



CITY COMMISSION MEETING AGENDA

City Hall Commission Chambers

806 N 2nd Avenue

Dodge City, KS

Monday, June 2, 2025

7:00 p.m.

MEETING # 5311

CALL TO ORDER

ROLL CALL

INVOCATION BY

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

PETITIONS & PROCLAMATIONS

VISITORS (Limit of five minutes per individual and fifteen minutes per topic. Final action may be deferred until the next City Commission meeting unless an emergency situation does exist).

CONSENT CALENDAR

1. Approval of May 16, 2025 Study Session Minutes.
2. Approval of May 19, 2025 City Commission Meeting Minutes,
3. Appropriation, Ordinance No. 11, June 2, 2025
4. Cereal Malt Beverage License:
 - a. Walmart Store, 1905 N. 14th Avenue
(Application on file in City Clerk's Office)

ORDINANCES & RESOLUTIONS

Ordinance No. 3831: An Ordinance Amending Chapter 14, Article 2, Section 204 of the Code of the City of Dodge City -Report by Paige Gilmore, City Attorney.

Resolution No. 2025-16: A Resolution for the Temporary Suspension and Waiver of Certain Provisions of Ordinance No. 2838 and the 2018 International Fire Code Pertaining to the Discharge of Fireworks Within the City Limits of the City of Dodge City, KS. Report by Bradley Hines, Dodge City Fire Chief.

Resolution No. 2025-17: A Resolution Adopting a Vision Zero Policy and Proclaiming the City's Commitment to End Traffic Fatalities and Serious Injury Crashes in Dodge City and Implementation of a Safe Streets and Roads Plan for All by 2040. Report by Ray Slattery, Director of Engineering.

UNFINISHED BUSINESSES

NEW BUSINESS

1. Approval to Purchase Pickup Trucks for Various Divisions. Report by Ryan Reid, Director of Administrative Services.
2. Approval of Dodge City's Safe Streets and Roads for All (SS4A) Implementation Grant Application. Report by Tanner Rutschman, PE, City Engineer.
3. Approval of Bid for Water Softener and Plumbing and Pipe Installation for United Wireless Arena and Boot Hill Casino and Resort Conference Center. Report by Kevin Israel and Assistant Manager, Melissa McCoy.
4. Approval to Replat Property (Westview Place, No. 3 Plat) Zoned R-2 Residential Medium Density, to Allow for the Creation of 2 Lots and Utility Easement. Report by Nathan Littrell, Planning and Zoning Administrator.
5. Approval of Quote for Handrail Fabrication for North Bound 14th Avenue Bridge. Report by Ray Slattery, Director of Engineering.

OTHER BUSINESS

STAFF REPORTS

ADJOURNMENT



CITY COMMISSION STUDY SESSION MINUTES

City Hall Commission Chambers

806 N 2nd Avenue

Dodge City, KS

Friday 16, 2025

7:00 a.m.

STUDY SESSION

ROLL CALL: Vice Mayor Daniel Pogue, Commissioners Chuck Taylor, Rick Sowers, Michael Burns present. Mayor Jeff Reinert reported absent.

- Discussion of Child Care Facility and Design

Joann Knight, Director, and Mollea Lightner, Assistant Director of Dodge City/Ford County Development Corporation gave a report on details for funding and design for a new childcare facility center.

ADJOURNMENT

Commissioner Michael Burns moved to adjourn the meeting. Commissioner Chuck Taylor seconded the motion. The motion carried 4 - 0.

ATTEST:

Mayor

City Clerk



CITY COMMISSION MEETING MINUTES

City Hall Commission Chambers

806 N 2nd Avenue

Dodge City, KS

Monday, May 19, 2025

7:00 p.m.

MEETING # 5310

CALL TO ORDER

ROLL CALL Mayor Jeff Reinert reported absent, Vice Mayor Daniel Pogue, Commissioners Chuck Taylor, Rick Sowers and Michael Burns present.

INVOCATION BY Lt. Marcello Marin of Salvation Army

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA Vice Mayor Daniel Pogue moved to approve the agenda as presented. Commissioner Chuck Taylor. Commissioner Michael Burns seconded the motion. The motion carried 4 - 0.

PETITIONS & PROCLAMATIONS

Vice Mayor Daniel Pogue read the National Public Works Week Proclamation and proclaimed May 18 through May 23, 2025 as National Public Works Week and called upon all citizens and civic organizations to acquaint themselves with the issues involved in providing our public works and to recognize the contributions which public works officials make every day to our health, safety, comfort, and quality of life.

Corey Keller, Public Works Director spoke and wanted to recognize the men and women that help keep Dodge City running smoothly. This years National Public Works Week theme is “people, purpose, and presence which is a reminder of what Public Works is about.

There will be a luncheon to celebrate the Public Works team and thank them for all their hard work. The luncheon will be held on May 22 at the MSB Building from 11:30 – 1:00 pm. All city employees are invited to attend.

VISITORS (Limit of five minutes per individual and fifteen minutes per topic. Final action may be deferred until the next City Commission meeting unless an emergency situation does exist).

CONSENT CALENDAR

1. Approval of City Commission Meeting Minutes.
2. Approval of Change Order #2 for East Trail Street, Asphalt Mill & Inlay Project.
3. Approval of Change Order #1 and #2 for the Cemetery Pathway Paving.
4. Approval to Authorize a 5-year Lease Agreement with the Federal Aviation Administration (FAA) at the Dodge City Regional Airport Terminal Building.

Commissioner Michael Burns made a motion to accept the consent calendar as presented. Commissioner Chuck Taylor seconded the motion. The motion carried 4 - 0.

ORDINANCES & RESOLUTIONS

Ordinance No. 3828: An Ordinance of the City of Dodge City, Kansas, terminating a Rural Housing Incentive District within the City (Summerlon Phase II RHID); and acknowledging and authorizing the discharge of the Bond Trust Indenture related thereto was approved on a motion by Commissioner Michael Burns. Commissioner Rick Sowers seconded the motion. The motion carried 4 - 0.

Ordinance No. 3829: An Ordinance directing the installation of stop signs at the intersections of Ross Boulevard and Choctaw Street, Ross Boulevard and Chickasaw Way, Red Demon Drive and Cecil Street, Anna Avenue and Barbara Lane East and providing penalties for the violation of the provisions of the Ordinance was approved on a motion by Commissioner Michael Burns. Commissioner Chuck Taylor seconded the motion. The motion carried 4 - 0.

Ordinance No. 3830: An Ordinance providing for the acquisition by eminent domain of certain private property, easements and right-of-way therein, for the purpose of acquiring real property for the construction, improvement, repair and widening of East Trail Street in the City of Dodge City Ford County, Kansas: designating the lands required for such purposes and directing the City Attorney to file a petition on the District Court of Ford County, Kansas, for acquisition of the lands and easements therein taken and providing for payment of the cost thereof was approved on a motion by Commissioner Chuck Taylor. Commissioner Rick Sowers seconded the motion. The motion carried 4 - 0.

Resolution No. 2015-15: A Resolution declaring the necessity for acquiring private property for the use of the City of Dodge City in connection with the reconstruction of East Trail Street was approved on a motion by Commissioner Chuck Taylor. Commissioner Rick Sowers seconded the motion. The motion carried 4 - 0.

UNFINISHED BUSINESSES

NEW BUSINESS

1. Commissioner Michael Burns moved to approve the Special Assessment Proceedings for Iron Flats. Commissioner Rick Sowers seconded the motion. The motion carried 4 - 0.
2. Commissioner Michael Burns moved to approve change order #17 for the installation of two pressure transmitters for anaerobic number four and gas detection and GHB three in the amount of \$51,396 and approve change order #25 for the revisions of the seal water system for the pumps at the primary and intermediate lift stations in the amount of \$47,182. Commissioner Chuck Taylor seconded the motion. The motion carried 4 - 0.
3. Commissioner Chuck Taylor moved to approve to purchase a 20-Foot Bat Wing Mower from Hi Plains Farm Equipment in the amount of \$33,200 for maintenance operations at the Dodge City Regional Airport. Commissioner Michael Burns seconded the motion. The motion carried 4 - 0.
4. Commissioner Michael Burns moved to approve the proposal from Brak-Hard Concrete Construction Co., LLC in the amount of \$50,607.70 for the Columbarium flatwork, sidewalk and parking area at Maple Grove Cemetery. Commissioner Chuck Taylor seconded the motion. The motion carried 4 - 0.
5. Commissioner Rick Sowers moved to approve to purchase utility vehicles from Masek Power Sports in the amount of \$37,198 and a bid from Van-Wall Equipment Inc. in the amount of \$36,597.82 for a total of \$73,79.82 for the Parks Department, Athletic Field Maintenance and Maple Grove Cemetery. Commissioner Michael Burns seconded the motion. The motion carried 4 - 0.
6. Commissioner Chuck Taylor moved to approve the of SS4A Implementation Grant Writing Agreement with TranSystems in the amount of \$45,000. Commissioner Michael Burns seconded the motion. The motion carried 4 - 0.

OTHER BUSINESS**STAFF REPORTS****ADJOURNMENT**

Commissioner Michael Burns moved to adjourn the meeting. Commissioner Chuck Taylor seconded the motion. The motion carried 4 - 0.

ATTEST:

Mayor

City Clerk



Memorandum

To: City Commissioners
From: Paige Gilmore, City Attorney; Jerad Goertzen, Captain with Dodge City Police Department
Date: June 2, 2025
Subject: Amendment of Section 14-204 of the City Code for the City of Dodge City
Agenda Item: Ordinances and Resolutions

Purpose: Approval of Ordinance No. 3831

Recommendation: Staff recommends approval of the Ordinance.

Background: Presently, the code section of our city code dealing with parking of large vehicles only allows enforcement on streets made of asphalt type paving material. In addition, the language was overbroad and could apply to most pick-up trucks. Therefore, staff would propose the amendments outlined here to allow enforcement on all city streets and only for vehicles with a licensed and registered gross vehicle weight of over 24,000 pounds. The proposed amendments are mostly in section (a) of this ordinance. The redline copy attached shows the deletion of section (d) which is an edit that is advised by CivicPlus as part of our larger code update project. Provision (d) is not necessary as listing legislative intent is not a required portion of code provisions.

City Commission Options:

1. Approve
2. Disapprove
3. Table for further discussion

Financial Considerations: None.

Legal Considerations: The changes in this language have been reviewed by the Director of Development Services, the Chief of Police, and the City Attorney. Adoption of this Ordinance will amend the City Code.

Mission/Values: This aligns with the City's Core Values of Ongoing Improvement, Safety, and Working Toward Excellence and making Dodge City the best place it can be.

Attachments: Ordinance No. 3831; redline of 14-204.

Approved for the Agenda by:



Paige Gilmore, City Attorney

ORDINANCE NO. 3831

**AN ORDINANCE AMENDING CHAPTER 14, ARTICLE 2, SECTION 204 OF THE
CODE OF THE CITY OF DODGE CITY**

WHEREAS, The City Commission recognizes the importance of maintaining high quality streets and roads within the City of Dodge City; and

WHEREAS, the City Commission recognizes the importance of keeping the streets of the City of Dodge City clear of large and heavy parked vehicles to maintain traffic flows, preserve the safety of road users, and improve the aesthetic aspect of the City; and

WHEREAS, streets of all surface-types are susceptible to the detrimental effects of overweight or large vehicles; and

WHEREAS, the current language of the City Code does not adequately address the important concerns stated above because the current language addresses only asphalt-paved roads; and

WHEREAS, within city limits are roads with various surface types including concrete.

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

SECTION 1: PURPOSE AND SCOPE.

To correct the inadequacy of the previous code's language, Chapter 14 Article 2 Section 204 of the City Code of the City of Dodge City shall be amended to read as shown in Section 2 of this Ordinance.

SECTION 2: PROVISIONS.

Chapter 14 Article 2 Section 204 shall read as follows:

14-204. SAME; PARKING OF MOTOR VEHICLES ON STREETS; PARKING OF TRAILERS, ETC.

(a) It shall be unlawful for any person to park, cause to be parked or permit to remain parked on any streets of the city any type of motor vehicle other than a regular passenger vehicle, commonly known as an automobile, or a truck with a licensed and registered gross vehicle weight of 24,000 pounds or less. Any vehicle of a greater licensed and registered weight including but not limited to trucks, trailers, semitrailers, buses, or bus-type motor vehicle equipped for the housing of persons, either temporarily or permanently parked on city streets, is expressly prohibited.

(b) It shall be unlawful for any person to park, cause to be parked or permit to remain parked upon any of the public streets of the city for a period in excess of 24 hours, any trailer or semitrailer or any motor vehicle or vehicles equipped as a trailer and equipped for either the temporary or permanent occupancy of the same by persons; by way of

illustration and not limitation, this section applies to camper trailers, designed to be towed by a motor vehicle and to home campers, buses or vehicles of a bus configuration converted or manufactured to provide for the transportation of persons and for the temporary or permanent living of persons inside of such vehicle.

(c) Nothing in this section shall prohibit any of the vehicles, herein before described, from parking temporarily for the purposes of loading or unloading.

SECTION 3: SEVERABILITY.

If any section, provision, sentence, clause, or phrase of this Ordinance, or if its application in a specific instance is found to be invalid, the remainder of such Ordinance and its application shall remain in full force and effect.

SECTION 4: REPEAL OF PRIOR VERSIONS

All prior versions of Chapter 14 Article 2 Section 204 of the City Code for the City of Dodge City are hereby repealed in their entirety and replaced with the amended version set forth in Section 2 of this Ordinance.

SECTION 5: EFFECTIVE DATE.

This Ordinance shall take effect from and following its publication in the official city newspaper as provided by law.

**PASSED BY THE GOVERNING BODY OF THE CITY OF DODGE CITY, KANSAS IN
REGULAR SESSION, AND APPROVED BY THE MAYOR, THIS _____ DAY OF
_____, 20__.**

JEFFERY J. REINERT, MAYOR

ATTEST:

CONNIE MARQUEZ, CITY CLERK

14-204. SAME; PARKING OF MOTOR VEHICLES ON ~~CERTAIN SURFACES~~STREETS; PARKING OF TRAILERS, ETC.

(a) It shall be unlawful for any person to park, cause to be parked or permit to remain parked on any ~~of the~~ streets of the city ~~which are surfaced with asphalt type paving or with bituminous oil mats,~~ any type of motor vehicle other than a regular passenger vehicle, commonly known as an automobile, or a truck with a licensed and registered gross vehicle weight of 24,000 pounds ~~manufacturer's rated carrying capacity of three-fourths of a ton~~ or less. Any ~~truck-vehicle~~ of a greater licensed and registered weight including but not limited to rated capacity, ~~trucks, trailer, semitrailers, buses, or bus-type~~ motor vehicle equipped for the housing of persons, either temporarily or permanently parked on city streets, is expressly prohibited. ~~14-3~~

(b) It shall be unlawful for any person to park, cause to be parked or permit to remain parked upon any of the public streets of the city for a period in excess of 24 hours, any trailer or semitrailer or any motor vehicle or vehicles equipped as a trailer and equipped for either the temporary or permanent occupancy of the same by persons; by way of illustration and not limitation, this section applies to camper trailers, designed to be towed by a motor vehicle and to home campers, buses or vehicles of a bus configuration converted or manufactured to provide for the transportation of persons and for the temporary or permanent living of persons inside of such vehicle.

(c) Nothing in this section shall prohibit any of the vehicles, herein before described, from parking temporarily for the purposes of loading or unloading.

~~(d) The governing body declares that it is its intention in enacting this section to preserve the streets of the city for vehicular traffic and to remove therefrom motor vehicles and mobile equipment of such size and weight as will contribute to the rapid deterioration of the public streets or to impede the normal flow of traffic or to obstruct the vision of motorists upon the streets. It is further the express purpose of this ordinance to prevent persons from utilizing the streets of the city for the storage of camping and sporting equipment, other than as may be required for loading and unloading.~~



Memorandum

To: Nick Hernandez, City Manager and City Commission

From: Bradley Hines, Fire Chief

Date: 6/2/2025

Subject: Temporary Suspension of Ord. No. 2838

Agenda Item: Ordinances and Resolutions

Purpose: Temporary suspension of the ban on discharge of consumer fireworks within the City of Dodge City. This would provide a 5 day, limited time for the public to discharge their fireworks in celebration of Independence Day on the dates July 3rd, July 4th, July 5th and July 6th, 2025, between the hours of 10:00am to 11:00pm.

Recommendation: Approve resolution #2025-16 to temporarily suspend the Fireworks Ban in Dodge City.

Background: This resolution is the same as those that have been approved over the last several years. The practice of temporarily suspending the ban on the discharge of fireworks in the city was originally started at the request of Ford County to reduce the number of fireworks being discharged in their jurisdiction.

City Commission Options:

1. Approve
2. Disapprove
3. Table for further discussion

Financial Considerations:

Amount: 0

Fund: Dept: Expense Code: 1872
__ Budgeted Expense __ Grant __ Bonds __ Other

Legal Considerations: None

Mission/Values: Mission Statement: "Together, we promote open communications with our community members to improve quality of life and preserve our heritage to foster a better future."

Attachments: Copy of resolution # 2025-16 to lift the Firework ban. Also provided a copy of the original ordinance.

Approved for the Agenda by:

Bradley Hines, Dodge City Fire Chief

RESOLUTION NO. 2025-16

A RESOLUTION FOR THE TEMPORARY SUSPENSION AND WAIVER OF CERTAIN PROVISIONS OF ORDINANCE NO. 2838 AND THE 2018 INTERNATIONAL FIRE CODE PERTAINING TO THE DISCHARGE OF FIREWORKS WITHIN THE CITY LIMITS OF THE CITY OF DODGE CITY, KANSAS:

SECTION 1: For the time period and under the conditions set forth herein, the provisions of Ordinance No. 2838 and the International Fire Code prohibiting the discharge of legal fireworks, as defined by state statutes and regulations of the State Fire Marshal, shall be temporarily suspended and waived so as to allow the lawful discharge of such legal fireworks within the corporate limits of the City of Dodge City, Kansas, subject to the exceptions and under the conditions as provided herein, on Thursday July 3rd through Sunday July 6th 2025 between the hours of 10:00 am to 11:00 pm.

SECTION 2: This waiver and suspension shall not apply to, and the discharge of fireworks shall be prohibited at any time, including July 3rd, July 4th, July 5th and July 6, 2025, on any public property, including but not limited to all public parks, public recreation areas such as ball fields and soccer fields, any school grounds including, school playgrounds and athletic facilities, any public rights of way, or public parking areas (United Wireless / Memorial Stadium/Boot Hill Casino).

SECTION 3: This waiver and suspension shall not apply to, and the discharge of fireworks shall be prohibited at any time, including July 3rd, July 4th, July 5th, and July 6th, 2025, on any real property within the corporate limits of the City of Dodge City without the permission of the owner or person or entity in control of said real property.

SECTION 4: Notwithstanding this suspension and waiver, officers of the Dodge City Fire Department and the Dodge City Police Department shall have the authority to confiscate any fireworks from any individual possessing the same, if in the opinion of said officer, the use or discharge of such fireworks is being conducted in such a manner as to create a health or safety hazard for the user or other persons, or in such a manner as to create a safety hazard to public or private property.

SECTION 5: This waiver will automatically expire at 11:01 p.m. on July 6th, 2025, and may be rescinded prior thereto by action of the governing body.

SECTION 6: This Resolution shall take effect and be in force from and after its adoption.

Adopted by the governing body this 2nd day of June 2025.

ATTEST:

Mayor

City Clerk



Memorandum

To: Nick Hernandez, City Manager and City Commissioners

From: Ray Slattery, PE, Director of Engineering Services

Date: June 2, 2025

Subject: Approval of Resolutions 2025-17, A Resolution Adopting a Vision Zero Policy and Proclaiming the City's Commitment to End Traffic Fatalities and Serious Injury Crashes in Dodge City and Implementation of A Safe Streets and Roads Plan for all by 2040.

Agenda Item: Ordinances and Resolutions

Purpose: To show the City's commitment in Vision Zero Policy to eliminate fatality and serious injury crashes.

Recommendation: Approve Resolution 2025-17, Adopting a Vision Zero Policy to end fatality and serious injury crashes by implementing a Safe Streets and Roads Plan for all by 2040.

Background: The City of Dodge City Commission previously approved the application and funding match for the Safe Streets and Roads for All Discretionary Grant Program. This funding supported planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators. Over the past 18-months City staff has worked with TranSystems, stakeholders, a steering committee and the public to develop Dodge City's Action Plan.

This Action Plan was presented earlier tonight in the Work Session. By this Resolution it shows the City's commitment to the Safe Streets and Roads Plan for all. Also with the adoption, the City will be eligible to apply for implementation funds from the USDOT to make improvements outlined in the Plan. Staff will ask for approval of the implementation application in New Business.

City Commission Options:

1. Approve Resolution
2. Disapprove Stall Recommendation
3. Table for further discussion

Financial Considerations:

Amount \$: N/A

Fund:

Budgeted Expense Grant Bonds Other

Legal Considerations: N/A

Mission/Values: City's Core Values of Safety, Ongoing Improvement, and Working Towards Excellence.

Attachments: Resolution 2025-17

Approved for the Agenda by:

Ray Slattery, PE

Name, Title

RESOLUITON NO. 2025-17

A RESOLUTION ADOPTING A VISION ZERO POLICY AND PROCLAIMING THE CITY'S COMMITMENT TO END TRAFFIC FATALITIES AND SERIOUS INJURY CRASHES IN DODGE CITY AND IMPLEMENTATION OF A SAFE STREETS AND ROADS PLAN FOR ALL BY 2040

WHEREAS, in 2021 the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives through grants to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022 Dodge City made an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway, Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, Dodge City's Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, five individuals were needlessly killed and 460 individuals were injured on Dodge City's roadways between 2014 and 2023; and,

WHEREAS, the life and health of all persons living and traveling within Dodge City are our utmost priority, and no one should die or be seriously injured while traveling on our city streets; and,

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships leveraging resources and funds to ensure safe and efficient multimodal transportation; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, and equity; and,

WHEREAS, Dodge City's policies and practices support Vision Zero efforts to lead with roadway design that prioritizes safety and plans for a safe network for all users, for all modes of transportation, in all communities, and for people of all ages and abilities; and,

WHEREAS, Dodge City recognizes the need to prioritize hearing from the entire community and supports Vision Zero efforts to address inequities by prioritizing interventions in areas most in need of safety improvements; and,

WHEREAS, Dodge City finds that this resolution is necessary and proper to promote and protect the safety, health, mobility, and general welfare of Dodge City and its inhabitants;

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

SECTION 1: The City Commission hereby adopts a Vision Zero policy with the goal of achieving zero fatalities and serious injuries by the year 2040.

SECTION 2: The City Commission hereby adopts the Safe Streets and Roads for All Action Plan, attached hereto as Exhibit A.

SECTION 3: This Resolution shall take effect and be in force from and after its passage and publication in the official city newspaper.

**PASSED BY THE GOVERNING BODY OF THE CITY OF DODGE CITY, KANSAS
THIS 2nd DAY OF JUNE, 2025.**

JEFFERY J. REINERT, MAYOR

ATTEST:

CONNIE MARQUEZ, CITY CLERK

COMPREHENSIVE SAFETY ACTION PLAN



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DECEMBER 2024

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EXECUTIVE SUMMARY



Introduction

The City of Dodge City, Kansas was selected for the fiscal year 2022 (FY22) Safe Streets for All (SS4A) Planning grant. Through the grant, this Dodge City Comprehensive Safety Action Plan (CSAP) was prepared. The purpose of a CSAP is to develop comprehensive strategies to eliminate fatalities and serious injuries from vehicular crashes for all road users in the community.

The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and Dodge City's goal of zero roadway deaths using a Safe System Approach.

Vision

Dodge City envisions the development of a comprehensive transportation infrastructure that meets the needs of all residents through transportation improvements, education, and community collaboration, with a goal of zero traffic deaths and serious injuries.

Dodge City is committed to reducing the risk of a fatal or serious injury to all road users, with an emphasis on intersections, distracted drivers, and speeding vehicles. This CSAP outlines countermeasures to reduce conflicts at intersections, reduce vehicle speeds, and address driver inattention through education and other means.

Safety Task Force

The Dodge City Safety Task Force (STF) was comprised of representatives from city departments, the police department, transit supervisor, Unified School District 443, Ford County Sheriff, and Ford County Fire Department. Over the course of three meetings, participants were provided context and resources for the planning process plus relevant data and informational materials to identify the safety challenges and needs in Dodge City.

Public Meetings

Public meetings and other outreach events provided opportunities for the public to identify transportation safety issues and provide input on proposed solutions. Public outreach included contacts with 1,000 visitors at the Dodge City Days Kidfest on August 4, 2024, 400 individuals at an English for Speakers of Other Languages (ESOL) Back-to-School event in mid-August 2024, and eleven new contacts at a Public Meeting held on August 20, 2024.

