishes the Walnut River Brewery Common Consumption Area ("Brewery CCA") located at the 100 block of Locust Avenue. The properties at 501 S Main St and 111 W Locust Ave (AKA Lots 8,9,10, & 11 in Block 2 of Finley's JK Addition to El Dorado), and the north 96 feet of the adjacent alleyway to the west. Also, the road right-of-way in the 100 block of W Locust Ave, provided that a common consumption area permit has been issued by the Director of the Kansas Department of Revenue Division of Alcoholic Beverage Control ("Director").
(b) The possession and consumption of alcoholic liquor or cereal malt beverages in the Brewery CCA is authorized on Thursday, Friday, and Saturday between the hours of 10 a.m. and 11 p.m. An exception may be made for a change in day or time if prior approval is granted via a special event permit approved by the Governing Body.

4.30.012 - Common Consumption Area established.

a) In accordance with K.S.A. 41-2659, and amendments thereto, the Governing Body hereby establishes the Speedtrap Distillery Common Consumption Area ("Speedtrap CCA") located at the Lot 1 and the north 31 feet of lot 2 in block 2 of the Gordons Addition to El Dorado (AKA 703 S Main St). Also, the road right-of-way of the 100 block of W Carr Ave, provided that a common consumption area permit has been issued by the Director of the Kansas Department of Revenue Division of Alcoholic Beverage Control ("Director").

b) The possession and consumption of alcoholic liquor or cereal malt beverages in the Speedtrap CCA is authorized on Thursday, Friday, and Saturday between the hours of 10 a.m. and 11 p.m. An exception may be made for a change in day or time if prior approval is granted via a special event permit approved by the Governing Body.

4.30.020 - Common Consumption Area - Rules of Conduct.

(a) Sales Conditions. C C A permits are for the possession and consumption of alcoholic liquor or cereal malt beverages only. No sales of alcoholic liquor or cereal malt beverage may occur on premises covered by the CCA permit unless the sales are conducted by a caterer licensed in accordance with all City requirements for a catered event, a separate special event permit has been issued for that specific area, or a drinking establishment has been authorized in writing by the City Clerk or designee to operate a noncontiguous service area in accordance with K.S.A. 41-2659(e)(2).

(b) Consumption Areas. Alcoholic liquor or cereal malt beverage drinks may be consumed on public property within the CCA including sidewalks and crosswalks. Still, they shall not be consumed in public parking lots, street parking stalls, or the public thoroughfare ("street") unless the street has been closed to vehicular traffic for a special event approved by the Governing Body.

(c) Purchases Outside of the CCA. The possession and consumption of alcoholic liquor or cereal malt beverage purchased outside of the CCA, and its participating licensees shall not be permitted inside the boundaries of the CCA without prior approval of a special event permit by the Governing Body.

(d) Removal of Purchases from Within the CCA. No open container of alcoholic liquor or cereal malt beverage purchased within the CCA shall be removed from the boundaries of the CCA.

(e) Containers and One-Drink per-person limit. All alcoholic liquor and cereal malt beverage removed from a licensed premises or otherwise sold within the CCA shall be served in a paper or plastic cup no larger than sixteen (16) fluid ounces that displays the licensee's trade name or logo or other identifying mark that is unique to the licensee. No establishment participating in the CCA shall allow any person to leave their premises and enter the CCA with more than one such alcoholic beverage at a time. Paper or plastic cups shall be single serve and not be refilled by the licensee identified on the cup, by any other licensed establishment participating in the CCA, or by any other person or party.

(f) Conduct. All persons within the CCA shall follow all laws and ordinances concerning the purchase, sale, and consumption of alcohol or cereal malt beverage. Any person acting in a way that violates any provisions of the Municipal Code, State public laws, including but not limited to any offenses against person, property, public peace, public safety, or public morals, will be removed from the CCA.

(g) Licensed Premises. Any licensee of a licensed premises located within or immediately adjacent to the CCA may request permission from the Kansas Alcoholic and Beverage Control Director to participate in the CCA upon forms prescribed by the Director.

(1) Removal of Alcohol from Licensed Premises. Any licensee of a licensed premises who has requested and received permission to participate in the CCA may allow its legal patrons to remove one alcoholic liquor or cereal malt beverage purchased from the licensee per person into the premises described by the CCA permit.

(2) Noncontiguous Sales. In addition to their licensed premises, one or more licensees that have requested and received permission to participate in the CCA may offer for sale, sell, and serve alcoholic liquor or cereal malt beverage for consumption from one noncontiguous service area within the CCA, as designated and approved by the CCA permit holder. The licensee shall prominently display a copy of its drinking establishment license and the approval of the CCA permit holder at its noncontiguous service area.

(3) Compliance with Applicable Laws. Each licensee within the CCA shall comply with all City ordinances, Federal and State laws regulating the purchase, sale and consumption of alcoholic liquor or cereal malt beverage. Any violations of the common consumption area restrictions, City ordinances, or State or Federal laws may result in revocation of the licensee's participation in the CCA. Each licensee within the CCA shall be liable for violations of all liquor laws governing the sale and consumption of alcoholic liquor or cereal malt beverage that occur on the licensee's premises.

(4) Signage. Any licensed establishment that allows patrons to leave the establishment with an alcoholic beverage in an open container as provided in this Article shall maintain posted inside all exit doors for clear public view a map of the current boundaries of the entertainment district and a sign of at least eleven (11) inches by eight and one-half (8.5) inches that states the following:

"All patrons leaving this establishment with an alcoholic beverage in an open container do hereby assume full responsibility to consume such alcoholic beverage only if it has been served in a paper or plastic cup not to exceed 16 ounces in size and obtained from an establishment licensed to sell alcoholic beverages within the common consumption area (CCA) outlined on the map below. Any individual who leaves the CCA with an alcoholic beverage in an open container is in violation of the El Dorado, KS Code of Ordinances and may be subject to a citation, arrest, incarceration, and/or fine."

(4) Liability. Each licensee within a CCA shall be liable for violations of all liquor laws governing the sale and consumption of alcoholic liquor or cereal malt beverage that occur on the licensee's premises. Licensee shall provide any insurance coverage or proof of coverage as may be required by the Governing Body as a condition of participating in the CCA.

4.30.030 - Common Consumption Area - Notification.
Upon passage of an ordinance or resolution establishing a CCA, the City shall immediately notify the Director of the Kansas Alcoholic Beverage Control Division of the establishment of the CCA and submit a copy of the ordinance or resolution along with such notice."

SECTION 4: All ordinances or parts of ordinances in conflict herewith are repealed. However, any section of an existing ordinance not in conflict herewith is not repealed and remains in full force and effect.

SECTION 5: This Ordinance shall become effective upon passage and publication of the Ordinance summary as provided by law.

PASSED BY THE CITY COMMISSION AND SIGNED BY THE MAYOR THIS 18TH DAY OF MAY 2026.

_____
Bill Young, Mayor

ATTEST:

_____
Emerald Ashlock, City Clerk