Public Survey

An online public survey was conducted between April 23, 2024, and August 12, 2024, to understand current safety attitudes and concerns. Questions were asked about the behaviors of different road users, vulnerable road user protection, enforcement, equity, and top investment priorities. The survey was shared through the Dodge City webpage, social media, and community-based organizations. The survey included 76 responses. The survey results are included in **Appendix B**.

Crash Trends

Ten years of crash data (2014-2023) was reviewed for the Dodge City area. The data provided a large sample size to identify crash trends.

- During this period, there were five fatal crashes, 49 serious injury crashes, 411 injury crashes, and 4,607 property damage only (PDO) crashes.
- Most crashes were with other motor vehicles (68%).
- There were 62 crashes with either a pedestrian or bicyclist, of which 20% of these crashes were fatal or serious injury crashes.
- For crashes with other vehicles, 53% were angle-side impact crashes and 28% were rear-end crashes.

High Crash Locations

High crash locations were identified for concentrations of fatal or injury crashes at signalized intersections, unsignalized intersections, and locations where fatal or injury pedestrian or bicycle crashes occurred. These locations are shown in *Figure ES-1*.

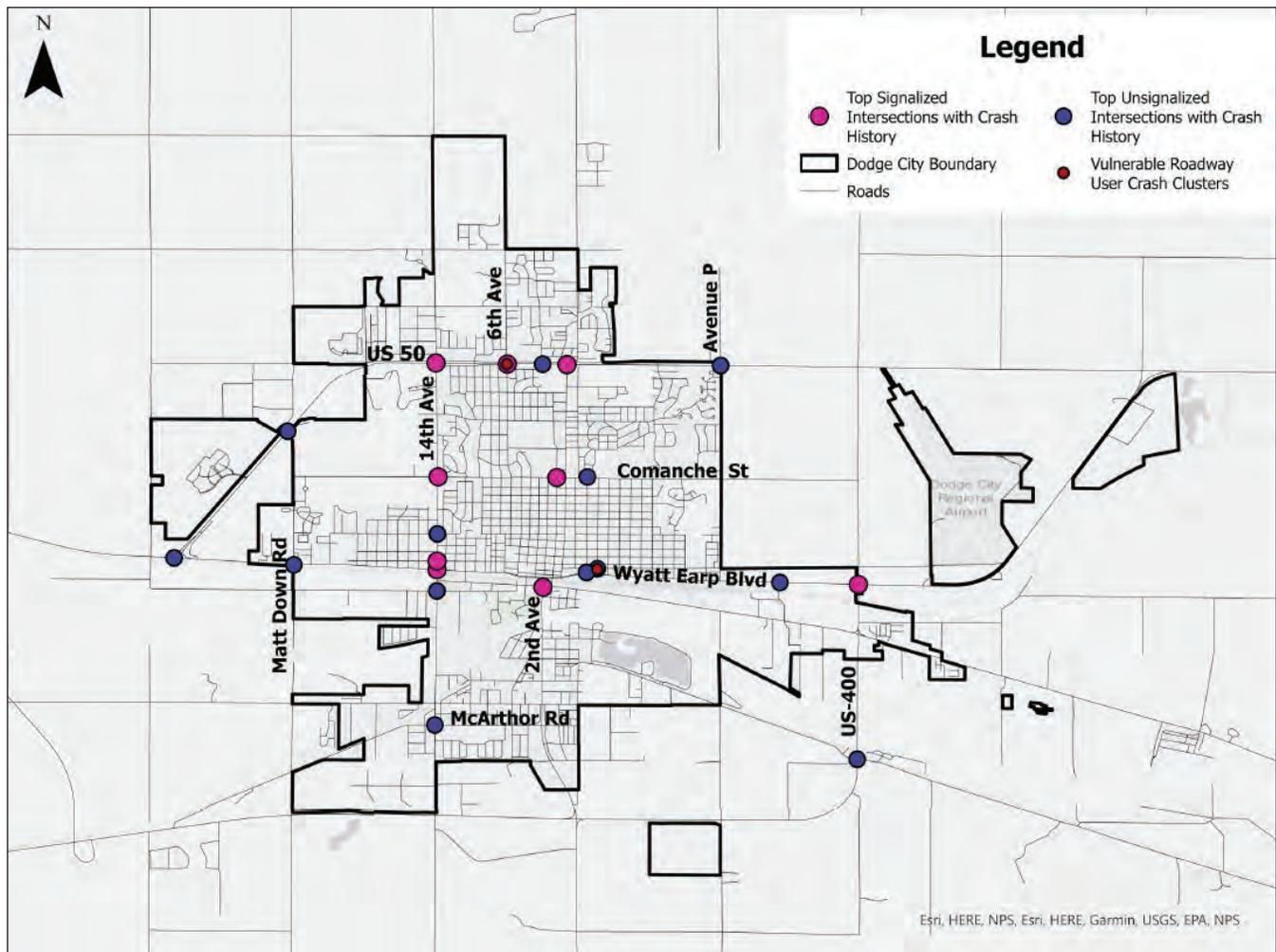


Figure ES-1: Crash Concentrations

Equity Analysis

The goal of equity analysis is to distinguish populations that are underserved and under-resourced and assess how they are impacted by outcomes of the transportation system (like safety risk). This plan uses criteria for areas of persistent poverty, historically disadvantaged communities as identified by the USDOT, and the Social Vulnerability Index as defined by the Centers for Disease Control and Prevention (CDC). The review of equity information shows the entire city of Dodge City can be defined as disadvantaged based on one or more of the sources used.

Safety Strategies

The Dodge City STF evaluated the results of the data analysis, the safety concerns, and public priorities. Each Safe System element (Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-crash Care) was considered. Prioritized safety emphasis areas were identified based on crash data, public input, and overlaps between different emphasis areas. Countermeasures were developed to specifically address the following prioritized safety emphasis areas:

- Signalized intersections
- Unsignalized and midblock intersections
- Vulnerable Road Users (VRUs) – pedestrians and bicyclists
- Speeds
- Distracted driving



Below are major projects identified in this CSAP:

Signalized Intersections

- Install retroreflective backplates at the top 20 intersections with the highest traffic volume.
- Improve signal timing and phasing plans, including a Leading Pedestrian Interval (LPI) at higher pedestrian locations.
- 14th Avenue at Wyatt Earp Boulevard and at Spruce Street: re-stripe to provide left turn lanes, time signals and add pedestrian crossings.



14th Avenue at Spruce Street looking south



US-50 and 6th Avenue looking north

Unsignalized Intersections

- Construct left turn lanes on US-50 at Ave P, Melencamp Avenue, and Matt Down Road, and at Wyatt Earp Blvd. and Matt Down Road.
- Complete additional study to address the intersections of Wyatt Earp & Underpass Road, McArtor Road and 14th Avenue, Park Street and 14th Avenue, and Division Street and 14th Avenue. These studies would examine signal warrants and other intersection control options, as well as bicycle and pedestrian movements.
- Other improvements such as adding stop signs or minor changes to intersections should be considered.



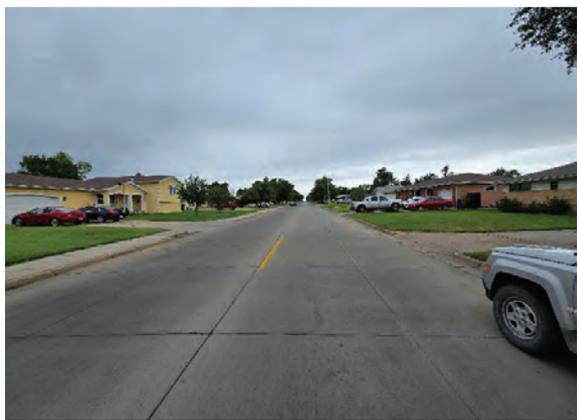
Wyatt Earp Boulevard and Underpass Road



Proposed left turn lanes at Melencamp Ave

Vulnerable Road Users and Speeds

- A traffic calming project on Ross Boulevard to provide on-street bicycle lanes between Avenue A and 14th Avenue and a separate off-street path west of 14th Avenue.
- Provide an enhanced crossing of Wyatt Earp Boulevard in the vicinity of Avenue E.
- Provide pedestrian crossings and sidewalks on Comanche east of Central Avenue and coordinate signals on Comanche Street at 1st Avenue and Central Avenue.
- Provide traffic calming treatments and pedestrian crossing improvements on 6th Avenue between US-50 and Soule Street.



Wyatt Earp Boulevard and Underpass Road



Proposed left turn lanes at Melencamp Ave

Speeding and Distracted Driving

Implementing a variety of policies and programs to provide education and enforcement to address excessive speeds and distracted driving. The Kansas Department of Transportation (KDOT) offers safety programs and resources that could be used to reduce these activities. Examples include Special Traffic Enforcement Program (STEP), Drive Better Kansas presentation materials, Risk of Intoxication and Distractions Everywhere (RIDE), and Safety Break! Educational curriculum. KDOT Law Enforcement Liaison Troy Wells can help with these efforts.

Plans Supporting Safety

The City of Dodge City could consider completing plans to address additional pedestrian and bicycle safety near schools and to major employment centers. Examples include residential speed limits and sidewalk policies.

Progress and Transparency

The CSAP assesses current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety. This has included adopting a Vision Zero Initiative and measuring progress toward achieving safety improvements over time. The CSAP will be posted publicly online.

1. INTRODUCTION

The City of Dodge City was selected for the fiscal year 2022 (FY22) Safe Streets for All (SS4A) Planning grant. Through the grant, this Dodge City Comprehensive Safety Action Plan (CSAP) was prepared. The purpose of a CSAP is to develop comprehensive strategies to eliminate fatalities and serious injuries from vehicular crashes for all road users in the community. Dodge City recognizes that one life lost is one too many and aims to develop a set of programs and projects to save lives and reduce transportation safety risks. Dodge City has experienced 5,072 crashes in the previous 10-years. There were five fatalities, 49 serious injury crashes and 411 other injury crashes. The growing community strives to eliminate all roadway fatalities and serious injury crashes and improve safety for all transportation users. The CSAP outlines strategies and actions to be taken over the next 10 years that will make progress toward that goal.

1.1. SAFE SYSTEM APPROACH

The SS4A program supports the U.S. Department of Transportation’s (USDOT) National Roadway Safety Strategy and Dodge City’s goal of zero roadway deaths using a Safe System Approach. The SS4A program provides funding for the development of a comprehensive safety action plan that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues.

The USDOT Safe System Approach is a comprehensive and proactive framework to reduce the number of fatalities and serious injuries on roadways. The Safe System Approach is based on the fundamental concept that death and serious injuries are unacceptable, and humans are vulnerable and make mistakes. This approach recognizes a shared responsibility for road safety.



Figure 1: Safe System Approach

The Safe System Approach has five key elements as shown in **Figure 1**. Layering these together creates redundancy so that if one component fails, the others are still in place to prevent severe outcomes. This plan focuses on Safe System Approaches:

- **Safer Roads:** The design and maintenance of roads play a crucial role in road safety. This CSAP includes proven safety countermeasures that reduce the risk of a fatal or serious injury crash for prioritized locations.
- **Safer Speeds:** Speed plays a significant role in the severity of crashes. Stakeholders and the public selected this as a plan emphasis area. This plan includes countermeasures that encourage appropriate speeds to improve proper driver behavior.
- **Safer People:** Education, awareness campaigns, and training promote a safety awareness culture among road users, reducing the likelihood of crashes caused by risky behaviors. This plan identifies specific countermeasures to reduce distracted driving and reduce risk for vulnerable roadway users.

- **Post Crash Care:** The Safety Task Force discussed enhancing the survivability of crashes through expedient access to emergency medical care, creating a safe working environment for first responders, and preventing secondary crashes through proper traffic incident management practices.
- **Safer Vehicles:** Vehicle systems and features that enhance occupant safety are increasing on newer models but other safety actions, such as seat belt use, proper child seats, and proper vehicle maintenance can be encouraged.

1.2. VISION, GOALS AND TARGETS

Because Dodge City’s Vision and Goals are rooted in Vision Zero elements and the Safe System Approach, the resulting plan is not only comprehensive but also firmly centered on enhancing safety outcomes, with the eventual goal of zero deaths on Dodge City roadways.

Vision

As a vibrant, growing community, Dodge City envisions the development of a comprehensive transportation infrastructure that meets the needs of all residents through transportation improvements, education, and community collaboration, with a goal of zero traffic deaths and serious injuries.

Goals

Dodge City is committed to reducing the risk of a serious or fatal injury to all road users, with an emphasis on intersections, distracted drivers, and speeding vehicles. This CSAP outlines countermeasures to reduce conflicts at intersections, reduce vehicle speeds, and address driver inattention through education and other means.

Targets

The loss of human lives and serious injuries on the transportation system is unacceptable. The eventual target of this plan is to eliminate fatalities and serious injuries. This will be achieved through the gradual reduction of targets that will be adjusted each year, or as needed.

1.3. PLANNING STRUCTURE

The City of Dodge City was awarded \$230,434 from the U.S. Department of Transportation through the Federal Highway Administration (FHWA) to develop a CSAP for the SS4A Program. The project was directed by the City of Dodge City and completed by TranSystems Corporation.

The Dodge City CSAP goals, visions, and recommendations were identified and approved through coordination with the Dodge City Safety Task Force (STF). The STF was charged with oversight of the CSAP development, implementation, and monitoring. The STF for this plan consisted of city staff, law enforcement, school district representatives, and emergency services personnel.

2. ENGAGEMENT AND COLLABORATION

The development of the CSAP included a robust engagement plan with the public and stakeholders that allowed for community representation and feedback. The CSAP incorporates information received from the engagement process. The CSAP also coordinates with other plans and processes.

2.1. PUBLIC INVOLVEMENT PLAN

A Public Involvement Plan (PIP) was prepared as a guide to obtain meaningful public involvement from study partners, citizens, and communities impacted by the current limitations of the project area. Communication with interested parties was on-going throughout the study period. The PIP is included in *Appendix A*.

Three primary opportunities to obtain project public input were provided:

- **Information and communications:** distributed information regarding study background, procedures, methods, schedule, key messages, and activity updates.
- **Stakeholder input:** Briefed and consulted with community leaders, elected and appointed officials, government staff members and other stakeholder groups to help decision-making in the planning process.
- **Community outreach:** educated, informed, engaged, and received input from community members with the intent of precipitating an interactive dialogue for consideration as the project evolved.

Key Audiences

The following audiences were identified as important stakeholders and provided input for the CSAP:

- Safety Task Force
- Dodge City residents
- Dodge City businesses
- Dodge City civic organizations
- Governmental units including Dodge City and Ford County
- Unified School District 443
- Area first responders including law enforcement, fire departments, emergency medical services, emergency management and others.

Public Involvement Methods

- Three STF meetings were convened.
- A public open house was held to share the proposed plan. Other public input was obtained at Dodge City Days and back-to-school events.
- A public survey (in English and Spanish) was used to help select areas of concern and gather comments on safety opportunities.
- Presentations outlining the goals and progress of the study were prepared and presented to governing bodies.
- Public comments were compiled from meetings, online surveys, phone, and face-to-face conversations plus written comments received during the study period.

- Updates and announcements were made available for news media, city websites and social media outlets for distribution and outreach to the public.
- Project documents were provided in English and Spanish. A wide range of tools were used to provide communication and opportunities for participation in public activities to people with disabilities and diverse needs and experiences.

2.2. SAFETY TASK FORCE MEETINGS

The STF was comprised of representatives of city departments, Dodge City Police Department, the transit supervisor, Unified School District 443, Ford County Sheriff, and Ford County Fire Department. Over the course of three meetings, the project team made presentations to provide context and resources for the planning process, and relevant data and informational materials were distributed to identify the safety challenges and needs within the area. Task force members played an integral role in verifying safety opportunities, challenges, and problems which directly lead to plan focus and formation. Meetings included creating strategies and implementation efforts that aligned with the vision and goals of the region. Meeting minutes are provided in *Appendix A*.

STF Meeting #1 – May 14, 2024

The purpose of STF Meeting #1 was to introduce the Comprehensive Safety Action Plan concept, highlight transportation safety successes in the region to build on and identify challenges to overcome. Meeting participants discussed safety issues and concerns. This meeting also introduced the Safe System Approach and Vision Zero concepts. The stakeholder meeting is shown in *Figure 2*.

An interactive survey through Mentimeter (an online app that creates real-time feedback) was used during the meeting to better understand community needs. Stakeholders indicated a strong desire to improve transportation safety for their families, community members, and the traveling public. After data trends were presented, stakeholders had an opportunity to select their top three areas of focus for generating safety solutions. The selected emphasis areas are **intersections, speed-related crashes, and distracted driving**. These stakeholder-selected areas became the focus of countermeasure and location selection.



Figure 2: Safety Task Force Meeting (May 2024)

Stakeholders noted the following safety concerns:

- Roadway conditions, particularly pavement conditions, are poor and maintenance activities can cause lengthy delays.
- There is poor driving behavior, including speeding, texting while driving, and other types of distracted driving.
- There is a lack of police presence. The stakeholders indicated a desire for increased police units and enforcement.
- Concerns at intersections included lack of appropriate signage, dedicated turn lanes, and traffic signals.
- A number of participants requested a review of several intersections outside the city limits of Dodge City, that may eventually become part of the city.

The following areas were noted as potential solutions for improving roadway safety:

- Traffic speed reduction was indicated by several stakeholders. One person discussed decreasing the citywide speed limit to 25 miles per hour in most locations. Another mentioned installing additional signage for speeds, particularly at roadway entrances.
- Increased police presence could allow for additional speed, seat belt use, intersection patrol, and driving under the influence (DUI) check lanes enforcement.
- There was interest in providing bicycle safety programs.
- Stakeholders would like improved signal timings.
- There was an in-depth discussion about education and providing additional driver education in the high schools.

This meeting also included a discussion on communication outreach efforts, benchmarking priority actions, an initial discussion of emphasis areas, a data review, and a discussion of problem locations and crash types.

Stakeholders identified the following locations for additional review:

- Safety concerns along US-50:
 - *near the Boot Hill Casino and Resort*
 - *near Dodge City High School*
- Speeding behavior along Iron Road and Comanche Street.

STF Meeting #2 – July 16, 2024

STF Meeting #2 included reviewing the selected emphasis areas from the stakeholders and initial public survey feedback. Based on feedback from the previous meeting, the crash boundary was expanded slightly to encompass a few intersections outside the city boundary. The meeting included a review of crash data related to three emphasis areas (intersections, speeding, and distracted driving). The project team presented crash data related to school areas, US-50, and vulnerable roadway users. Potential countermeasures were reviewed during the second half of the meeting. Interactive survey responses using Mentimeter are shown in the appendix.

Stakeholders reviewed the information presented and then identified or emphasized the following countermeasures:

- Installing turn lanes and implementing left-turn phasing.
- Adding “Stop Ahead” warning signs at unsignalized intersections.
- Improving bike/ped facilities should be encouraged since Dodge City has a young population with many families.
- A Safe Routes to School program would be helpful, however, the school district will have to submit an application with the cities’ support.
- Multi-use pathways and how to connect them throughout the community. Dodge City is committed to providing safe connectivity to allow all people easy access to the pathways. This is an ongoing discussion/movement for city staff.
- Enforcement and public service announcements (PSAs) were mentioned as ways of addressing distracted driving. The County Sheriff noted that it is a difficult thing to enforce.

STF Meeting #3 – October 1, 2024

At STF Meeting #3 public survey results, stakeholder feedback, and draft project recommendations were presented for review and comment. Safety projects at specific locations were shown for signalized intersections, unsignalized intersections, locations impacting vulnerable road users, and speeding. Programs, policies, and actions were also described to address education related to speeding, pedestrian and bicycle travel, and distracted driving. Steps to implement Vision Zero were discussed. Input was received as each project and policy was presented. The recommendations included in this CSAP reflect this input. See **Appendix E** for specific project sheets.

2.3. PUBLIC SURVEY

An online public survey was conducted to understand current safety attitudes and concerns. Questions were asked about the behaviors of different road users, vulnerable road user protection, enforcement, equity, and top investment priorities. The survey was shared through the Dodge City webpage, social media, and community-based organizations. Between April 23, 2024, and August 12, 2024, 76 responses were collected. The pinned locations in the survey are shown in **Figure 3**. Full survey results are in **Appendix B**.

General Comments from the survey include:

- Four locations were identified two or more times as safety concerns:
 - *Wyatt Earp Boulevard and US-283/US-56 (4)*
 - *14th Avenue and McArtor Road (2)*
 - *Avenue K and Division Street (2)*
 - *US-50 and Melencamp Avenue (2)*
- Approximately 50% of respondents identified “Safer Roads” as their number one priority.
- The three highest emphasis areas to improve were: distracted driving, speeding vehicles, and intersections.
- The top three identified areas for safety investments were: infrastructure maintenance, intersection improvements, and traffic enforcement.
- Social media was rated as the most preferred outlet for transportation safety.
- There is a lack of connected sidewalks throughout town. In some locations, sidewalks end and cause people to walk in the street. There are limited bicycle and pedestrian facilities throughout town.
- Residents were concerned with street parking. Several locations, including Avenue P, were noted as areas where parking should be restricted. This aligns with a high amount of parked vehicle crashes noted in the crash analysis.
- Several intersections that might benefit from the addition of dedicated turn lanes and protected left turn signal timings were noted.

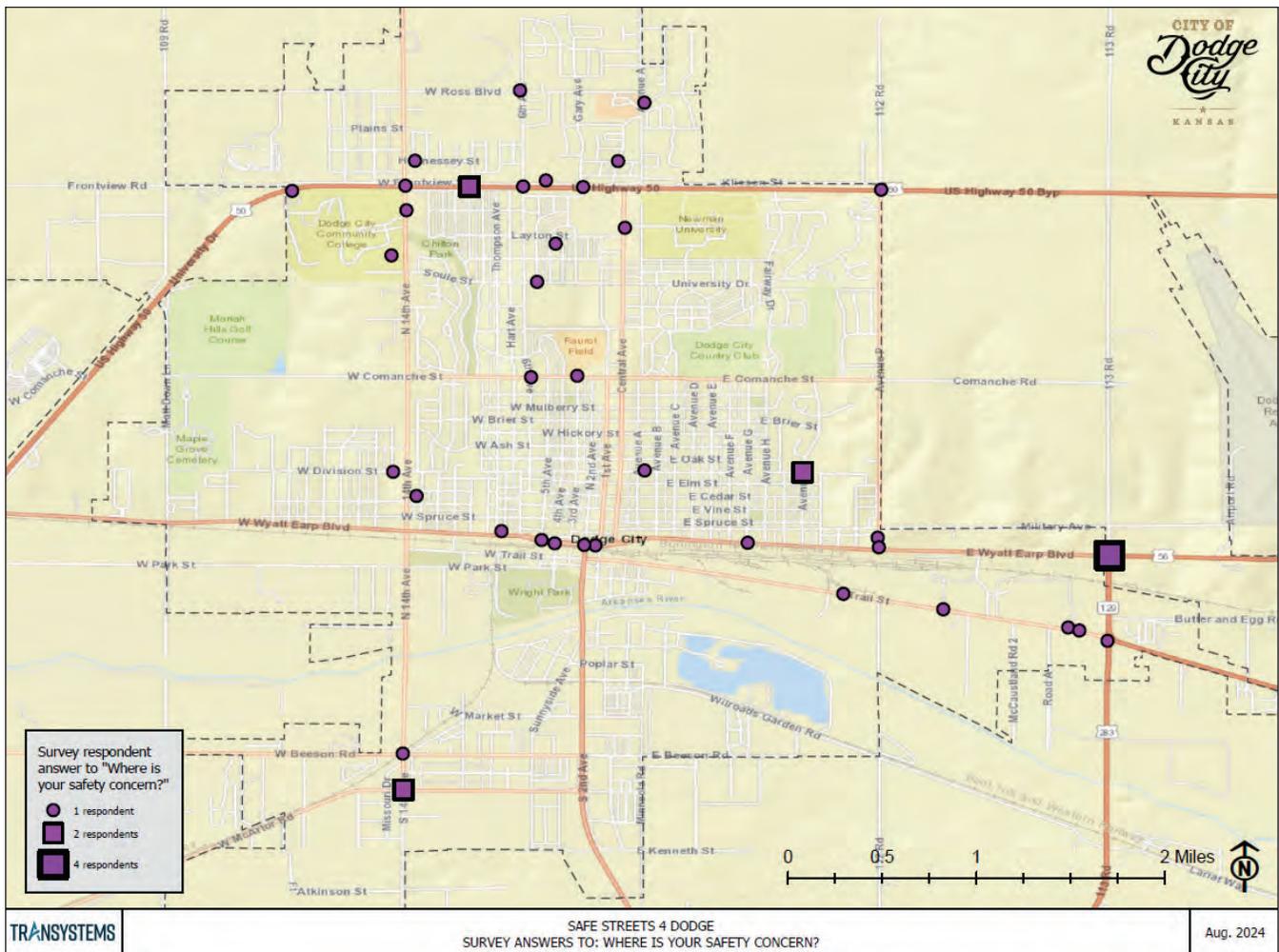


Figure 3: Survey Answers: “Where is Your Safety Concern?”

2.4. PUBLIC MEETINGS/OUTREACH

Dodge City Days Kidfest – August 4, 2024

Public outreach was conducted at a “pop-up event” held during Dodge City Days on August 10, 2024. Dodge City Days is an annual festival held to highlight Dodge City history. The week-long event includes a variety of events, including Kidfest. Over 1,500 people attended Kidfest. The team hosted a booth to solicit public opinion. This event was well-attended and over 600 people visited the project display area, learned about the project, and participated in interactive games. A QR code for the survey was provided in English and Spanish. Additionally, visitors were asked to provide feedback on a map by placing stickers in locations with crash history or speeding concerns.



Figure 4: Kidfest Event at Dodge City Days

Approximately 150 comments were received. As shown in **Figure 5**, pink stickers indicate a crash or near crash location, green stickers indicate speeding concerns, and yellow stickers indicate school area concerns.

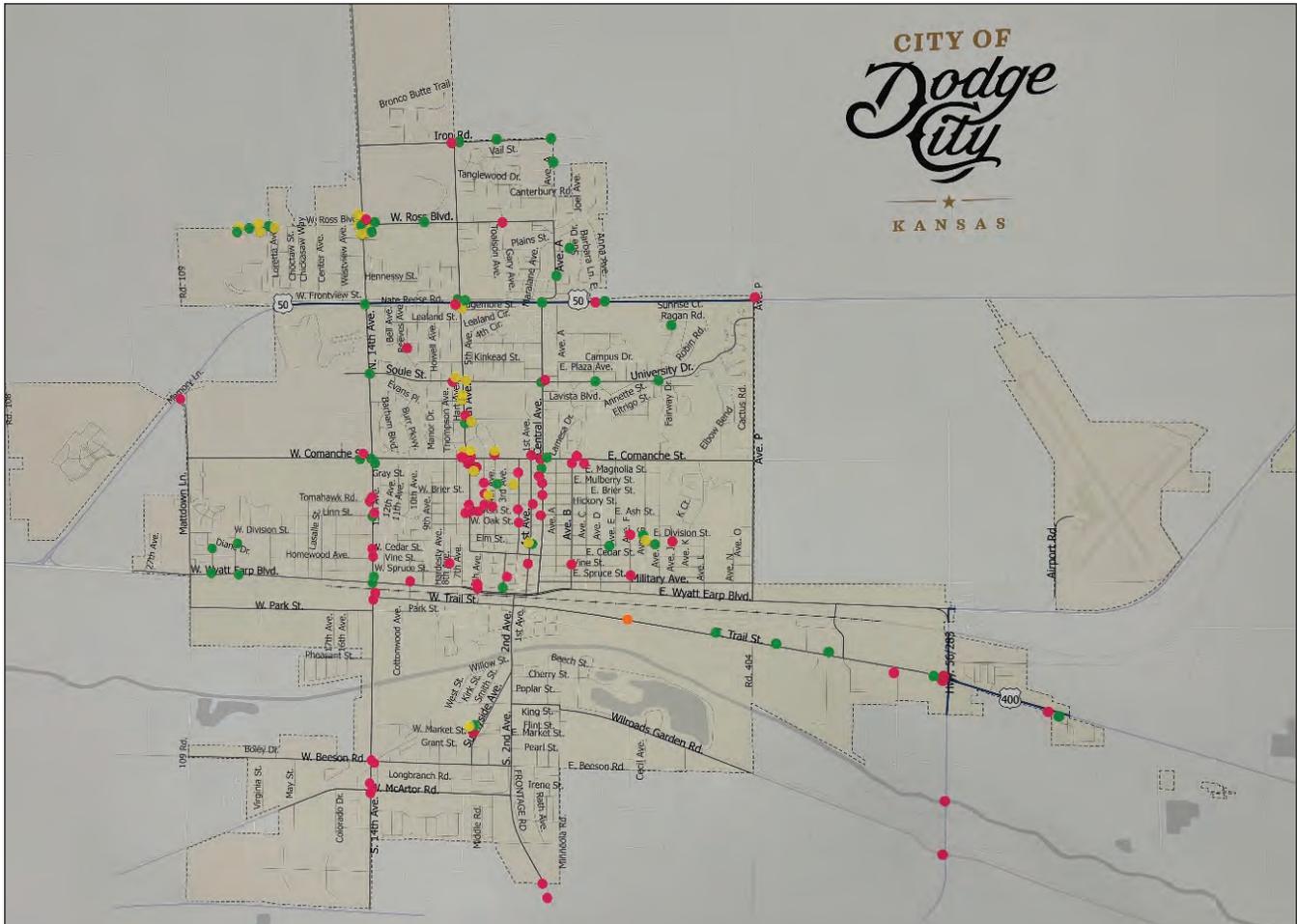


Figure 5: Public Comment Board - Concern Locations

Public Open House - August 20, 2024

The City of Dodge City hosted an open house to explain the Safe Streets 4 Dodge process, answer questions, and receive feedback from members of the community who attended. Eleven citizens signed the attendance sheets. Nine Dodge City staff members and six other members of the Safe Streets 4 Dodge (SS4D) Safety Task Force plus five members of the SS4D project were in attendance. The project team engaged the visitors in conversation, explained the display boards, and noted their safety concerns and suggestions. Two Spanish-speaking city staff members were available to assist visitors. Participants reviewed and expressed support for the countermeasures being considered, but also emphasized the need to address traffic speeds and safe movement of students and other pedestrians near schools.



Figure 6: Public Meeting Interaction

2.5. COLLABORATION WITH OTHER PLANS

This CSAP is coordinated and aligned with other governmental plans, planning processes, and previously completed or ongoing studies and projects. These are listed in **Table 1**.

Table 1: Related Plans

Title	Year	Goals	Strategies	Application
Kansas Dept. of Transportation (KDOT) Long Range Transportation Plan	2021	Safety and Security, plus Transportation System Management.	<ul style="list-style-type: none"> • Use education, enforcement, and engineering to reduce the severity of crashes and reduce the number of travel-related deaths towards zero. • Adopt a systemic approach to safety. 	Provides information about KDOT's Strategic Safety Initiative and an overview of KDOT's priorities and processes related to safety.
Kansas Strategic Highway Safety Plan (SHSP)	2020	To achieve a fatal and injury crash rate of less than 35 crashes per 100-million vehicle miles travel by 2024.	Address: <ul style="list-style-type: none"> • Roadway Departure • Impaired Driving • Older Drivers • Intersections • Local Roads • Teen Drivers • Pedestrians & Cyclists • Data Support 	Provides statewide safety framework to apply to local plans
US-56 Corridor Study	2024	Improve safety along US-56/US-283 from east of Airport Road to the Wyatt Earp Boulevard intersection and south to US-400.	<ul style="list-style-type: none"> • Developing highway and street improvement alternatives. • Improve truck and local traffic safety. 	Developing recommendations for future highway improvements.
Dodge City 2030 Comprehensive Plan	2020	States community desires directing land use decisions.	Includes project and policy recommendations to support City growth.	Describes the transportation system, identifies future roadway projects, transit services and pedestrian and bike paths.
Downtown Streetscape	2022	Revitalize Dodge City's historic downtown.	Includes streetscape and engineering plans to improve intersections, streets and walkways.	Project impacts pedestrian and traffic safety downtown.
Dodge City High School Area Transportation Study, US-50 Highway and Loretta Avenue	2021	Evaluate the impacts of an additional access point to the Dodge City High School from the intersection of US-50 and Loretta Avenue and recommend roadway improvements.	The additional access point is needed to alleviate existing congestion at the school's only access point.	The Traffic Engineering Assistance Program (TEAP) study identified how the new access will have a significant impact on traffic patterns in the area.

Title	Year	Goals	Strategies	Application
Railroad Crossing Elimination (RCE) Grant Program and Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	2023	Improve safety and operations along the BNSF La Junta subdivision corridor.	If awarded, includes study to evaluate and prioritize grade crossing investments. Also identify strategies that enhance north-south connectivity and support rail operations through Dodge City.	Project impacts a 2.4-mile study area that features six highway-rail crossings.

3. EXISTING CONDITIONS ANALYSIS

3.1. BACKGROUND

The previous ten years of crash data (2014-2023) was reviewed for the Dodge City area. The data provided a large sample size to identify crash trends. At the time of data collection, 2023 data was generally updated in the KDOT system. However, the 2023 data may be missing a few data points. The data reflects one change in the definition of crash severity. In 2019, FHWA required KDOT to change its serious injury definition, which resulted in more crashes being classified as serious injury crashes. The data also reflects changes in travel patterns during COVID-19 in 2020-2022. A total of 5,072 crashes were left for analysis after incomplete or erroneous data, and crashes that occurred outside the city limits were removed. There were five fatal crashes, 49 serious injury crashes, 411 injury crashes, and 4,607 property damage only (PDO) crashes.

3.2. CRASH TRENDS ANALYSIS

The total of all crashes per year is shown in *Figure 7*. The number of total crashes per year has been steady, with a slight increase in post-COVID crashes. A basic breakdown of crashes/year for the study area by crash severity is shown in subsequent figures below. The results show a slight increase in the number of PDO crashes, a slight decrease in injury crashes, an increase in serious injury crashes, and a steady number of fatal crashes.

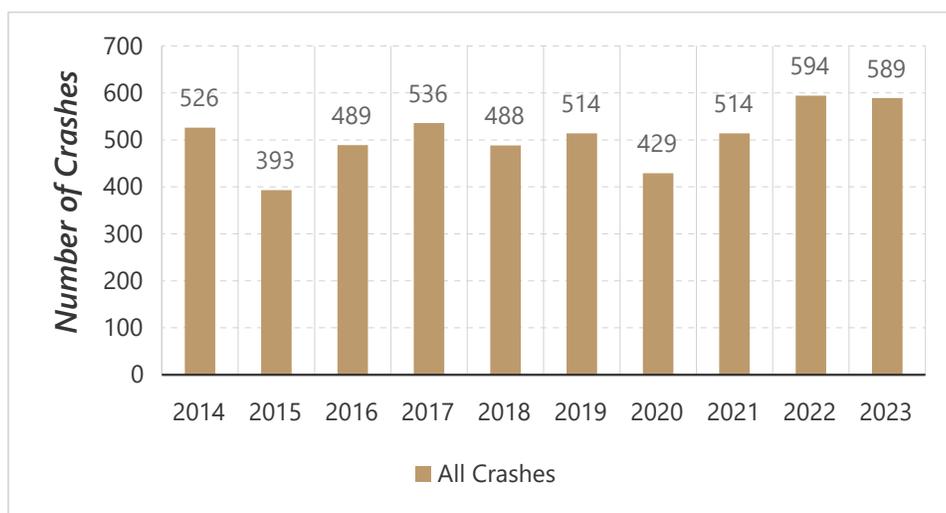


Figure 7: Crash Totals (All Crashes) [2014-2023]

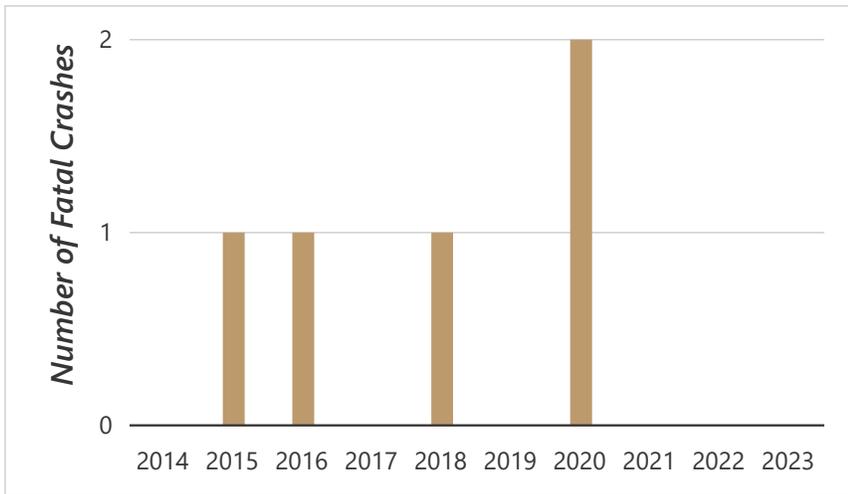


Figure 8: Crash Totals (Fatal Crashes Only) [2014-2023]

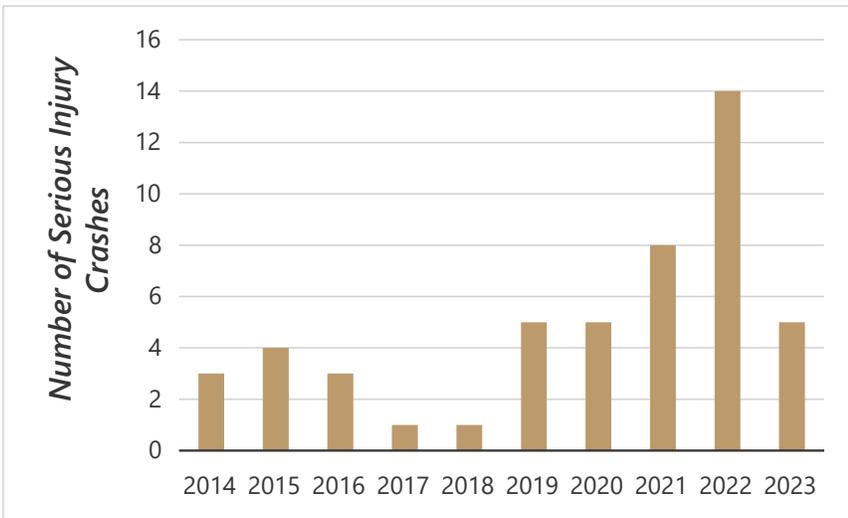


Figure 9: Crash Totals (Serious Injury Only) [2014-2023]

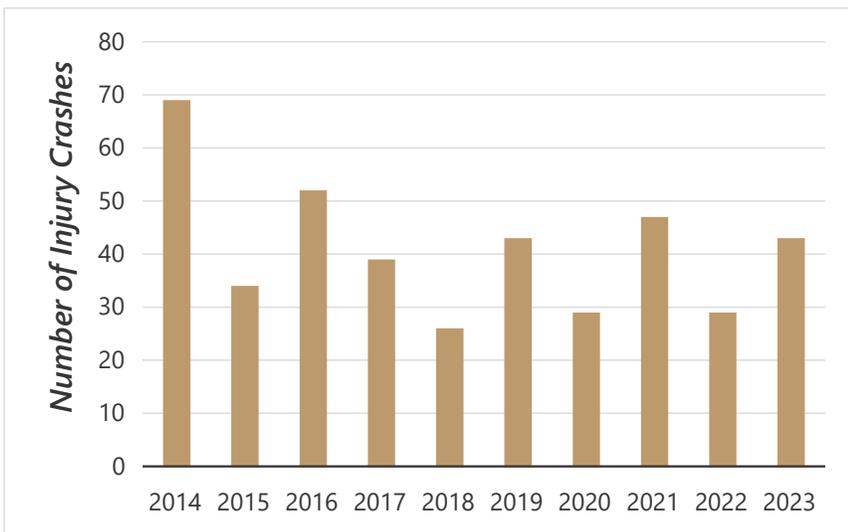


Figure 10: Crash Totals (Injury Only) [2014-2023]

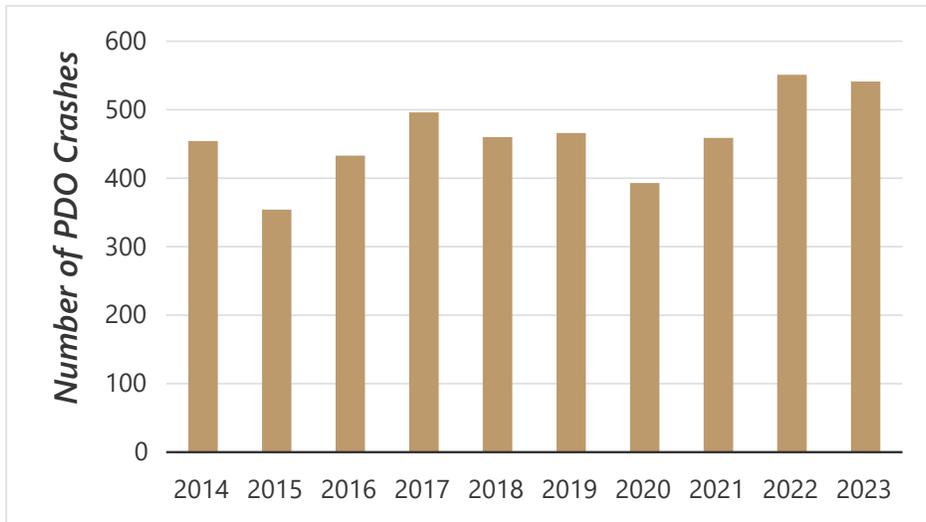


Figure 11: Crash Totals (Property Damage Only) [2014-2023]

A. CRASH LOCATION [INTERSECTION VERSUS NON-INTERSECTION]

For the study area, 91% of collisions were PDO crashes, 9% were injury crashes, and less than 1% were fatal crashes. The data also shows that 48% of crashes occurred at intersections and 52% of crashes at non-intersections. At intersections, the primary crash type is with other vehicles (91%). A breakdown of crash type at intersections is shown in **Table 2**.

Table 2: Intersection Crash Type Breakdown (Charts A-C)

Chart A Intersection (Fatal)			Chart C Intersection (PDO)		
Crash Type	Crash Number	Percent	Crash Type	Crash Number	Percent
Other motor vehicle	1	100	Other motor vehicle	2,010	92.8
			Fixed object	89	4.1
			Parked motor vehicle	43	2.0
			Other non-collision	7	0.3
			Other object	5	0.2
			Overturned	5	0.2
			Pedestrian	4	0.2
			Pedalcycle	1	0.0
			Unknown	1	0.0
			Total	2,165	100

Chart B Intersection (Injury)		
Crash Type	Crash Number	Percent
Other motor vehicle	223	81
Fixed object	17	6
Pedalcycle	13	5
Pedestrian	11	4
Other non-collision	4	1
Other object	3	1
Overturned	3	1
Parked motor vehicle	2	1
Total	276	100

At non-intersections, the most frequent crash types were with other vehicles (47%), parked motor vehicles (35%), and crashes with fixed objects (13%). A breakdown of crash types for non-intersections is shown in **Table 3**.

Table 3: Non-Intersection Crash Type Breakdown (Charts D-F)

Chart D Non-Intersection (Fatal)		
Crash Type	Crash Number	Percent
Pedestrian	2	50
Fixed Object	1	25
Other Motor Vehicle	1	25
Total	4	100

Chart E Non-Intersection (Injury)		
Crash Type	Crash Number	Percent
Other motor vehicle	81	44
Fixed object	39	21
Pedestrian	25	14
Parked motor vehicle	17	9
Overtuned	9	5
Pedalcycle	4	2
Other non-collision	4	2
Other object	3	2
Animal	2	1
Total	184	100

Chart F Non-Intersection (PDO)		
Crash Type	Crash Number	Percent
Other motor vehicle	1,150	47
Parked motor vehicle	912	37
Fixed object	297	12
Other object	28	1
Other non-collision	18	1
Overtuned	16	1
Animal	15	1
Unknown	4	0.16
Pedalcycle	1	0.04
Pedestrian	1	0.04
Total	2,442	100

B. CRASH BY MAINTAINING AUTHORITY

Table 4 shows the breakdown of crashes by severity and owner. City crashes comprise all fatal and 92% of serious injury crashes. Overall, 96% of all crashes occurred on city-owned roadways. Approximately 4% of all crashes occurred on KDOT-maintained roadways.

Table 4: Crash Severity by Maintaining Authority

Maintaining Authority	Fatal	Serious Injury	Injury	Non-Injury (PDO)	Total
State System Crashes	0	4	32	157	193
City Crashes	5	45	379	4,450	4,879
Total	5	49	411	4,607	5,072

C. CRASH TYPE

Crash type (e.g., collision with other vehicles, fixed object, pedestrian) analysis is a common method to understand key concerns and develop effective countermeasure solutions. The following sections outline the results of the analysis of specific crash types in the study area.

The three most prevalent crash types are collisions with another motor vehicle, parked motor vehicles, and fixed objects. There were 5,067 total crashes (excluding "none listed" and "unknown" columns). There were 3,466 other motor vehicle crashes, 974 parked motor vehicle crashes, and 443 fixed object crashes. Higher percentages of pedalcycle, pedestrian, and overtuned crashes resulted in fatalities and serious injuries (FSI) compared to other types of crashes. Both crash frequency and percentage of fatal and serious crashes can be used to identify applicable improvement strategies for Vision Zero. Table 5 shows the crash type and associated Fatal and Serious Injury percent (FSI%).

Table 5: Crash Type and Fatal / Severe Injury %

Crash Type	All Crashes	Fatal Crashes	Serious Injury Crashes	Fatal / Serious Injury %
Pedalcycle	19	-	4	21.1%
Pedestrian	43	2	6	18.6%
Overtuned	33	-	4	12.1%
Other Object	39	-	4	10.3%
Other-Non-Collision	33	-	1	3.0%
Fixed Object	443	1	8	2.0%
Other Motor Vehicle	3,466	2	17	0.6%
Parked Motor Vehicle	974	-	5	0.5%
Animal	17	-	-	0.0%
Unknown	5	-	-	0.0%

KDOT crash reporting separates collisions with other vehicles, into further breakdowns of type (e.g., angle-side impact and head-on). This data indicates that sideswipe: same direction, rear-end, and angle-side impact have the highest number of crashes. Sideswipe: opposite direction accounts for the highest percentage of fatalities and serious injuries, as shown in **Table 6**.

Table 6: Crash Types Breakdown - Collision with Other Motor Vehicle

Collision with Other Motor Vehicle - Crash Type	All Crashes	Fatal Crashes	Serious Injury Crashes	Fatal / Serious Injury %
Angle - Side Impact	1858	2	9	0.6%
Sideswipe: Opposite Direction	72	0	3	4.2%
Head On	154	0	3	2.0%
Sideswipe: Same Direction	266	0	1	0.4%
Rear End	984	0	1	0.1%
Backed Into	125	0	0	0.0%
Other	5	0	0	0.0%
Unknown	2	0	0	0.0%

3.3. IDENTIFICATION OF HIGH-RISK LOCATIONS

This section presents ways to visualize crash data and identifies locations of crashes using a “heat map” where color shading indicates concentrations of crashes. **Figure 12** shows a heat map for all crashes, **Figure 13** shows a heat map for fatal and severe injury crashes, and **Figure 14** shows a heat map for VRUs.

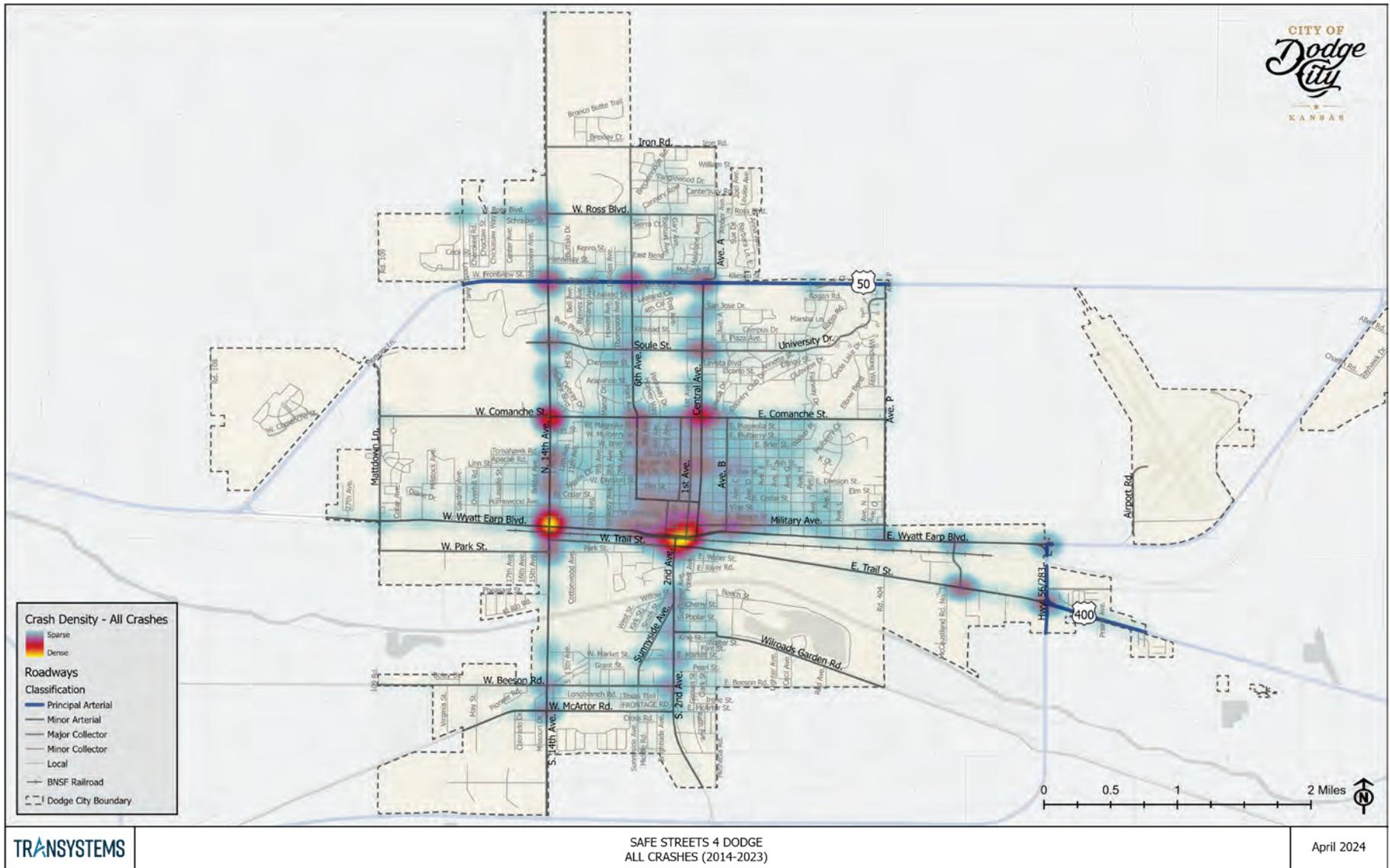


Figure 12: Heat Map for All Crashes [2014-2023]

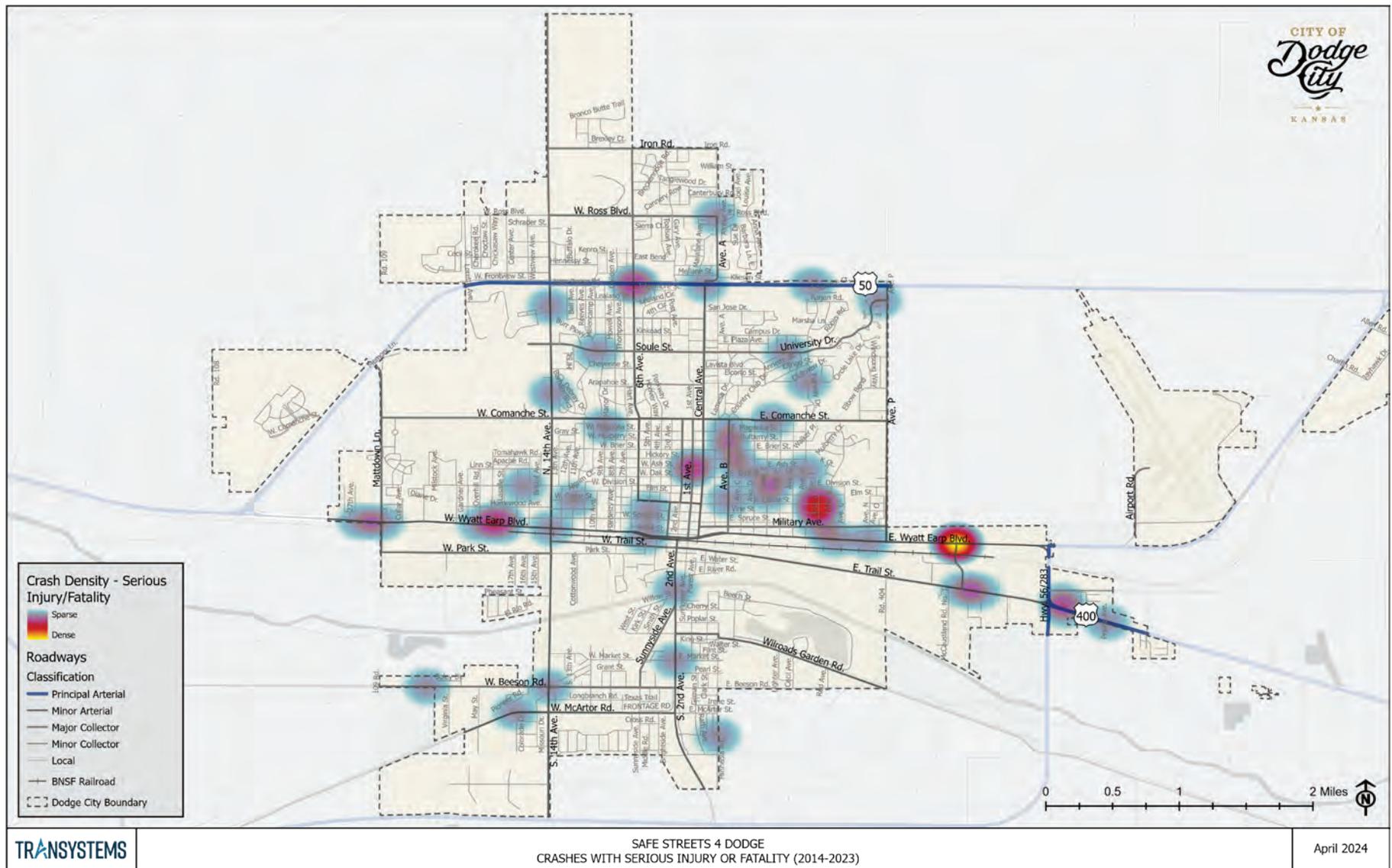


Figure 13: Heat Map for Fatal and Serious Crashes [2014-2023]

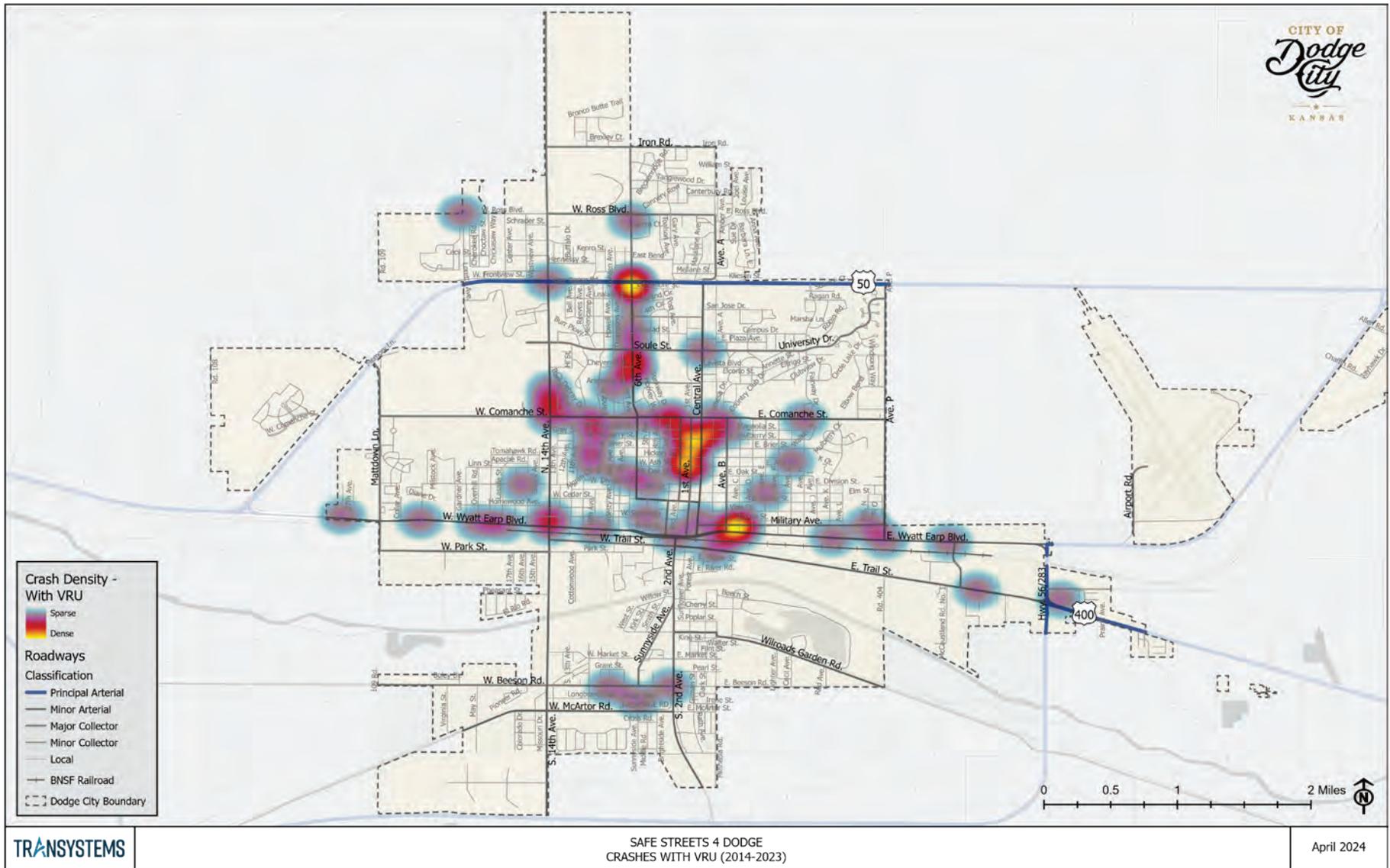


Figure 14: Heat Map for VRU Crashes [2014-2023]

3.4. RAILROAD

The BNSF Railway (BNSF) tracks run adjacent to the Wyatt Earp Boulevard corridor through Dodge City. In the previous five years (2019-2023), 840 crashes occurred within 500 feet of the primary rail corridor [14th Avenue and Underpass Road]. One crash occurred in 2023 at the 2nd Avenue highway-rail crossing (DOT #009105U). Of these crashes, the vast majority were identified as property damage only, with 66 identified as minor injuries in the crash report. There are crash hot spots within the environs of the at-grade highway-rail crossings at 2nd Avenue, 4th Avenue, and 14th Avenue, as well as at the grade separation at Underpass Road. The lack of adequate north-south connectivity in Dodge City funnels traffic to 2nd Avenue and 14th Avenue. The presence of the at-grade crossing increases the likelihood of conflicts on these heavily trafficked corridors. The speed differential caused by both crossing closures and vehicles that are required to stop at all crossings may be a contributing circumstance in crashes adjacent to highway-rail crossings. Rear end crash types are a common crash trend along the corridor due to the backup of traffic from the trains and the close spacing for turning vehicles. The proximity of the highway-rail crossing to the 2nd Avenue/Wyatt Earp intersection, the city's highest volume intersection, increases the risk of crashes.

Two fiscal year 2023 (FY23) Federal Grant applications were submitted to determine improvements along the BNSF La Junta subdivision corridor: *Railroad Crossing Elimination (RCE) Grant Program and Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program*. If awarded, the City will conduct a study, with BNSF coordination, to evaluate and prioritize grade crossing investments along the La Junta subdivision, which is also served by Amtrak Southwest Chief's passenger service. The project aims to address several challenges related to highway-rail crossings in Dodge City including safety, connectivity, and barriers to economic development. The 2.4-mile study area features six highway-rail crossings that will be evaluated to identify strategies that enhance north-south connectivity and support rail operations through Dodge City.



Photo Credit: Josh Roesener

4. EQUITY ANALYSIS

The goal of equity analysis is to distinguish populations that are underserved and under-resourced and to assess how they are impacted by outcomes of the transportation system (like safety risk). Equity analysis can provide an understanding of the implications of safety risk disparities in various communities. Equity is a concept that centers on the idea of fairness and justice. Reaching zero deaths requires eliminating disparities by prioritizing equity.

This plan uses criteria for areas of persistent poverty, historically disadvantaged communities as identified by the USDOT, and the Social Vulnerability Index as defined by the Centers for Disease Control and Prevention (CDC).

The Safe Streets and Roads for All (SS4A) defines an Underserved Community consistent with the USDOT definition of a disadvantaged community using two sources. These sources are also used when completing SS4A grant applications:

- U.S. Census tracts identified in the **Equitable Transportation Community (ETC) Explorer** tool. This tool provides a percentile rank based on five disadvantaged components including disadvantaged components related to climate, environmental burden, health vulnerability, social vulnerability, and transportation factors.
- U.S. Census tracts identified in the **Climate and Economic Justice Screening (CEJST)** tool (Justice40 Tracts). The tool has an interactive map and uses datasets that are indicators of burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

Other tools available at the federal level to assist in identifying disadvantaged communities include:

- **HEPGIS Maps:** Socioeconomics and Equity Analysis developed by the Federal Highway Administration.
- **The Centers for Disease Control and Prevention (CDC) Social Vulnerability Index** measures social vulnerability based on measurements of socioeconomic status such as poverty and unemployment, household characteristics such as age, racial and ethnic minority status, and housing type.
- **EJScreen:** Environmental Justice Screening and Mapping Tool (Environmental Protection Agency).

These approaches vary on specific criteria used to identify disadvantaged areas. Error! Reference source not found. summarizes the designation of each census tract as a disadvantaged community by each tool. Details on the equity information sources and data can be found in **Appendix C**. The review of equity information shows that the entire city of Dodge City can be defined as disadvantaged based on one or more of the sources used.

5. EMPHASIS AREAS

5.1. BACKGROUND

Emphasis areas help prioritize efforts and resources toward specific areas with the highest risk and greatest potential for improvement. By focusing on these areas, decision makers can address the most pressing issues, such as intersections with high crash rates or sections of roads with frequent speeding violations, leading to a more effective and targeted safety strategy. Additionally, emphasis areas provide a clear framework for measuring the success of road safety initiatives, allowing for data-driven decision-making and continuous improvement in crash prevention.

Grouping crashes together based on behavior and location is a good basis for looking at emphasis areas deserving extra consideration. Emphasis areas should be the focal points that planned activities are built upon thus providing the biggest impacts to preventing crashes. Some emphasis areas are more focused on engineering design-related solutions (location or systemic-based crashes), while others rely on changing the behaviors associated with the crashes often using enforcement, education, or emergency response (or combinations of all). These may include countermeasures from the National Highway Traffic Safety Administration (NHTSA) which are primarily behavior-based programs and FHWA's Crash Modification Factors clearinghouse (mostly project-based solutions).

5.2. TOP CRASH EMPHASIS AREAS

Emphasis areas were charted in three ways.

1. Intersection-related, roadway departure, and distracted driving are the top crash emphasis areas by frequency.
2. Intersection-related, unrestrained occupant, and alcohol or drug-related crashes are highest for injury and fatality crashes.
3. Vulnerable road users, motorcycle, and unrestrained occupant are highest when using an Equivalent Property Damage Only (EPDO) score. The EPDO score weighs factors related to the societal costs of fatal, injury, and property damage-only crashes and are assigned to crashes by severity to develop an EPDO score that considers frequency and severity of crashes. The equation used for EPDO is based on 2023 KDOT crash costs:

$$EPDO\ Rate = \#fatal\ crashes * 1188.7 + \#serious\ injury\ crashes * 63.99 + \#injury\ crashes * 19.62$$

Figures 15 through 18 show more details of these emphasis area charts.

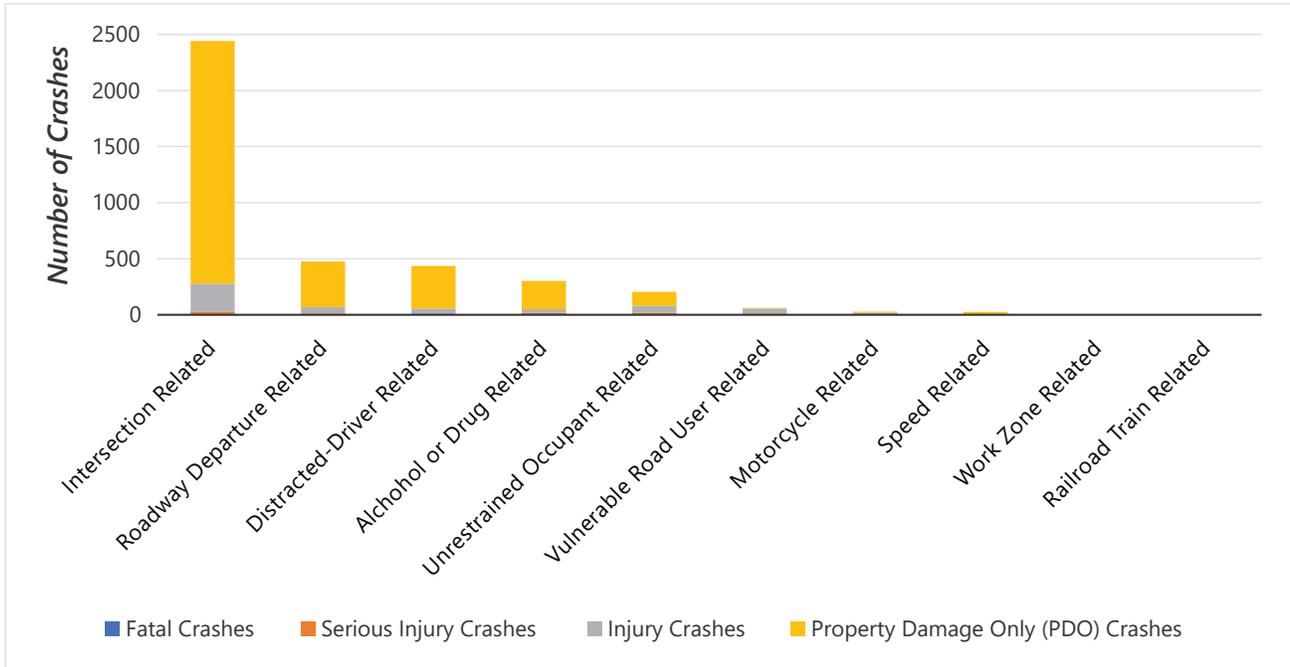


Figure 15: Emphasis Areas - All Crashes

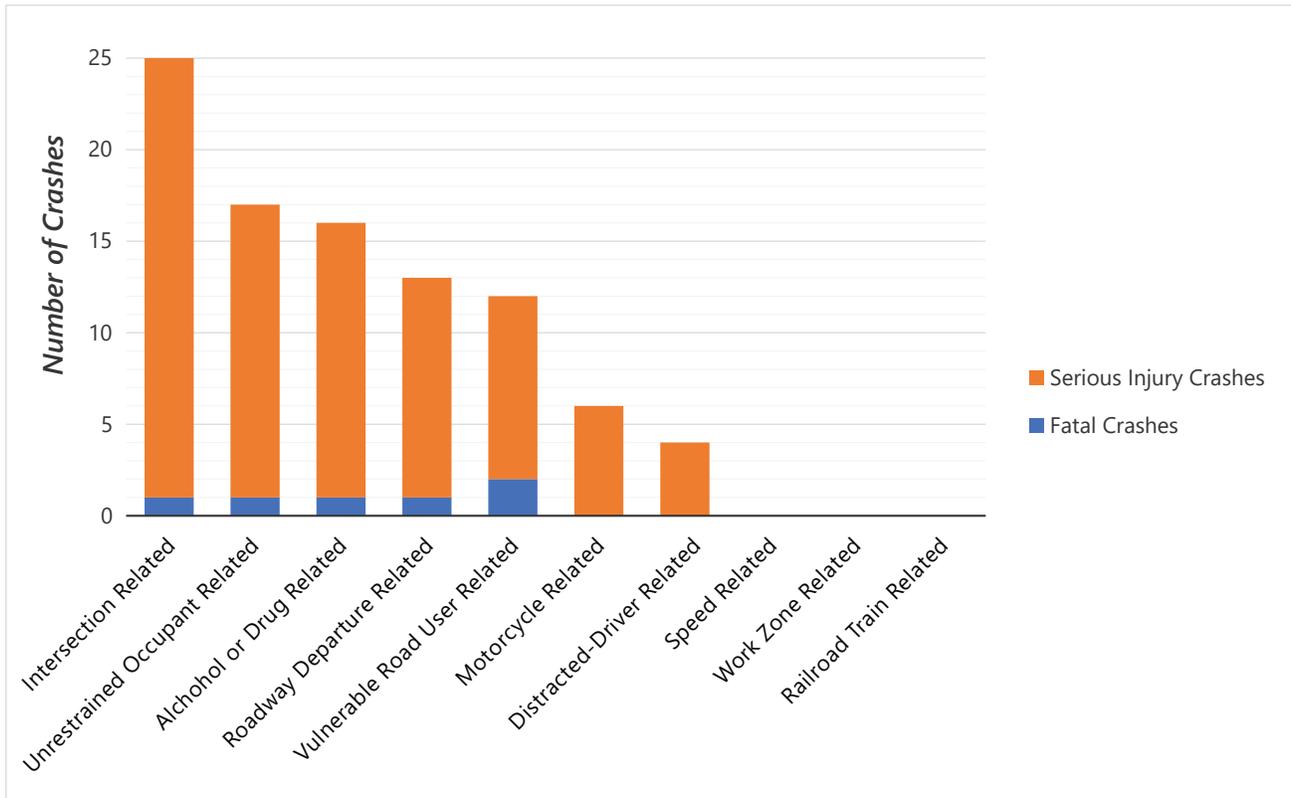


Figure 16: Emphasis Areas - Fatal and Serious Injury Crashes

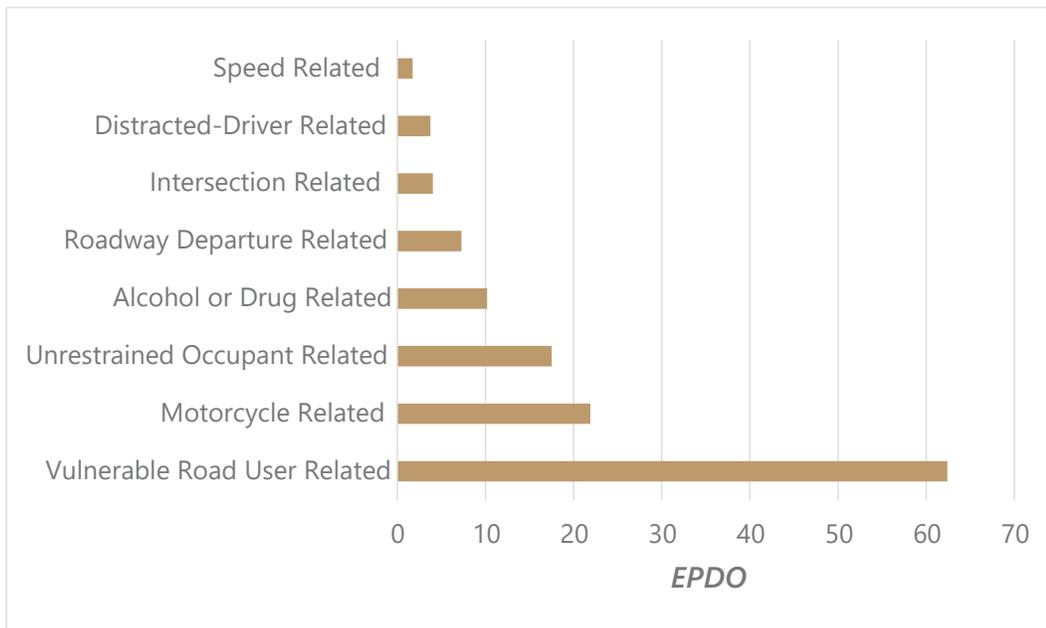


Figure 17: EPDO Emphasis Areas

In many crashes, multiple emphasis areas are identified as contributing factors. Intersection crashes overlap the most with other influence areas. Other overlap observations:

- 28% of speed-related crashes are also distracted driving crashes.
- 21.2% of roadway departure crashes and 20.1% of unrestrained occupant-related are alcohol or drug related crashes.
- 46.1% of unrestrained occupants are intersection related and 24.5% are roadway departure related.
- 46.8% of VRU crashes are intersection related.
- Over 40% of VRU, speed, distracted driving, unrestrained occupant, and motorcycle related are all intersection related.

Step 1: Select Emphasis Area

Step 2: Evaluate Overlapping Emphasis Area		Roadway Departure Related	Vulnerable Road User Related	Intersection Related	Speed Related	Distracted-Driver Related	Unrestrained Occupant Related	Alcohol or Drug Related	Work Zone Related	Motorcycle Related	Railroad Train Related
	Roadway Departure Related	100.0%	0.0%	4.7%	4.0%	9.6%	24.5%	33.6%	0.0%	0.0%	0.0%
	Vulnerable Road User Related	0.0%	100.0%	1.2%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%
	Intersection Related	23.9%	46.8%	100.0%	44.0%	47.7%	46.1%	26.9%	0.0%	40.7%	0.0%
	Speed Related	0.2%	0.0%	0.5%	100.0%	1.6%	0.5%	0.3%	0.0%	0.0%	0.0%
	Distracted-Driver Related	8.8%	8.1%	8.5%	28.0%	100.0%	13.2%	10.6%	0.0%	7.4%	0.0%
	Unrestrained Occupant Related	10.5%	0.0%	3.8%	4.0%	6.2%	100.0%	13.6%	0.0%	37.0%	0.0%
	Alcohol or Drug Related	21.2%	0.0%	3.3%	4.0%	7.3%	20.1%	100.0%	0.0%	14.8%	0.0%
	Work Zone Related	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Motorcycle Related	1.9%	0.0%	0.5%	0.0%	0.5%	4.9%	1.3%	0.0%	100.0%	0.0%
Railroad Train Related	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Figure 18: Emphasis Area Overlaps

Intersection-related, distracted driving, and speed-related crashes were selected by the Safety Task Force as main emphasis areas. Due to the alignment of overlap with intersections and vulnerable roadway users (VRUs), those crashes were analyzed further as well. It should be noted that for some things such as distracted driving there were limited reports with that as a contributing circumstance, that may be in part due to the nature of proving it, or the prevalence of police in some instances to not fill out non-mandatory parts of the crash reports.

5.3. INTERSECTIONS

Using crash report data, an algorithm was used to create clusters of intersections with high densities of fatal or injury crashes. Crash emphasis areas are limited to the data available within the crash report. Therefore, there are some limitations within the data. The difference between signalized intersection and unsignalized intersection was based on the “traffic control type” within the crash report. This data did align with existing conditions.

For the emphasis area clustering, intersections were selected if four or more fatal or injury crashes occurred in the 10-year period within 300 feet of each other. The location rankings are based on the EPDO. Some rankings are tied, as shown in **Table 7**, **Table 8** and **Table 9**. Again, the equation used for EPDO is based on 2023 KDOT crash costs:

$$EPDO\ Rate = \#fatal\ crashes * 1188.7 + \#serious\ injury\ crashes * 63.99 + \#injury\ crashes * 19.62$$

Top Signalized Intersections

The most common crash fatal or serious injury crash for six of the eight clustered signalized intersections is angle-side impact. There were no fatal crashes at a clustered signalized intersection. The highest-ranked signalized intersection is US-50 and 6th Avenue, with 12 injury crashes occurring in the previous ten years.

Table 7: Signalized Intersection Rankings

Location	Ranking	# of Fatal Crashes	# of Serious Injury Crashes	# of Injury Crashes	Equivalent Property Damage Only Rate (EPDO)
US-50 and 6th Avenue	1	0	2	10	324
Wyatt Earp Boulevard and 14th Avenue	2	0	1	5	162
Spruce Street and 14th Avenue	3	0	0	8	157
US-50 and Central Avenue	4	0	1	4	142
Comanche Street and 14th Avenue	5	0	0	7	137
Wyatt Earp Boulevard and US-283/113th Road	6 (tie)	0	0	5	98
US-50 and 14th Avenue	6 (tie)	0	0	5	98
Comanche Street and 1st Avenue	8 (tie)	0	0	4	78
Trail Street and 2nd Avenue	8 (tie)	0	0	4	78

Table 7 and Figure 19 indicate the clustered intersection rankings.

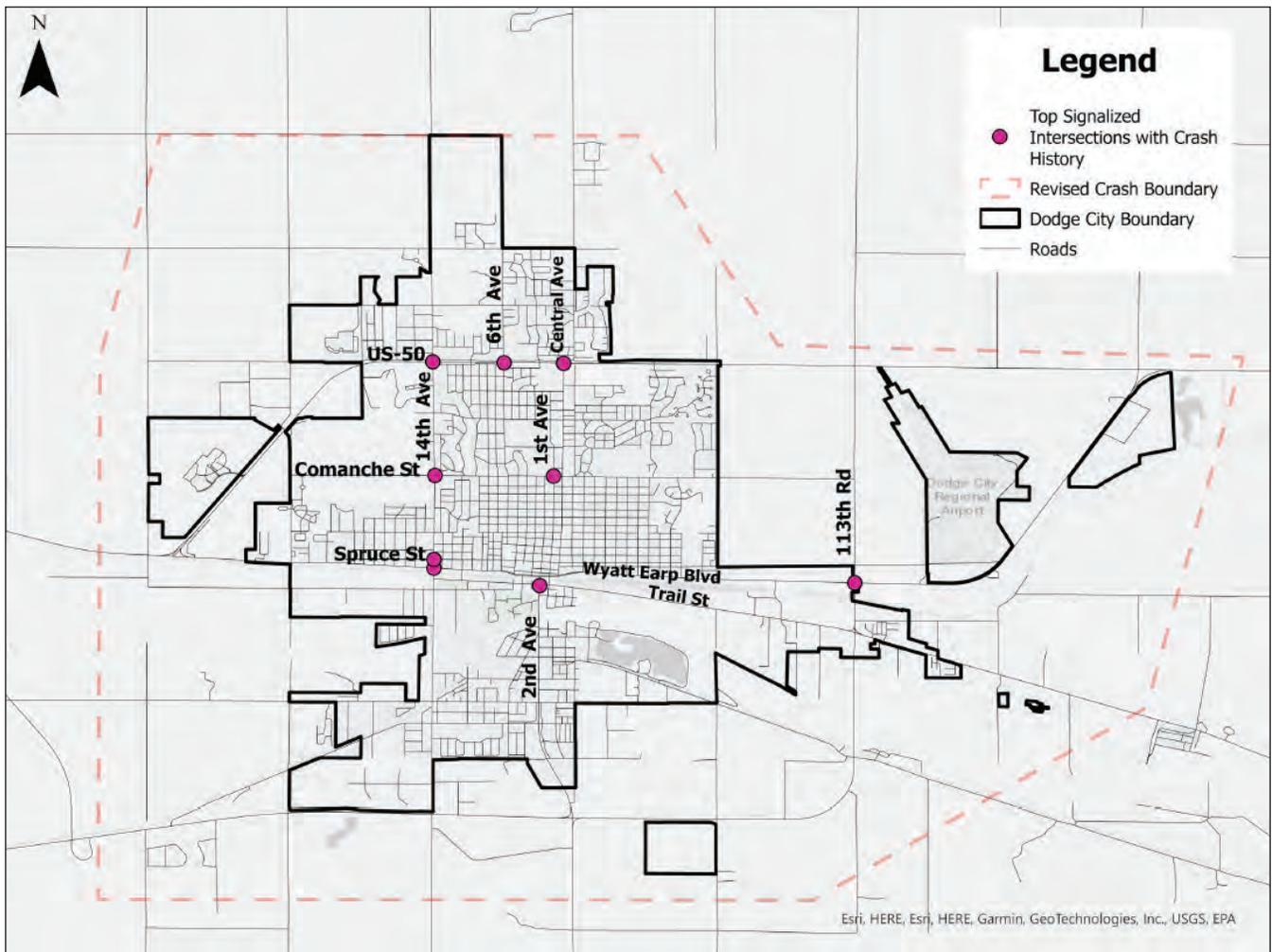


Figure 19: *Top Signalized Intersection Crash Locations*

Top Unsignalized Intersections

The highest-ranked unsignalized intersections are US-56 & Lariat Way and Wyatt Earp Boulevard & Matt Down Road. Both intersections had one fatality and four injury crashes in the previous ten years.

Table 8 and *Figure 20* indicate the clustered intersection rankings.

Table 8: Unsignalized Intersection Rankings

Location	Ranking	# of Fatal Crashes	# of Serious Injury Crashes	# of Injury Crashes	Equivalent Property Damage Only Rate (EPDO)
US-56 and Lariat Way	1 (tie)	1	0	4	1267
Wyatt Earp Boulevard and Matt Down Road	1 (tie)	1	0	4	1267
Wyatt Earp Boulevard and Underpass Road	3	0	4	8	413
McArtor Road and 14th Avenue	4	0	0	9	117
Park Street and 14th Avenue	5	0	0	7	137
Division Street and 14th Avenue	6 (tie)	0	0	6	118
US-50 and Matt Down Road	6 (tie)	0	0	6	118
Spruce Street and Avenue C	8 (tie)	0	0	5	98
US-50 and Gary Avenue	8 (tie)	0	0	5	98
Wyatt Earp Boulevard and Avenue B	10 (tie)	0	0	4	78
Wyatt Earp Boulevard and US-50	10 (tie)	0	0	4	78
Comanche Street and Country Club Drive	10 (tie)	0	0	4	78

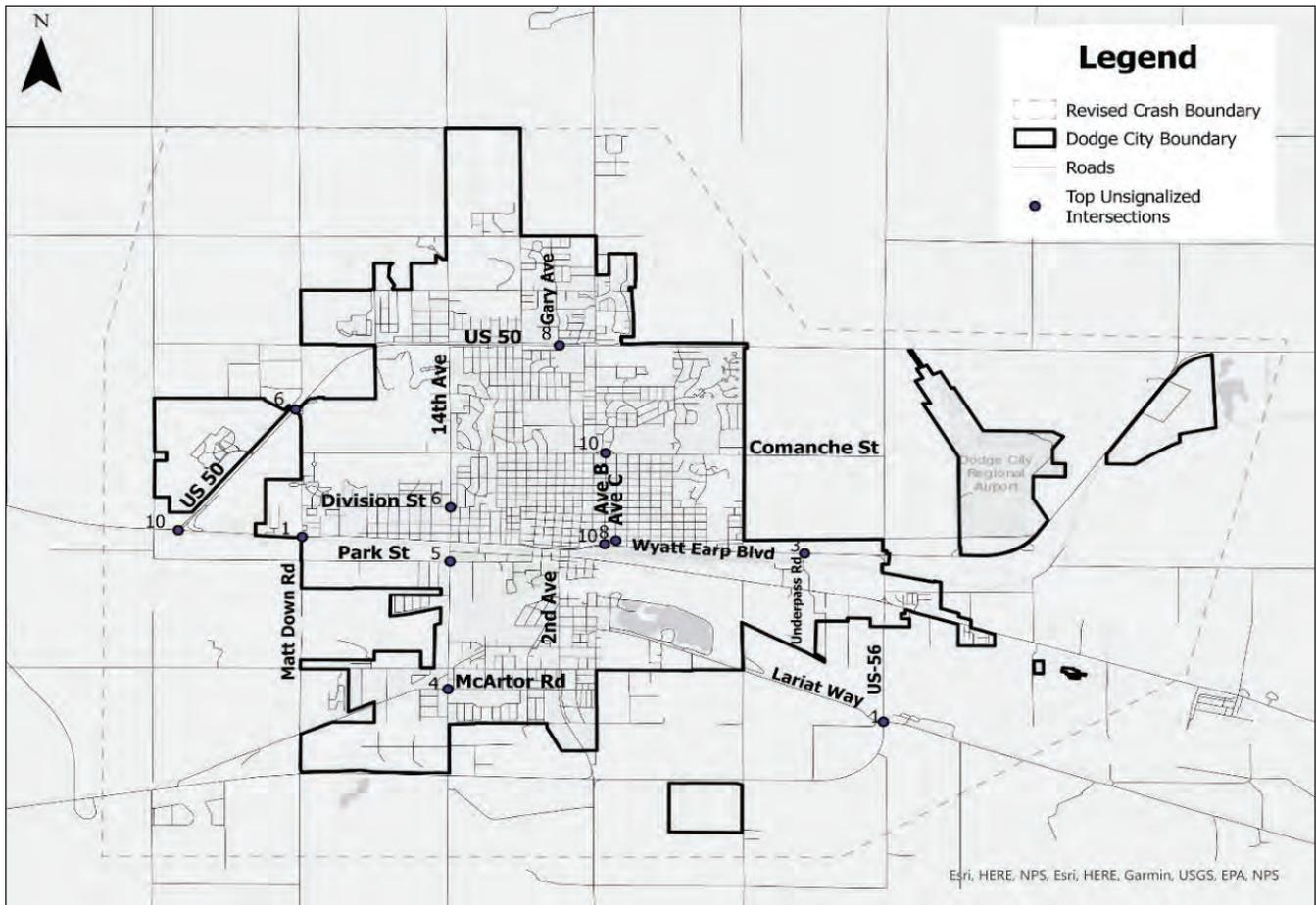


Figure 20: Top Unsignalized Intersection Crash Locations

5.4. DISTRACTED DRIVING

A unique crash trend identified was that many crashes were listed as vehicle crashes with parked cars. Approximately 10% of parked car crashes were attributed to the use of alcohol. Approximately 43% of vehicle crashes with parked cars occurred when there were dark conditions but that in all cases, streetlights were reported turned on.

5.5. SPEED-RELATED CRASHES

Speed was denoted as an emphasis area by stakeholders. The clustering mechanism did not indicate any locations related to speeding. Stakeholder feedback and probe speed data were included within the emphasis area selection. Streets were highlighted where 20 percent or more of the vehicles on that road segment traveled 10 mph or more over the speed limit. The speeding corridors are shown in *Figure 21*.

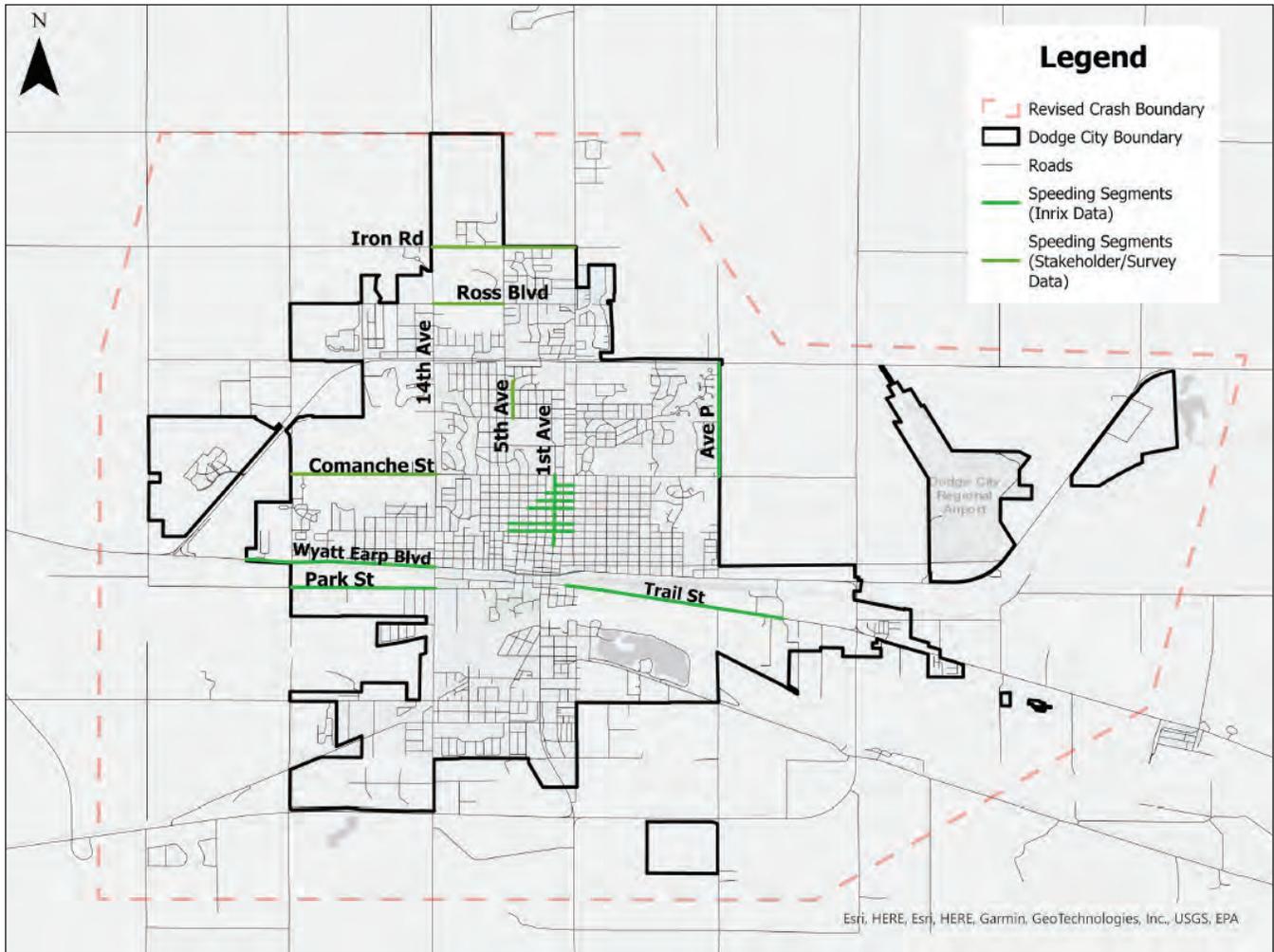


Figure 21: Locations of Speeding (Locations where speed exceeded 10 mph over posted speed limit, collected 1st Quarter, 2022)

5.6. VULNERABLE ROADWAY USERS

Pedestrians are particularly vulnerable to crashes, as shown in the EPDO section. Like the Intersection emphasis area, an algorithm was used to identify cluster locations with VRU crashes. Two locations were identified as VRU crash clusters, as shown in *Figure 22*:

- US 50 and 6th Ave
- Wyatt Earp Blvd and Avenue C

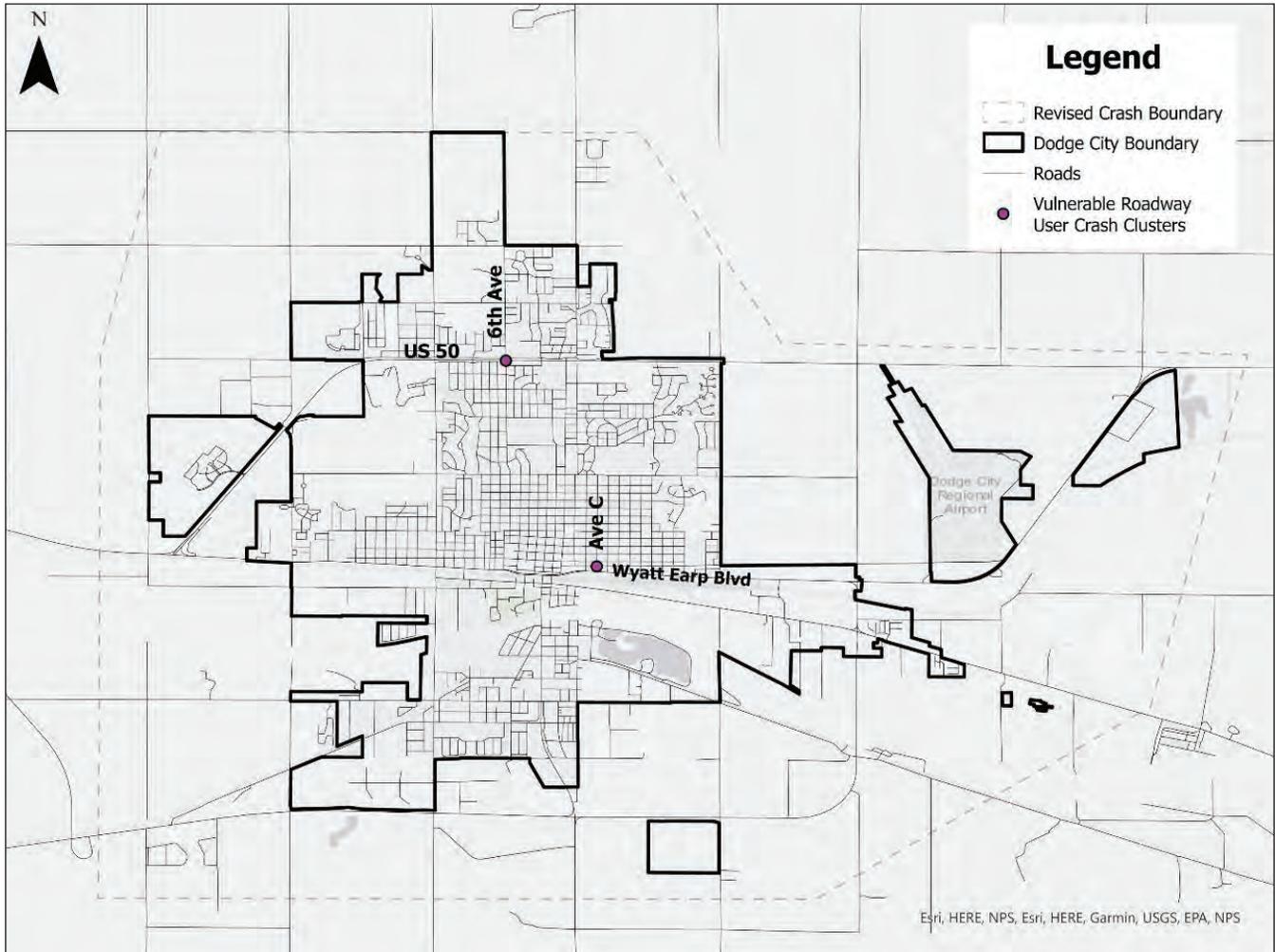


Figure 22: *Vulnerable Road Users Crash Clusters*

5.7. SCHOOL-INFLUENCED AREAS

The school influence area was determined by looking at all crashes within a 0.25-mile radius of all Dodge City schools. The schools are concentrated in the middle of town. This area also had the highest concentration of crashes within the school areas, in comparison to the rest of the city. A segment of US-50 was also included because of the high volumes of people crossing US-50 to access the schools to the north. There are ongoing intersection safety improvements, including the intersection of US-50 near Dodge City High School. These areas see a high amount of VRUs and should be prioritized. A map of the school influence areas is shown in **Figure 23**. School emphasis boundaries are:

- Soule Street to Military Avenue; 8th Avenue to Avenue A
- US-50 from the High School entrance to 6th Avenue

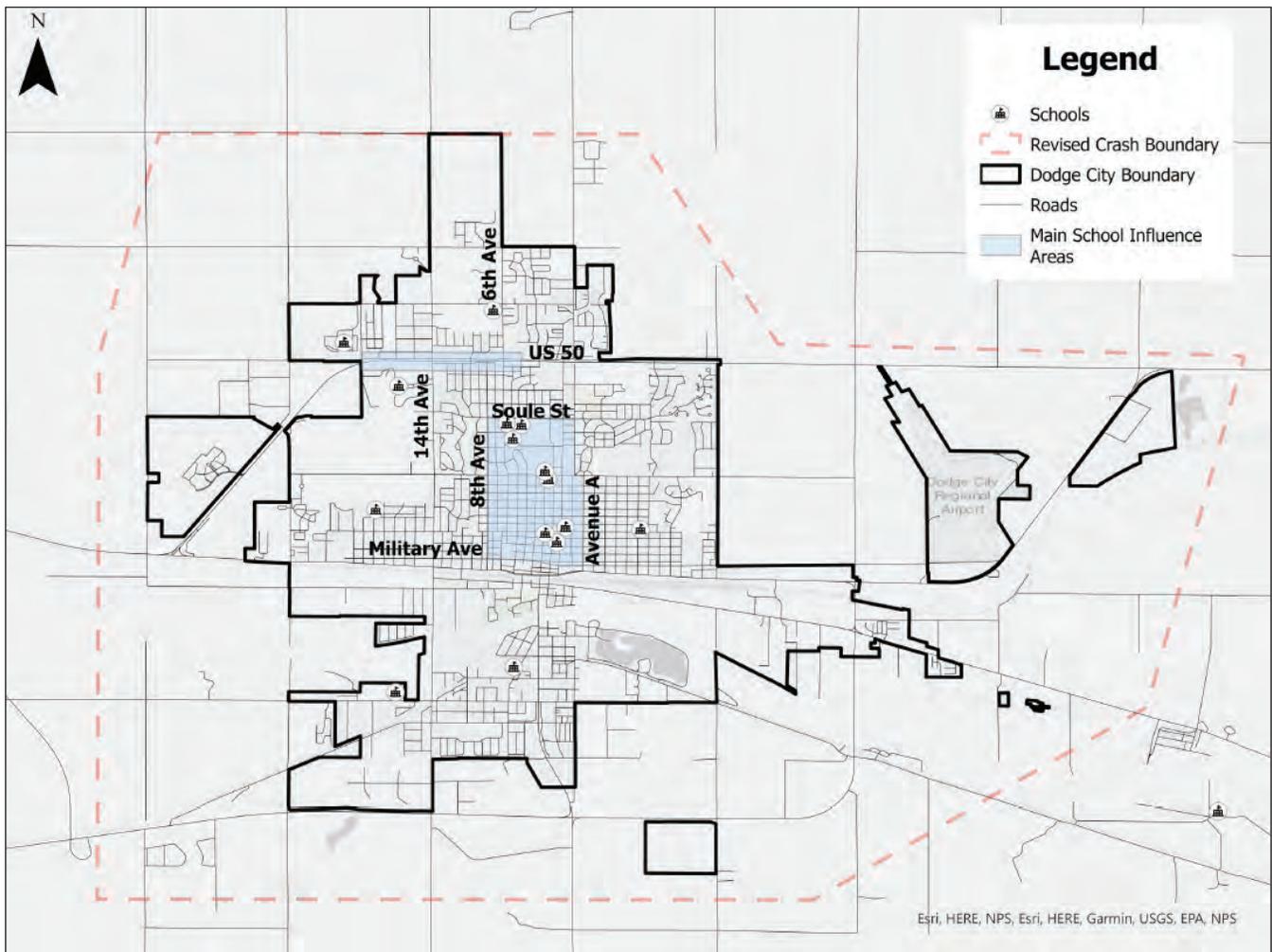


Figure 23: School Influence Emphasis Area

5.8. OVERLAPPING EMPHASIS AREAS

Figure 24 provides a composite graphic showing the major locations of concern for the emphasis areas described above.

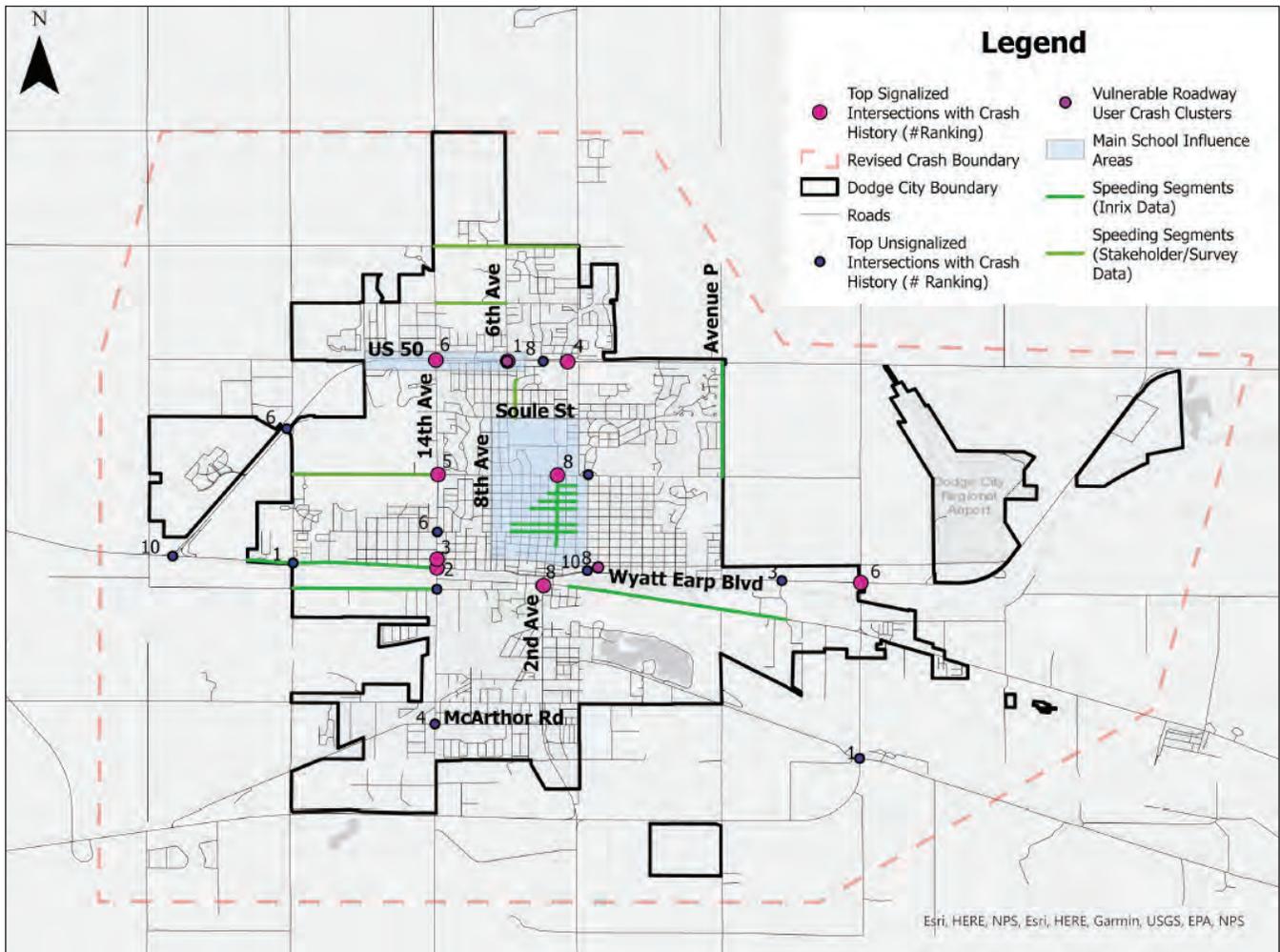


Figure 24: Composite Emphasis Areas

6. SAFETY STRATEGIES

The Safety Task Force evaluated the results of the data analysis and the safety concerns and public priorities. Using the Safe System Approach as the framework, they identified safety countermeasures to be evaluated. Each Safe System element (Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-crash Care) was considered. The countermeasures specifically address the prioritized safety emphasis areas:

- Signalized Intersections
- Unsignalized Intersections
- Vulnerable Road Users – pedestrians and bicyclists
- Distracted Driving
- Excessive Speeds

Multiple resources were used in developing appropriate safety strategies, including:

- FHWA's Proven Safety Countermeasures
- National Highway Traffic Safety Administration's (NHTSA) "Countermeasures that Work"
- FHWA's Crash Modification Factors (CMF) Clearinghouse

When identifying potential systemic safety improvements, it is important to look at CMFs for the proposed improvements. The CMF Method is found in Part D of the Highway Safety Manual (HSM). CMFs are defined as the ratio of effectiveness of one condition in comparison to another condition and represent the relative change in crash frequency due to a change in one specific condition. A CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. Countermeasures with CMFs less than one are expected to reduce crashes if applied, while those countermeasures with CMFs greater than one are expected to increase crashes.

The CMF Method is used to calculate the expected number of crashes by taking the observed number of crashes and multiplying those crashes by the applicable CMF for the proposed countermeasure. It is recommended that CMFs be applied to a minimum of three (3) years of crash data for urban and suburban sites and five (5) years of crash data for rural sites.

Crash Reduction Factors (CRFs) are related to CMFs but stated in different terms. A CRF is defined as a percentage of crash reduction that might be expected after the implementation of a given countermeasure at a specific site.

Caution should be used in the selection of appropriate CMFs. The following guidance should be considered when selecting CMFs for predictive crash analysis:

- CMFs should be selected from the HSM Part D or from the Federal Highway Administration's (FHWA) CMF Clearinghouse website (<http://www.cmfclearinghouse.org>).
- Read the countermeasure abstract to determine if the CMF is applicable to the proposed improvement.
- Only CMFs with a four- (4) star rating or higher should be considered for use in analysis.
- Be sure the selected CMF is applicable to the set of crash data being used for analysis. Some CMFs may only be applicable to a subset of the crash data.
- The application of multiple CMFs can overestimate the expected crash reduction. Unless each CMF addresses independent crash types, multiple CMFs should not be used. It is suggested that no more than three (3) independent CMFs be applied to a particular site.

The countermeasures proposed in this document were chosen because of their effectiveness in reducing crashes. Some safety countermeasures that are recommended do not yet have CMF ratings that meet the above guidance, due to the amount of data and peer review that is required; however, preliminary studies show safety benefits as a result of these countermeasures. The FHWA has also published a list of Proven Safety Countermeasures which, per their website is "a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries... Transportation agencies are strongly encouraged to consider widespread implementation of [Proven Safety Countermeasures] to accelerate the achievement of local, State, and National Safety goals." <https://safety.fhwa.dot.gov/provencountermeasures/>.

Nationally, there are relatively low percentages of fatal and serious injury crashes that occur on unpaved roadways when compared to paved roadways. As such, safety research has focused on paved roadways. The lack of research on the unpaved system results in very few CMFs defined for safety countermeasures on unpaved roadways.

The countermeasures presented in **Table 9** were identified and reviewed by stakeholders as those providing a significant opportunity to reduce traffic related fatalities and serious injuries in Dodge City.

Table 9: Selected Safety Countermeasures

Countermeasure	Description	CMF
Signalized Intersections		
Improved Signal Phasing/Timing Plans	Traffic signal coordination can decrease the number of crashes and create speed harmonization as drivers learn the length of signal intervals.	0.79
Consistent Yellow and All-Red Timings	Consistent yellow and all-red display intervals allow motorists and pedestrians to anticipate when it will be safe to enter the intersection.	0.86
Backplates with Retroreflective Borders	Backplates improve the visibility of a traffic signal with a controlled-contrast background. A yellow retroreflective border makes it even more conspicuous.	0.85
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	.6 (for LT) .75 (all)
Unsignalized Intersections		
Access Management (restrict left turns)	Restrict the left turns from side streets onto a main street.	.30 (for LT)
Flashing Beacon Warning Sign	Flashing beacons on warning signs increase driver awareness and recognition of upcoming problems and potential conflicts.	0.9
Add Left Turn Lanes	Left turn lanes provide separation from through traffic, space for deceleration, and space to wait to complete a turn.	0.4
Enhanced Stop Signs	Larger stop signs, use of flasher on sign or use of retroreflective markings to increase visibility of stop signs.	0.9
Vulnerable Road Users		
Rectangular Rapid Flashing Beacon	Pedestrian-actuated RRFBs flash with an alternating high frequency to enhance driver awareness of pedestrians at the crossing.	.53 (Ped)
Pedestrian Hybrid Beacons	A traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.	.45 (Ped)
Countdown Pedestrian Signal Heads	These signals provide pedestrians with more information on the remaining crossing time.	.92 (Ped)
Leading Pedestrian Interval (LPI)	LPIs allow pedestrians to enter the crosswalk 3-7 seconds before parallel vehicles are given a green indication.	0.87

Countermeasure	Description	CMF
Construct Sidewalks	Construct sidewalks to fill in gaps to allow separation of pedestrians and vehicles along roadways.	.11-.35 (Ped)
High Visibility Crosswalks	High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.	.60 (Ped)
Advance Yield or Stop markings	YIELD Here to Pedestrians” or “STOP Here for Pedestrians” signs 20 to 50 feet in advance of a marked crosswalk.	0.62 (Ped)
Distracted Driving		
Distracted Driving Education	Education campaigns (PSAs, social media ads, school/workplace education) can be conducted regarding distracted driving.	Needs further evaluation
Impaired Driving Education	Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.	★★
Excessive Speeds		
Speed Feedback Sign	Speed measuring message sign which displays speeds back to driver.	0.95
Road Diet	Convert 4-lane street to 3-lane street providing one travel lane in each direction with center turn lane or medians, providing additional width for bicycle lanes.	.53-.81
Increased Enforcement	Increase enforcement presence in key speeding areas.	★★★★
Create Traffic Calming Policy	Develop neighborhood traffic calming guidance, including policy about installation of traffic speed bumps.	Needs further evaluation
Education related to speeding	Develop education campaigns (PSAs, social media ads, school/workplace education).	★★★

Countermeasure effectiveness is shown using a five-star rating system:

Effectiveness

- ★★★★★ Demonstrated to be effective by several high-quality evaluations with consistent results.
- ★★★★ Demonstrated to be effective in certain situations.
- ★★★ Likely to be effective based on balance of evidence from high-quality evaluations.
- ★★ Limited evaluation evidence, but adheres to principles of human behavior and may be effective if implemented well.
- ★ No evaluation evidence, but adheres to principles of human behavior and may be effective if implemented well.

7. IMPLEMENTATION PLAN

7.1. PLANNED AND CURRENT PROJECTS

The City of Dodge City is pursuing the construction of roadway, intersection, and multi-use trail projects that would be completed within the next five years. Many of these potential projects will address systemic or hot spot crash locations. The City's project list is provided in **Table 10**.

Table 10: *Current Transportation Projects*

Existing or Planned Projects			
Funding	Location	Project Type	Scope
City	East Trail Street (McCausland Rd. 1 – Love's Driveway)	Segment / Intersection	Expand Trail St. to a concrete 5-lane section and add a traffic signal at the intersection of Underpass Rd. & Trail St.
City	Loretta Avenue & US-50	Signal/Segments	Improve the intersection of Loretta and US-50, including a new traffic signal. Add second eastbound lane to US-50 from Loretta to 14th Ave. Construct Loretta from US-50 to Ross Blvd.
City / Developer	West Comanche St. (14th Ave. – US-50)		Improve Comanche St. to a 4-lane boulevard (center median) from 14th Ave. to the Casino intersection on US-50. The west leg of the 14th Ave. and Comanche St. intersection would be widened, and a new traffic signal would be installed.
RURAL Surface Transportation Block Grant	US-56/US-283 (E. Wyatt Earp Blvd. and 113 Rd. to E. Trail St.)	Segment / Intersection	Improve the E. Wyatt Earp intersection, construct a SPUI at the Trail St. intersection, construct a 4-lane bridge over the railroad and a new bridge over Trail St.
City	McArtor Rd. (Missouri Rd. – S. 2nd Ave.) 14th Ave. (McArtor Rd. – US56)	Segment / Intersection / Pedestrian	Improve 14th Ave. & McArtor Rd. intersection and expand both corridors to 3-lane sections. Includes multi-use trails.
City	Soule St. (Manor Dr. – 1st Ave.) 6th Ave. (Soule St. – Comanche St.)	Intersection / Pedestrian	Improve the 6th Ave. and Soule St. intersection and improve the intersection of 6th Ave. and Comanche St. with a potential roundabout. Includes multi-use trails.
City	Comanche St. (1st Ave. to Elbow Bend)	Pedestrian	Multi-use trail.
City	S. 2nd Ave. and Sunnyside Ave (Wright Park to Beeson Arboretum)	Pedestrian	Multi-use trail and bridge over Arkansas River.

7.2. SAFETY PROJECTS

Safety projects are identified for each crash emphasis area using input from stakeholders, the public survey, crash data analysis, and input from City staff. This list was refined based on review and comments by both the City and the STF. Project fact sheets that provide additional project information are provided in *Appendix D*.

Signalized Intersections

Projects addressing crash locations at signalized intersections are listed in *Table 11*. Two projects are systemic countermeasures that address crash locations at 20 signalized intersections. The third project will improve the safety of left turn traffic movements on 14th Avenue at the intersections of Wyatt Earp Boulevard and Spruce Street. 14th Avenue is a four-lane street. This project will designate the center lanes as left turn lanes allowing for improvements in signal phasing and with railroad signal pre-emption.

Table 11: Recommended Signalized Intersection Safety Projects

Signalized Intersections				
Roadway Ownership	Location	Project Type	Selection	Scope
KDOT/City	Signalized intersections (20)	Signalized Intersections	Systemic	Install Retroreflective Backplates.
KDOT/City	Signalized intersections (20)	Signalized Intersections	Systemic	Signal Timing and Phasing Plan including LPI at higher pedestrian locations (not including hardware).
City	14th Ave. at Wyatt Earp Blvd. and Spruce St.	Signalized Intersections	Crash Locations	Lane striping to provide left turn lanes, complete sidewalk gaps on west side, signal timing and coordination, pedestrian signal heads, and crosswalks.
KDOT/City	Wyatt Earp Blvd. and US-283/113th Rd.	Signalized Intersections	Crash Locations	A more detailed study is currently underway at this location, along with a comprehensive scope that includes grant applications.

Unsignalized Intersections

Recommended safety projects at unsignalized intersections are in *Table 12*. Listed are locations along US-50 and Wyatt Earp Blvd. where left turn bays are currently not provided and are recommended for construction. Additional intersections are identified where an intersection control evaluation study should be completed that examines signal, roundabout, and/or stop control warrants.

Table 12: Recommended Unsignalized Intersection Safety Projects

Unsignalized Intersections				
Roadway Ownership	Location	Project Type	Selection	Scope
KDOT	Wyatt Earp Blvd. & Matt Down Rd.	Non-Signalized Intersection	Crash Locations	Add eastbound left turn lane.
City	Wyatt Earp Blvd. & Underpass Rd.	Non-Signalized Intersection	Crash Locations	Intersection Control Evaluation
City	McArtor Rd. & 14th Ave.	Non-Signalized Intersection	Crash Locations	Intersection Control Evaluation

Unsignalized Intersections				
Roadway Ownership	Location	Project Type	Selection	Scope
City	Park St. & 14th Ave.	Non- Signalized Intersection	Crash Locations	Intersection Control Evaluation
City	Division St. & 14th Ave.	Non- Signalized Intersection	Crash Locations	Intersection Control Evaluation
KDOT	US-50 & Matt Down Rd. and US-50 & Avenue P	Non- Signalized Intersections	Public comment	Add left turn lanes and advance intersection warning signs.
City	Comanche St. & Avenue A	Non- Signalized Intersection	Crash Locations	Close access to La Mesa.
City	Spruce St. & Avenue C	Non- Signalized Intersection	Crash Locations	Install Stop signs.
KDOT	US-50 & Melencamp Ave.	Non- Signalized Intersection	Public comment	Add eastbound and westbound left turn lanes.

Vulnerable Road Users

Projects that address pedestrian and bicycle safety are shown in **Table 13**. The list includes projects along Ross Boulevard, 6th Avenue from Edgemore Street to Soule Street, and on Comanche Street from 6th Avenue to Avenue B. These projects connect neighborhoods to parks and schools and reducing vehicle speeds would improve bicycle/pedestrian safety. A fourth project would provide an enhanced pedestrian crossing and speed table on Wyatt Earp Boulevard at a location to the east of the downtown area, near Avenue E or Avenue F.

Table 13: Recommended Pedestrian Safety Projects

Pedestrian Projects				
Roadway Ownership	Location	Project Type	Selection	Scope
KDOT	Wyatt Earp Blvd. & Matt Down Rd.	Non-Signalized Intersection	Crash Locations	Add eastbound left turn lane.
City	Wyatt Earp Blvd. & Underpass Rd.	Non-Signalized Intersection	Crash Locations	Intersection Control Evaluation
City	McArtor Rd. & 14th Ave.	Non- Signalized Intersection	Crash Locations	Intersection Control Evaluation
City	Park St. & 14th Ave.	Non- Signalized Intersection	Crash Locations	Intersection Control Evaluation
City	Division St. & 14th Ave.	Non- Signalized Intersection	Crash Locations	Intersection Control Evaluation
KDOT	US-50 & Matt Down Rd. and US-50 & Avenue P	Non- Signalized Intersections	Public comment	Add left turn lanes and advance intersection warning signs.
City	Comanche St. & Avenue A	Non- Signalized Intersection	Crash Locations	Close access to La Mesa.
City	Spruce St. & Avenue C	Non- Signalized Intersection	Crash Locations	Install Stop signs.
KDOT	US-50 & Melencamp Ave.	Non- Signalized Intersection	Public comment	Add eastbound and westbound left turn lanes.

7.3. PROGRAMS AND PLANS

The following programs and plans will support achieving the goals of the CSAP.

Speeding and Distracted Driving

The City of Dodge City could consider implementing a variety of policies and programs to provide education and enforcement to address excessive speeds and distracted driving as listed in **Table 14**.

Table 14: Recommended Safety Programs

Speeding and Distracted Driving				
Roadway Ownership	Location	Project Type	Selection	Scope
City	Citywide	Vulnerable Road Users	Public comment & Crash locations	Create VRU-specific education through Public Service Announcements (PSAs) and other targeted education outlets.
City	Citywide	Speeds	Public comment & Crash locations	Conduct high-visibility law enforcement campaigns to deter aggressive driving/speeding on high-crash corridors and near schools.
City	Citywide	Distracted Driving	Public comment & Crash locations	Perform targeted education and enforcement. This may include (PSAs), social media ads, school & workplace education related to distracted driving.

Plans Supporting Safety

The City of Dodge City could consider completing or supporting plans that will address traffic speeds, provide additional pedestrian, and bicycle safety near schools as listed in **Table 15**.

Table 15: Recommended Plans Supporting Safety

Supporting Plans and Programs				
Roadway Ownership	Location	Project Type	Selection	Scope
City	Citywide	Speeds and Vulnerable Road Users	Public comment & Crash locations	Consider developing traffic calming guidance and policy related to defining speed thresholds and identifying traffic calming project types to address speeds and cut-through traffic in neighborhoods.
City	Citywide	Speeds and Vulnerable Road Users	Public comment & Crash locations	Coordinate with the school district to encourage Safe Routes to School or complete additional analysis in school areas to address safety concerns.

Supporting Plans and Programs				
Roadway Ownership	Location	Project Type	Selection	Scope
City	Citywide	Vulnerable Road Users	Public comment & Crash locations	The City could complete an analysis of existing bike/pedestrian infrastructure. Emphasis areas would be on multi-use paths and connecting paths to neighborhoods. An existing review of sidewalk and crosswalk gaps could be included.
City	Underpass Road & Trail Street	Vulnerable Road Users	Public comment & Crash locations	Study bicycle and pedestrian access along Underpass Road and design ways to accommodate VRU movement under the rail bridge. Examine access to National Beef plant along Trail Street.

7.4. FUNDING SOURCES

Funding is critical to implement the strategies and action items in this CSAP and may come from a variety of sources: Federal, State, local, and the private sector. These include standard funding program mechanisms and grants as well as new initiative grants. Some sources of funding:

- **Local Agency Funding.** Dodge City has various funding sources that can be used to maintain and improve streets and roads as well as enhance other safety measures. Consideration of the CSAP strategies during the allocation of funding, especially for maintenance activities or other street and road improvement projects can support implementation of the CSAP.
- **Safe Streets and Roads for All.** The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 billion in grants over the five- year program period. With the completion of this CSAP, Dodge City is eligible to apply for implementation funding.
- **Coordinate with KDOT** to administer annual safety grants funded by the state that are targeted at behavioral safety projects. Identify and apply for funding for education and enforcement programs annually.
- Support the school district in applying for **Safe Routes to School funding.**

7.5. PROCESS AND POLICY CHANGES

The CSAP assesses current policies, plans, guidelines, and standards to identify opportunities to improve and prioritize transportation safety. The following policies, guidelines, and/or standards support achieving CSAP goals.

Vision Zero

The **zero deaths** vision acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. A “Vision Zero” initiative to target fatal and serious injury crashes was adopted by the Dodge City Commission. The Vision Zero Resolution is included in *Appendix F*.

Incorporating Safety into Project Development Process

Include systemic safety improvements in projects developed by Dodge City and by KDOT.

Measuring Progress

After developing the CSAP, progress toward meeting the plan's goals should be measured over time. This progress needs to be transparent to residents and other stakeholders. This can include annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Comprehensive Safety Action Plan online.

Update Design Policies

The CSAP includes assessing current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety. This CSAP includes a review of roadway design standards and examines the development of a complete streets policy. Policies to be examined should include sidewalk and speed limits plus other guidelines that are listed in programs such as Safe Routes to Schools.

7.6. NEXT STEPS: PROGRESS AND TRANSPARENCY

The Dodge City CSAP is a dynamic document intended to be used by the City and by stakeholders to continually advance transportation safety via the strategies and actions listed within the CSAP.

Plan Leadership

The City of Dodge City assumes leadership of this plan and will support implementation. As part of this role, Dodge City will continue to utilize the Safety Task Force, whose responsibility will be to carry out updates to the document and implementation of the plan.

Implementation Meetings

Dodge City will convene the Safety Task Force a minimum of one time a year to discuss progress and associated challenges with implementing the CSAP.

Stakeholders

The key stakeholders for the CSAP reviewed the data, discussed other known challenges, and collectively agreed to the identified strategies. The City and stakeholders are committed to implementing the policies, programs, and projects that pertain to their individual mission as well as to improving transportation safety within the city. They will do this by:

- Being champions for safety in job responsibilities and personal lives.
- Participating in events and campaigns relevant to this plan.
- Sharing information about transportation safety within agencies and with peers.
- Coming together annually to share progress on safety activities.

Annual Evaluation

When the previous year's crash data is available, Dodge City will evaluate progress toward this plan's goals by assessing city-wide fatalities, serious injuries, and crashes. Data will also be analyzed to see if the emphasis areas have been affected.

Other Planning Efforts

Dodge City will remain informed of current and new local and statewide safety programs, policies, plans, guidelines, and/or standards. Based on this information, Dodge City can continue to identify opportunities to build upon the current Implementation Plan.

APPENDICES

- APPENDIX A: PUBLIC/STAKEHOLDER INPUT SUMMARY
- APPENDIX B: SURVEY RESULTS
- APPENDIX C: EQUITY ANALYSIS
- APPENDIX D: PROJECT BENEFIT-COST ANALYSIS
- APPENDIX E: PROJECT SHEETS
- APPENDIX F: VISION ZERO PROCLAMATION



APPENDIX A: PUBLIC/STAKEHOLDER INPUT SUMMARY

DODGE CITY COMPREHENSIVE SAFETY ACTION PLAN

Public Involvement Plan – March 2024

Introduction

Developing a Comprehensive Safety Action Plan for the Dodge City area will identify an array of lifesaving measures for motorists, pedestrians, cyclists, transit passengers and other transportation users.

A Comprehensive Safety Action Plan (referred to as a CSAP or the Action Plan) is a basic building block researching then outlining steps to improve roadway safety. The Action Plan is aimed at reducing and eliminating serious injury and fatal crashes affecting roadway users. There are eight components to the Action Plan:

- Leadership commitment and goal setting
- Planning structure
- Safety Analysis
- Engagement and collaboration
- Equity
- Policy and process changes
- Strategy and project selections
- Progress and transparency

The Action Plan will be developed using the U.S. Department of Transportation's (USDOT's) Safe System Approach. It is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable.

Instead of blaming road users for crashes, this approach recognizes that the responsibility for road safety lies with multiple stakeholders, including road designers, vehicle manufacturers, law enforcement, and policymakers. By designing a forgiving road system that accommodates human error, the Safe System Approach aims to prevent fatal crashes and minimize the severity of injuries.



To create the Action Plan, gathering information from many sources, including study partners and the public, will be key to finding solutions that address current and future issues that can be supported by most stakeholders. Varied methods of public involvement will help develop positive outcomes not only for this process but also instill a more inclusive transportation infrastructure decision-making process. TranSystems will use the U.S. Department of Transportation model for meaningful public involvement shown below.

Public Involvement

TranSystems will proactively seek meaningful public involvement from study partners, citizens and local communities to compile suggested improvements and present them in the CSAP. Communication with interested parties will be on-going throughout the study period with a final corridor management plan produced in late 2024.

Three main areas of project public involvement will be created:



1. **Information and communications:** study background, procedures, methods, schedule, key messages, and activity updates will be distributed.
2. **Stakeholder input:** community leaders, elected and appointed officials, government staff members and other stakeholder groups will be briefed and consulted to help decision-making in the planning process.
3. **Community outreach:** educating, informing, engaging, and receiving input from community members with the intent of precipitating an interactive dialogue for consideration as the project evolves.

Key Audiences

- Citizens of Dodge City.
- Businesses that use the transportation system in and around Dodge City.
- Civic organizations that might be interested in discussing safety measures for the community.
- Governmental units including Unified School District 443, other area school districts, the city of Dodge City, nearby cities, Ford County, and Kansas Department of Transportation.
- Area first responders including law enforcement, fire departments, emergency medical services, emergency management and others.

Public Involvement Methods

- Three Safety Task Force meetings will be convened.
- Public meeting presentations outlining the goals and progress of the study to governing bodies will be shared.
- Two public meetings will be organized – one to solicit and inform the public and one to share the proposed corridor management plan at a City Commission meeting. Other public input may be available at local events such as Dodge City Days and back-to-school events.
- Survey with ARC GIS, areas of concern pinpointed, comments opportunity.
- Public comments will be compiled from meetings, online surveys, phone, and face-to-face conversations as well as written comments received during the study period.

- Updates and announcements for news media, city websites and social media outlets will be provided to Dodge City for distribution.
- Translation of project documents into Spanish is planned. Other language translations may be necessary. To ensure that people with disabilities and diverse needs and experiences are aware of and can participate in public involvement activities, a wide range of tools will be used.

Proposed Schedule

- Project team meetings tentatively scheduled for March, April, and May.
- Presentations at public meetings, as requested, tentatively scheduled for June, July, October, and December.
- One open house public meetings tentatively scheduled for August.
- Public comments will be accepted and compiled throughout the study period.

Follow Up Activities

- Assist the City of Dodge City, as needed, with meeting invitations, meeting notes, news releases, public survey methods, website text, social media content and a final public involvement report.

Project Contacts

Dodge City Project Manager: Tanner Rutschman

Dodge City Public Involvement: Melissa McCoy & Collin Clark

TranSystems Project Manager & Technical Lead: Slade Engstrom

TranSystems Communications Lead: Tom Hein

Dodge City SS4A

SAFETY TASK FORCE MINUTES

LOCATION:	Municipal Services Building, 100 Chaffin Rd
DATE:	5/14/24
TIME:	1:30 PM
ATTENDEES:	JD Gilbert, Collin Clark, Shannon McGee, Bill Carr, Rob Boyd, Diana Loera, Kyle Davis, Brenda Martinez, Drew Francis, Nick Hernandez, Tanner Rutschman, Slade Engstrom, Tom Hein, Clyde Prem, Kurth Lancaster

I. Welcome and Introductions

Slade began the discussion with an overview of the SS4A process and the purpose of this study. The City has been awarded a planning grant that is funding this study. This SS4A planning grant is used to identify the projects to chase for implementation funds. This initial process is needed to identify those projects.

The project team introduced themselves. The participants than also made introductions.

II. Project Introduction

a. Safe System and Vision Zero Background

The TranSystems project approach was shown, and it includes data analysis, strategies and actions, recommendations and implementation.

The project schedule was reviewed. Slade indicated that the project will be completed by the end of the year. This will provide sufficient time to consider applying for an implementation grant in 2025.

Slade presented information describing the elements of a safety action plan. This is a new way to look at traffic safety. This approach includes describing the six principles and five elements included in the safe system approach. The main ideas are to create redundancy in the safety system to deflect possible fatal or severe injury crashes.

The task force was asked the following question and provided these responses:

b. Safety Task Force Role

The STF is being asked to help us in a number of ways. This includes helping us review information, to help form safety goals, and review safety emphasis areas.

c. Public Survey

A public survey is now available to complete. Slade and Tom discussed how to access the survey.

III. Crash Data Review

Slade introduced the data discussing it is 10 years of data. There was a question asking about how strong the data was with a reference to issues when another study was completed. In particular, the city area has grown recently and the need for data in these areas that may not be in the 10-year data range.

The group discussed some areas of concern to include: the area on US-50 near the casino, near the High School, speeds on Iron Street, the need for turn lanes on portions of US-50.

Slade and Clyde discussed these points and indicated that this study will not only look at the data, but will also discuss systemic issues, and identify emphasis areas. This will include looking at turn lanes and appropriate speeds. We may also look at additional data, such as speed data from big data sources that measure vehicle information from phones and GPS systems in cars.

The crash analysis handout was discussed. Information was presented for total crashes, crashes by severity and the crash review summary. The group pointed out the limit of the data in the area of contributing circumstances due to limited response.

Break

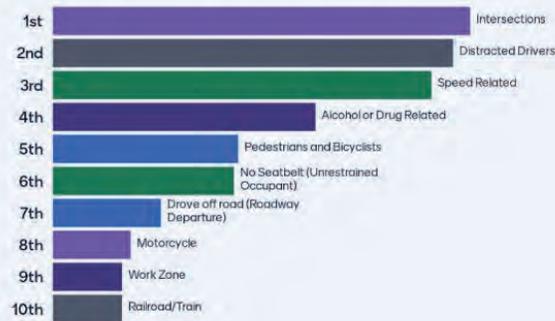
During the break, task force members met with the team to show locations where speed issues and crashes may be occurring that are not shown on the graphics.

It was determined that for this project, the data boundary needs to be expanded to include areas in the county just outside the city limits. The area to look at is the area shown in the exhibits so that some of the county roads leading to the city are included.

IV. Emphasis Areas

Slade continued the presentation showing data by emphasis areas. The Task Force was asked to identify those emphasis areas that seemed most important to them to consider. The discussion centered around intersections plus other factors. Following discussion, the group asked to complete the following poll question to indicate the emphasis areas the study should consider.

As we focus on solutions, which of these crash types are most important to address?



V. Discussion

The Task Force was asked two additional questions in order to discuss safety initiatives and safety needs in Dodge City. We received the following responses.

Tell us about what kinds of roadway safety programs or involvement your communities have promoted. What went well? What would you improve?



Maybe lower the speed limit for entire city to 25 unless otherwise posted. Post signs at entrances.	More selective enforcement to include speed, seat belt and intersection patrols.	Bicycle Safety Program - Good SAFE Program - Good if you have solid leaders DUI Enforcement - ? Seatbelt Enforcement - ? Speed Enforcement - ?	Targeted Enforcement which included dui check lanes, sat patrols, seat belts more specialized units to address.
Signal timings	Bring drivers ed back to the schools	Dui check lanes Saturation patrols Seat belt enforcement All do well but impacts are limited and temporary.	.

What transportation safety concerns have you heard from the community?



Road conditions and speeds

Speeding Texting Road conditions

Speed, distracted drivers, not enough officers to enforce.

Turn lanes on north bypass Road maintenance

Stop signs at every intersection. Install Children at Play signs. Signs for everything

Road conditions, lack of traffic lights, dedicated turning lanes

Road conditions Traffic Enforcement

Poor roadways Speeds Takes too long to repair roads Lack of court sanctions Need more officers Need more turn lanes / stop lights

VI. Next Steps

Next steps include putting the survey out to the public. The Task Force was asked to complete the survey also.

The next meeting is scheduled for July 16 at this same location.

The project team will continue to provide additional crash analysis, now looking at emphasis areas.

Tom asked the group to make sure they signed in and to provide email addresses if they are new to the Task Force.

The meeting was adjourned.

Safe Streets 4 Dodge

SAFETY TASK FORCE MEETING 2 MINUTES

LOCATION: Municipal Services Building, 100 Chaffin Rd

DATE: 7/16/24

TIME: 1:30 PM

ATTENDEES: Collin Clark, Shannon McGee, Bill Carr, Rob Boyd, Kyle Davis, Drew Francis, Ken Spencer, Nick Hernandez, Tanner Rutschman, Roxana Arjon, Melissa McCoy, Kurth Landcaster, Tom Hein, Clyde Prem, Emma Habosky, Patrice Hein

I. Welcome and Introductions

Clyde opened the meeting by welcoming everyone and thanking them for their time and interest in creating safer streets for Dodge.

Participants in the meeting introduced themselves. Emma Habosky and Patrice Hein were attending remotely.

II. Task Force Meeting#1 Overview

Clyde recapped the first Safety Task Force Meeting held May 2 which provided background on the Safe Streets 4 All program, its processes and purpose. The participants looked at data analysis and discussed priority issues within the community. The timeline was discussed.

Nick asked about the implementation deadline – Emma said Spring 2025.

III. Survey Results

Initial survey results were discussed. As of July 3, 49 responses were recorded.

The STF noted the following:

- The survey could be sent to “Jump Start” program, Back to School event, put on water bills, Chamber of Commerce, Adult Learning Center, public library. City staff will work on getting the survey out, however, people may have survey fatigue.
- Word Cloud answers would make more sense if two words could appear together (i.e., traffic signal, Wyatt Earp, etc.,)

IV. Emphasis Areas

Recommendation in Dodge City will be based around emphasis areas selected by the STF. These include intersections, vulnerable roadway users, speeding, distracted driving, and school areas. The following comments were provided:

- Ross Avenue connects to the high school and speeding is a regular occurrence.
- Avenue P and US-50 will be added to the intersection list. It was stated that this location had a crash with multiple victims. There is a crest curve to the west, causing limited sight distance. Heavy equipment often travels the roadway and people have difficulties stopping at the stop sign.
- TranSystems will conduct additional speed data analysis. Dodge staff noted that some construction may have impacted speed values. They will see if there is more recent data.
- There is some congestion around Sunnyside Elementary School. Overall, afternoon pickup at elementary schools can cause congestion due to the pick-up routine required by schools.
- The intersection at 14th and Spruce is on a steep downgrade. This can cause issues during inclement weather, such as snow.

- Drivers sometimes pass on Wyatt Earp Boulevard along the right side of the roadway near Foley Tractor.

V. Countermeasures

Clyde presented federally recommended countermeasures to address the emphasis areas and Safety Task Force members voted on those they felt were most important. See attachment for voting results.

a. Intersections

- Dodge City recently applied for a Strengthening Mobility and Revolutionizing Transportation (SMART) grant to upgrade eight signal controllers.
- There was interest in adding “Stop Ahead” warning signs at unsignalized intersections.
- Installing turn lanes and left-turn phasing were general trends from stakeholders.
- STF noted an interest in traffic calming efforts.
- There was a discussion about countermeasures varying in price. Road diets were of interest – they only require restriping and have minimal added maintenance.

b. Pedestrians and Bicyclists

- Speed humps were a higher-cost item because of potential drainage impacts and additional pavement.
- Dodge City has a young population with many families. Improving bike/ped facilities should be encouraged. Social services are particularly interested in improving mobility and overall public health.
- There are existing school zones with added fines.
- There was an overall interest in Safe Routes to School; however, the school will have to apply and the City can support the application.
- A lot of interest in multi-use pathways and how to connect them throughout the community. Dodge City is committed to providing safe connectivity to allow all people easy access to the pathways. This is an ongoing discussion/movement for city staff.
- Distracted driving
 - A few years ago, Miss Kansas went around to school to present about distracted driving. This was successful.
 - Enforcement and Public Service Announcements were mentioned as ways of addressing distracted driving. Sheriff’s Office notes it is a difficult thing to enforce.

VI. Next Steps

- TranSystems will continue data analysis and will include emphasis areas brought forward by the Safety Task Force - Public Meeting Tuesday, August 20 at USD 443 Administration Building - Safety Task Force Meeting #3 Tuesday, October 1, 1:30 p.m.
- Upcoming meetings are:
 - Public Meeting Tuesday, August 20 at USD 443 Administration Building
 - Safety Task Force Meeting #3 Tuesday, October 1, 1:30 p.m.

Dodge City SS4A

SAFETY TASK FORCE MEETING #3 MINUTES

LOCATION:	Municipal Services Building, 100 Chaffin Rd. Dodge City, Kansas
DATE:	10/1/24
TIME:	1:30 PM
ATTENDEES:	Slade Engstrom, Bill Carr, Rob Boyd, Drew Francis, Shannon McGee, Brenda Martinez, Kyle Davis, Kurth Lancaster, Diana Loera, Melissa McCoy, Tanner Rutschman, Collin Clark, Tom Hein, Clyde Prem, Emma Habosky (online)

I. Welcome and Introductions

Slade opened the meeting by welcoming everyone and shared the agenda. A sign-in sheet was passed around the room.

II. Project Timeline & Meeting Overview

The project timeline was reviewed, and Slade noted that the draft of the final report for the Comprehensive Safety Action Plan will be available in November. Information provided in the report and plan can be used for a SS4A implementation grant application in 2025.

Slade recapped Vision Zero, the Safe System Approach, and the emphasis on eliminating fatal serious injury crashes.

III. Public Involvement

Interactions with community members during the project included an online survey with 76 responses which included input on safety concerns at 38 locations in Dodge City. Locations generating the most concerns were Wyatt Earp Blvd. and US-283/US-56, 14th Ave. and McArtor Road, Avenue K and Division Street, and US-50 and Melencamp Avenue.

Other public involvement events included a Back-to-School event with City staff members sharing the project with 400-500 people, a booth at Dodge City Days KidFest with City staff and PJDunnCo interacting with approximately 1,000 people, and a project open house that attracted 11 members of the public plus many of the safety task force members.

IV. Emphasis Areas Addressing Safety Problems

Slade shared a list of the currently programmed or planned projects by the City.

Then he proposed projects at a minimum 20 of 31 signalized intersections with countermeasures that include retroreflective backplates, signal timing and phasing, and pedestrian considerations.

Next, he identified nine unsignalized intersections and extensive discussion occurred:

1. Wyatt Earp & Matt Down Rd. One fatality at this intersection and it was suggested that a dedicated left turn lane could help. Tanner stated that studies on this and the next Wyatt Earp intersection on this list have been delayed.
2. Wyatt Earp & Underpass Rd. There is a 30 to 40-minute delay at shift change plus there are pedestrians and bikes using Underpass Rd. (mostly related to workers coming and going to the nearby beef plants). Consider a roundabout or signalize the intersection? A warrant study would be necessary to determine need. No current projects here but there are two FRA grants (RCE & CRISI).
3. McArtor Rd. & 14th Ave. Crash history and public input comments have led to traffic data being collected. A bus was T-boned at this site. Some drivers are running the 14th St. stop sign (it is four lanes, and the stop sign may not be noticed by all drivers).
4. Park St. & 14th Ave. It is very close to the railroad and people try to avoid this intersection at certain times.
5. Division St. & 14th Ave. Tanner said these serve as residential collector streets. There is more traffic on Division than Lynn St., but the signal is at Lynn. It is a one-way street in one section and southbound traffic can be fast because of a hill. After lots of discussion, it was suggested by the task force that the signal be moved to Division. Slade suggested that it could be a four-way stop instead of a signal.
6. US-50 & Matt Down and US-50 & P. Suggestions included left turn lanes and reducing speed limit. There is concern about additional students on US-50. Rob stated it is a major crash site and when crashes occur, they often tend to be severe. Slade suggested adding these locations to future list for the grant.
7. Comanche & Avenue A. Suggest closing access to La Mesa Dr. with a hammerhead cul-de-sac. Tanner said Country Club Dr. will also be closed with a future trail project.
8. Spruce St. & Avenue C. Suggestion is to install a four-way stop. East – west traffic on Spruce has few stops and there is poor visibility at the intersection. This is an education opportunity too.
9. US-50 & Melencamp Ave. The Task force wants to add left turn lanes instead of using right-in, right-out only.

The next topic was suggested countermeasures for two corridors:

1. 14th St. from Comanche to Wyatt Earp. Possibility of adding left turn lanes, complete sidewalk gaps on the west side, and implement signal timing and coordination. Will need a traffic signal warrant analysis at Spruce St. for signalization. A left turn “trap” lane could be used at some intersections. The proximity to the railroad adds to the corridor’s problems. This corridor could become a big project.
2. Ross Blvd. A bike/shared use trail using some of the current roadway was suggested with some trails added adjacent to the west leg of this corridor. A long discussion occurred with mentions of new homes in the area, high school traffic, blocked views for drivers, and buses being blocked.

Countermeasures to increase pedestrian safety was next:

1. Wyatt Earp near Avenue E. Probably between Ave. E and Ave. F, a raised crosswalk, and Pedestrian Hybrid Beacon (PHB) is suggested to facilitate safer crossing to retail stores on the south side of Wyatt Earp.
2. 14th Ave. & Spruce and 14th & Wyatt Earp. No discussion but suggestion includes crosswalk and

pedestrian signal heads.

3. 6th St., Soule St. to Edgemore St. It's a very busy corridor with lots of buses plus parent drivers heading to schools for pick-up or drop-off of students. Raised speed tables for traffic calming, raised crosswalks, limited street parking in residential area, improved sidewalks and pedestrian signal heads were discussed as countermeasures. This should coordinate with an ongoing 6th St. project south of Soule.
4. Comanche from 6th St. to Avenue B. Suggestions include intersection treatments and crosswalks. 1st and Comanche are perceived as a bad intersection with school traffic. It could use Leading Pedestrian Intervals (LPI).

Countermeasures to reduce speeding include increased enforcement in key speeding and crash areas, traffic calming strategies, education campaigns about speeding, speed feedback signs, and road diet changes.

Distracted driver countermeasures include education campaigns (PSAs, social media ads, school, and workplace education). It has been mentioned by law enforcement members of the task force that the state law for distracted driving has little effect.

A Benefit—Cost evaluation chart was examined and will be used in the future to prioritize effective countermeasures.

V. Open Discussion

East Trail St. from Overpass Rd. to the Cargill plant (in the City and the County) was mentioned as a problem area. Some fatalities have occurred near Cargill and the three adjacent trailer parks. There are many tractor/trailers accessing the packing plants, shift changes at Cargill create lots of traffic, there are multiple access points to Cargill that are too close together, and there is poor driver visibility of US-400 traffic because of opaque fencing at the Cargill parking lot exits. Bill said people go 80 – 100 mph and cited a need for reduced speeds, signage for buses, additional lighting, flashing speed lights, and message boards.

VI. Next Steps

1. A Zero Vision resolution draft that proclaims the City's commitment and outlines future goals will be provided to City staff for the Dodge City Commission.
2. The CSAP Final Report is anticipated to be available for review in November 2024.
3. The Safety Task Force will continue to meet to help select projects, examine opportunities for improvement in post-crash care, enforcement, and continue culture influence advocating safer behaviors.

The meeting was adjourned at 3:30 pm.

APPENDIX B: PUBLIC SURVEY RESULTS SUMMARY

Safe Streets 4 Dodge Public Survey Results

August 12, 2024

76 responses were collected.

Location Map: Where is your safety concern?



OPTIONAL: Where is your safety concern?

Location
Pinning an exact location is optional. For more generalized concerns, please skip to the General Questions section.

Click and drag on the map below to move the map view. Double-click to zoom in. Drop a pin on an area of safety concern by clicking on the area on the map. Fill in Impacted Users and Additional Comments on Area of Concern questions. To add another location, click the "+" sign above and repeat these steps.

37°45'N 100°1'W

Impacted Users
What users are impacted in this area? (Select all that apply)

Drivers Bicyclists Pedestrians Other

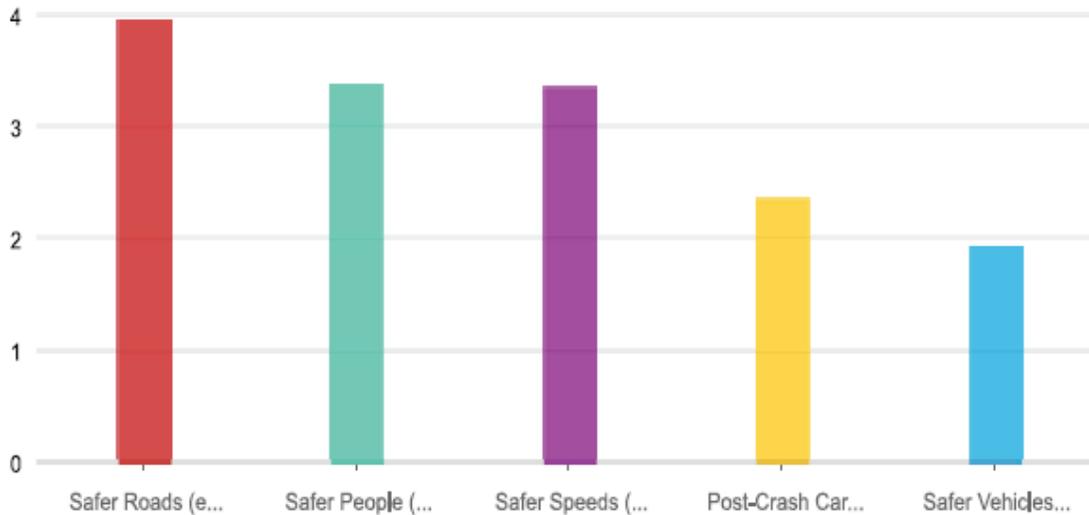
Additional Comments on Area of Concern
Optional

1 of 1



General Questions

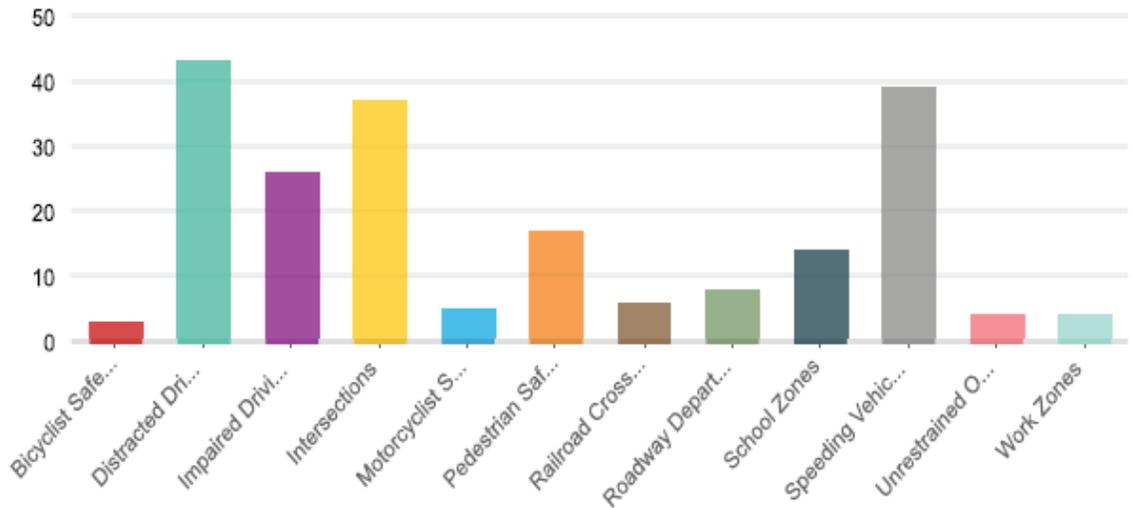
- As part of the Safe System Approach, the following five categories are objectives for reducing crashes. Rank from highest to lowest your biggest safety concerns.



Rank	Answers	1	2	3	4	Average score
1	Safer Roads (e.g., infrastructure improvements)	48.61% 35	15.28% 11	22.22% 16	11.11% 8	3.96 2.78% 2
2	Safer People (e.g., improved behavior)	25% 18	30.56% 22	16.67% 12	13.89% 10	3.39
3	Safer Speeds (e.g., traffic calming, improving behavior)	19.44% 14	26.39% 19	30.56% 22	18.06% 13	3.36 5.56% 4
4	Post-Crash Care (e.g., quicker access to emergency response services, tier-one trauma center access)	5.56% 4	16.67% 12	18.06% 13	27.78% 20	2.36

Answered: 72 Skipped: 0

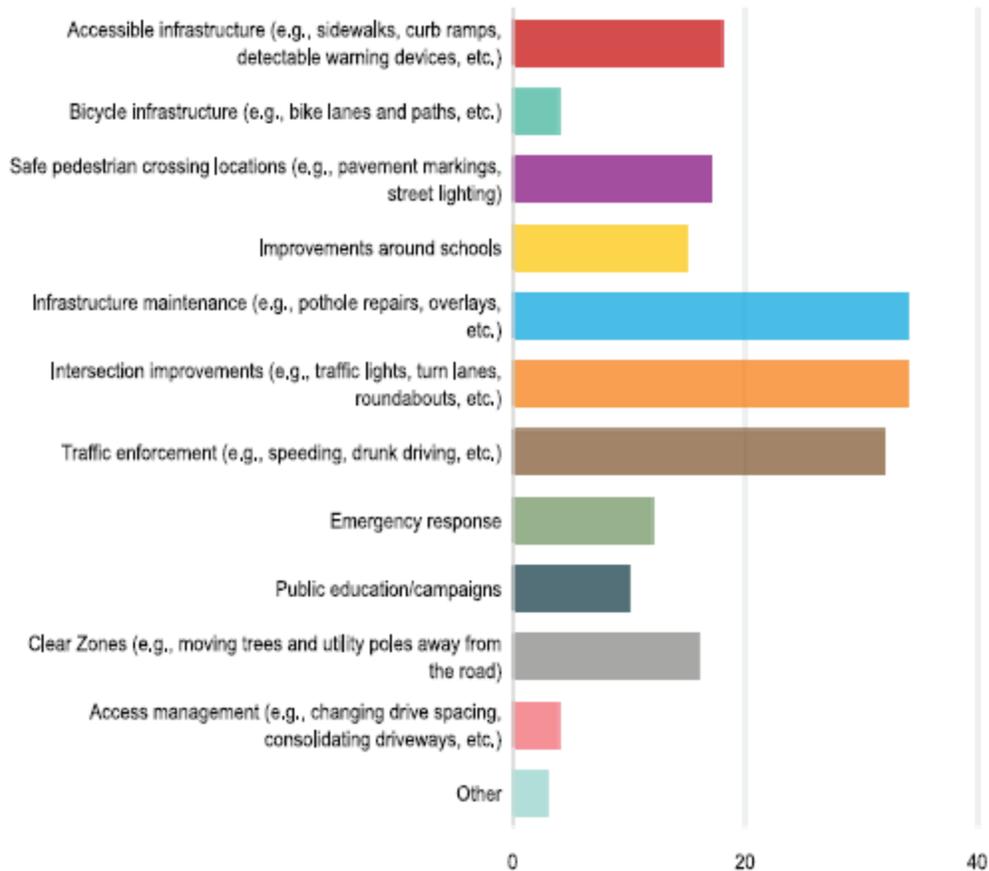
- What safety areas are most important to you in addressing street safety? Select top three.



Answers	Count	Percentage
Bicyclist Safety	3	4.17%
Distracted Driving	43	59.72%
Impaired Driving (alcohol or drugs)	26	36.11%
Intersections	37	51.39%
Motorcyclist Safety	5	6.94%
Pedestrian Safety	17	23.61%
Railroad Crossings	6	8.33%
Roadway Departures	8	11.11%
School Zones	14	19.44%
Speeding Vehicles	39	54.17%
Unrestrained Occupant (e.g., lack of seatbelt use)	4	5.56%
Work Zones	4	5.56%

Answered: 72 Skipped: 0

- How would you limited resources to save people’s lives? Select the top three safety investments you would like to see to improve in your transportation system.

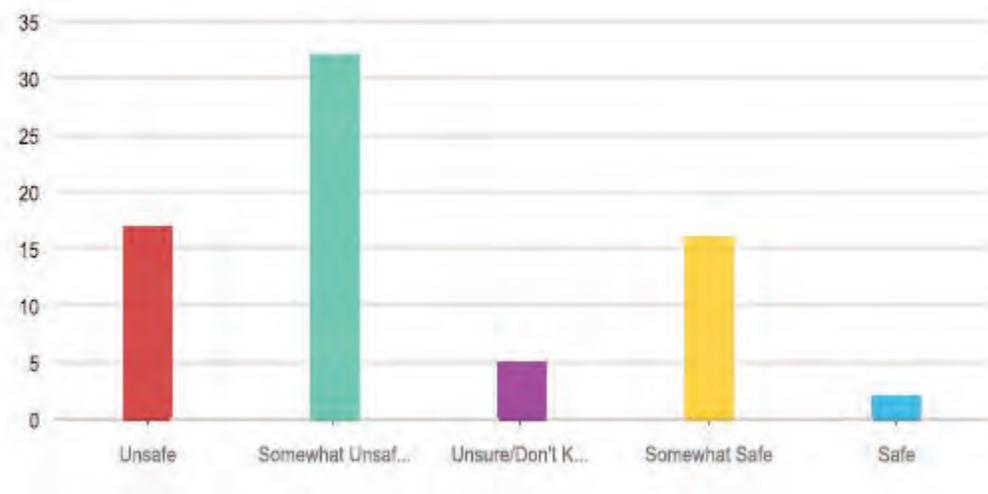


Answers	Count	Percentage
Accessible infrastructure (e.g., sidewalks, curb ramps, detectable warning devices, etc.)	18	25%
Bicycle infrastructure (e.g., bike lanes and paths, etc.)	4	5.56%
Safe pedestrian crossing locations (e.g., pavement markings, street lighting)	17	23.61%
Improvements around schools	15	20.83%
Infrastructure maintenance (e.g., pothole repairs, overlays, etc.)	34	47.22%

Intersection improvements (e.g., traffic lights, turn lanes, roundabouts, etc.)	34	47.22%
Traffic enforcement (e.g., speeding, drunk driving, etc.)	32	44.44%
Emergency response	12	16.67%
Public education/campaigns	10	13.89%
Clear Zones (e.g., moving trees and utility poles away from the road)	16	22.22%
Access management (e.g., changing drive spacing, consolidating driveways, etc.)	4	5.56%
Other	3	4.17%

Answered: 72 Skipped: 0

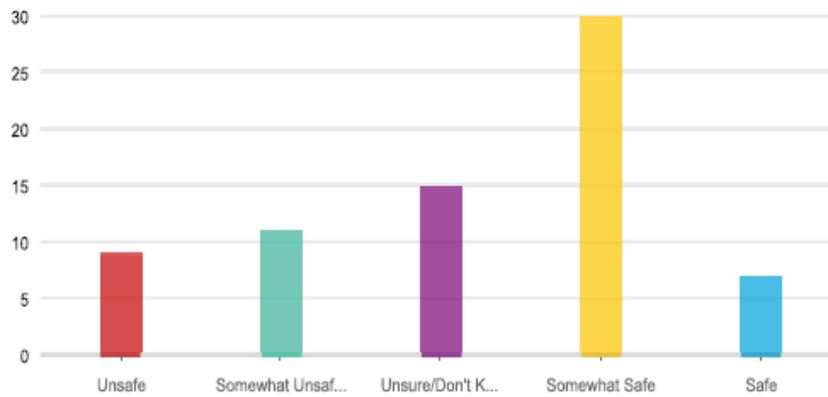
4. Provide input on the current behaviors of road users in the region, listed below.
 - a. Driver Behavior



Answers	Count	Percentage
Unsafe	17	23.61%
Somewhat Unsafe	32	44.44%
Unsure/Don't Know	5	6.94%
Somewhat Safe	16	22.22%
Safe	2	2.78%

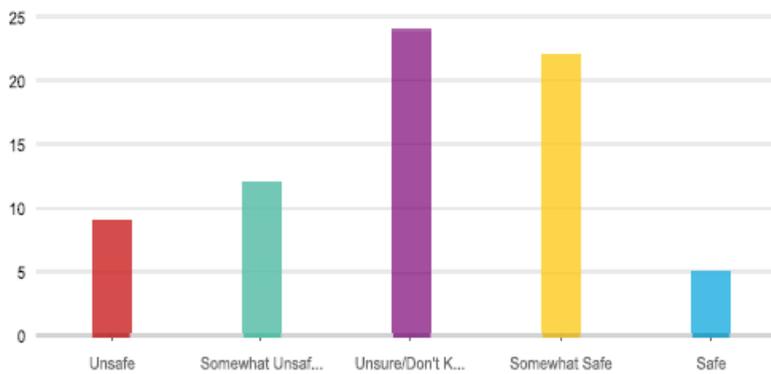
Answered: 72 Skipped: 0

b. Pedestrian Behavior



Answers	Count	Percentage
Unsafe	9	12.5%
Somewhat Unsafe	11	15.28%
Unsure/Don't Know	15	20.83%
Somewhat Safe	30	41.67%
Safe	7	9.72%

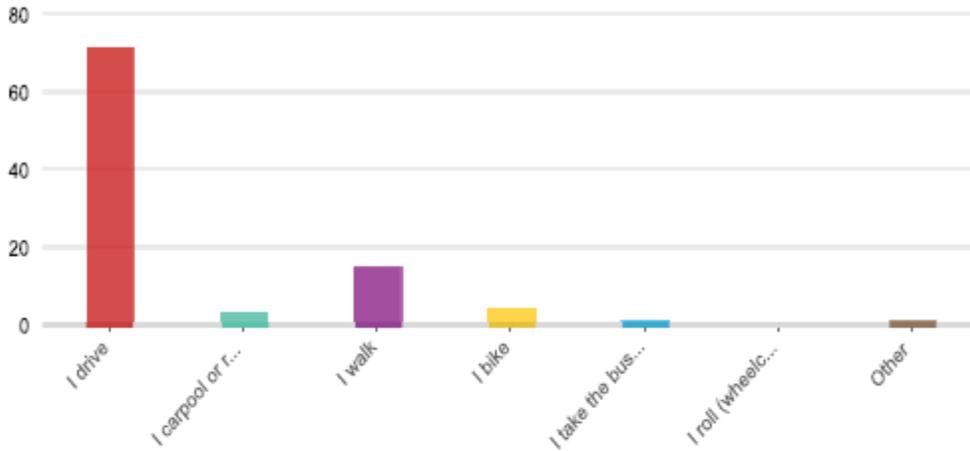
c. Bicycle Behavior



Answers	Count	Percentage
Unsafe	9	12.5%
Somewhat Unsafe	12	16.67%
Unsure/Don't Know	24	33.33%
Somewhat Safe	22	30.56%
Safe	5	6.94%

Answered: 72 Skipped: 0

5. In a typical week, how do you usually travel in Dodge City? Check all that apply.

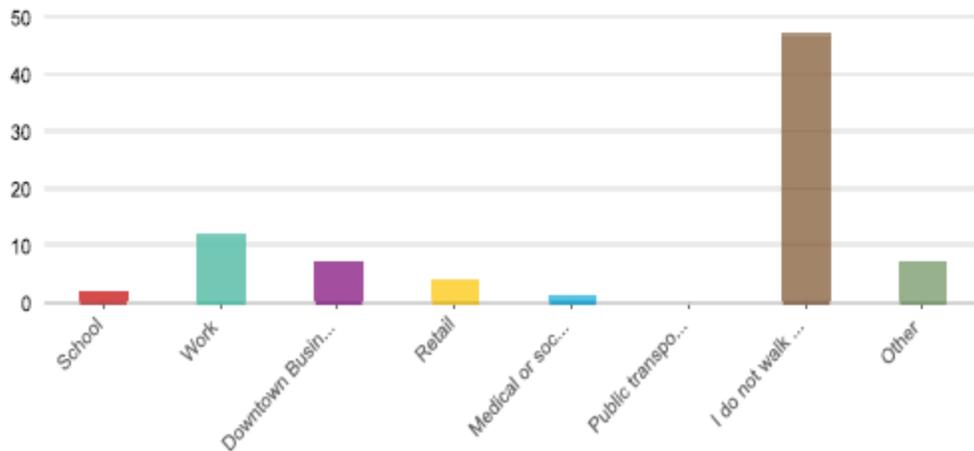


Answers	Count	Percentage
I drive	71	98.61%
I carpool or ride with others	3	4.17%
I walk	15	20.83%
I bike	4	5.56%
I take the bus or other public transit	1	1.39%
I roll (wheelchair or other mobility devices)	0	0%
Other	1	1.39%

Answered: 72 Skipped: 0

Other was listed as Motorcycle (1).

6. If you commute via walking and/or biking in Dodge City, what is your destination? Check all that apply.



Answers	Count	Percentage
School	2	2.78%
Work	12	16.67%
Downtown Businesses	7	9.72%
Retail	4	5.56%
Medical or social services	1	1.39%
Public transportation stop	0	0%
I do not walk or bike to commute	47	65.28%
Other	7	9.72%

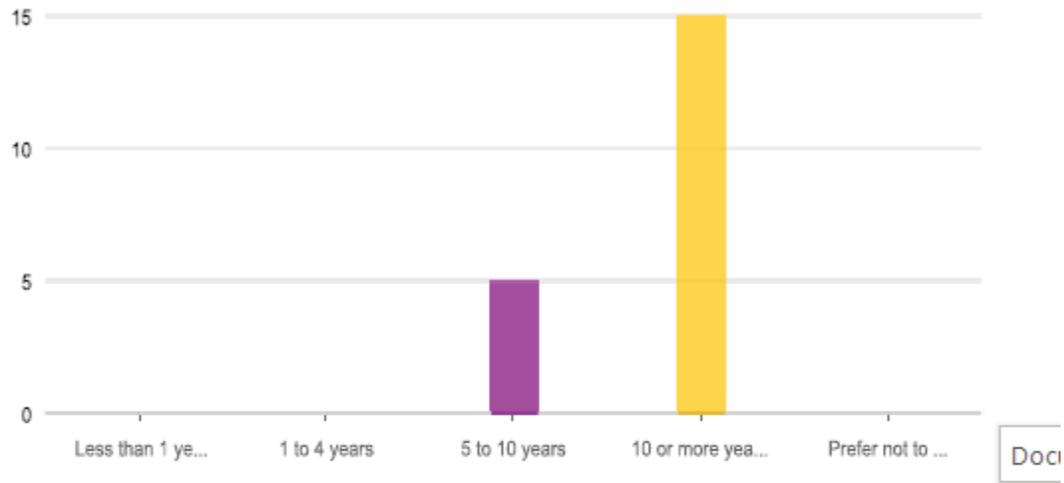
Answered: 72 Skipped: 0

Other included exercise, socializing, health, park, residential, streets, and gym.

7. What outlet(s) would you prefer to receive transportation safety information? Check all that apply.

Demographic Data

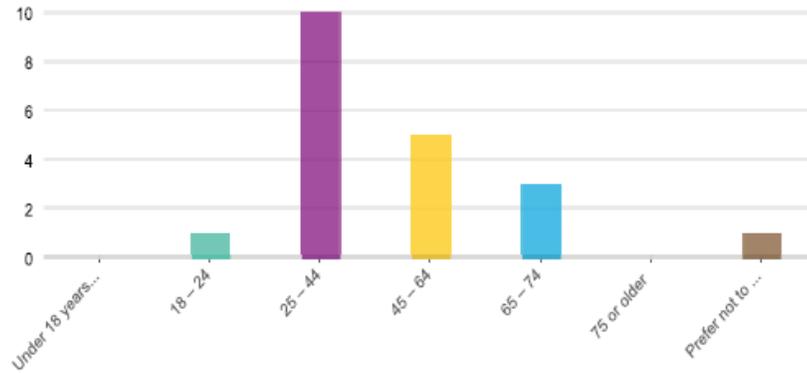
1. How long have you lived in Dodge City?



Answers	Count	Percentage
Less than 1 year	0	0%
1 to 4 years	0	0%
5 to 10 years	5	6,94%
10 or more years	15	20,83%
Prefer not to answer	0	0%

Answered: 20 Skipped: 52

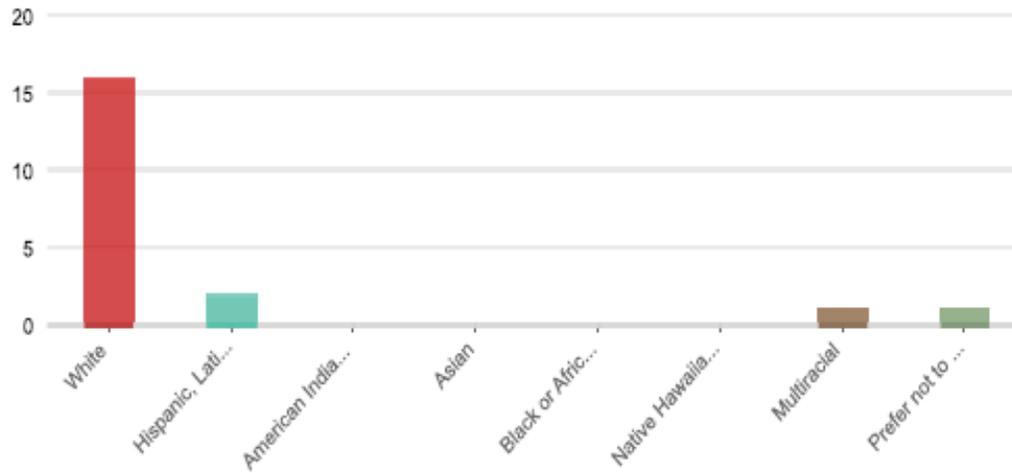
2. What is your age?



Answers	Count	Percentage
Under 18 years old	0	0%
18-24	1	1,39%
25-44	10	13,89%
45-64	5	6,94%
65-74	3	4,17%
75 or older	0	0%
Prefer not to answer	1	1,39%

Answered: 20 Skipped: 52

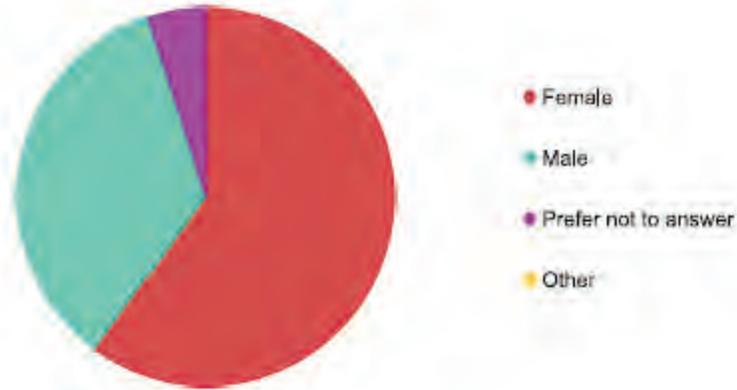
3. Select the racial or ethnic group with which you identify.



Answers	Count	Percentage
White	16	22.22%
Hispanic, Latino, Spanish	2	2.78%
American Indian or Alaska Native	0	0%
Asian	0	0%
Black or African American	0	0%
Native Hawaiian or Other Pacific Islander	0	0%
Multiracial	1	1.39%
Prefer not to answer	1	1.39%

Answered: 20 Skipped: 52

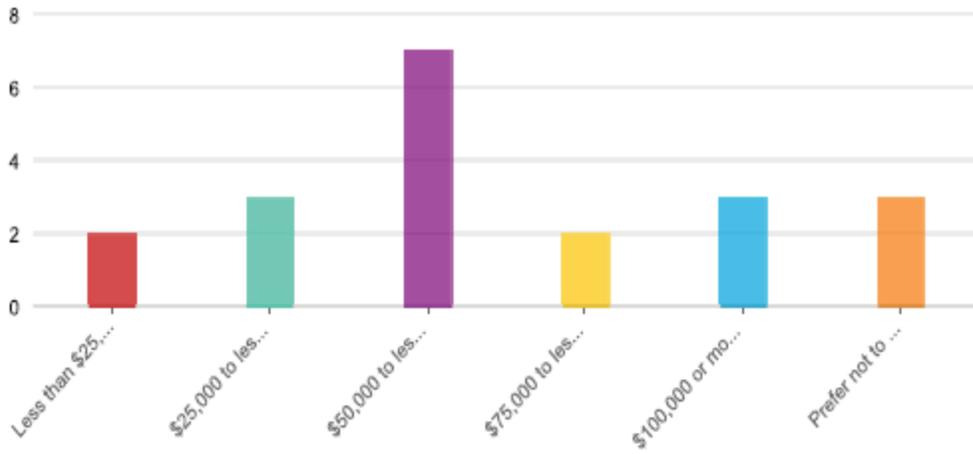
4. What is your gender identity?



Answers	Count	Percentage
Female	12	16.67%
Male	7	9.72%
Prefer not to answer	1	1.38%
Other	0	0%

Answered: 20 Skipped: 52

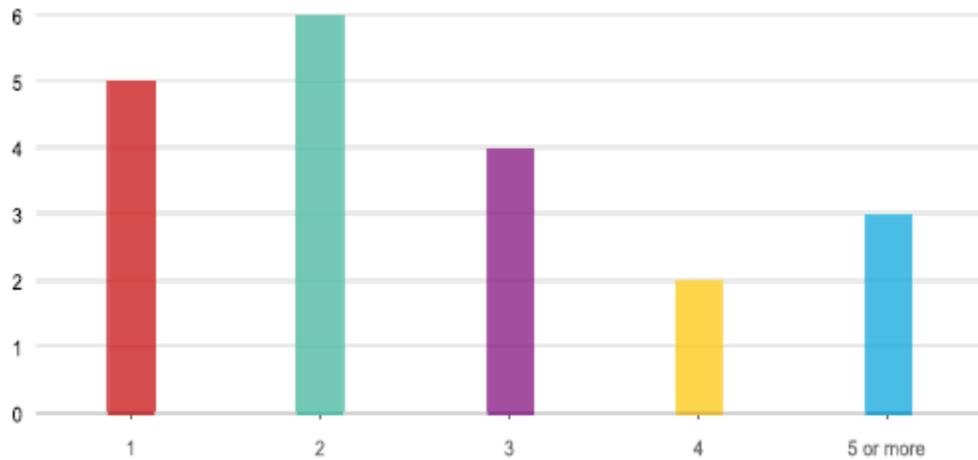
5. What is your household income?



Answers	Count	Percentage
Less than \$25,000	2	2.78%
\$25,000 to less than \$50,000	3	4.17%
\$50,000 to less than \$75,000	7	9.72%
\$75,000 to less than \$100,000	2	2.78%
\$100,000 or more	3	4.17%
Prefer not to answer	3	4.17%

Answered: 20 Skipped: 52

6. Including yourself, how many people live in your household?



Answers	Count	Percentage
1	5	6.94%
2	6	8.33%
3	4	5.56%
4	2	2.78%
5 or more	3	4.17%

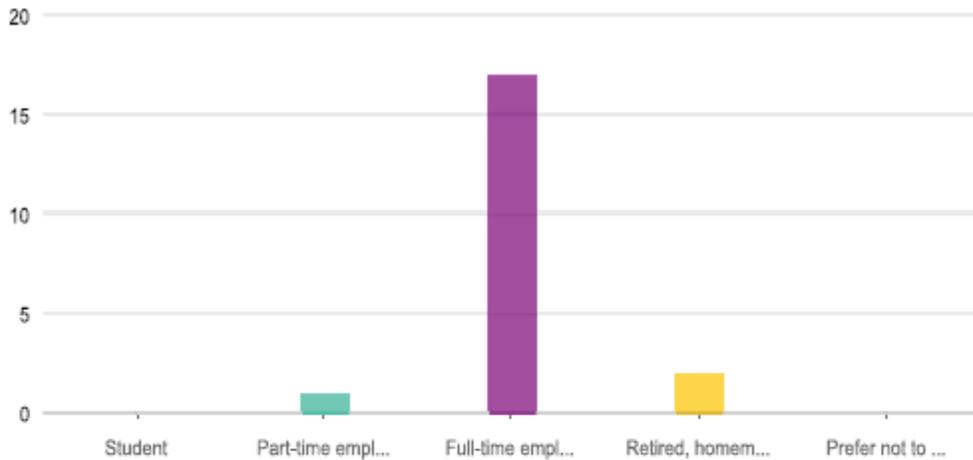
Answered: 20 Skipped: 52

7. What is the primary language spoken at your home?

English	20	27.78%
Spanish	0	0%
Other	0	0%

Answered: 20 Skipped: 52

8. Select the option that best fits your current occupation.



Answers	Count	Percentage
Student	0	0%
Part-time employment	1	1.39%
Full-time employment	17	23.61%
Retired, homemaker, unemployed, or unable to work	2	2.78%
Prefer not to answer	0	0%

Answered: 20 Skipped: 52

9. Do you have any physical limitations?

Hard of hearing/deaf	0	0%
Low vision/blind	0	0%
Use a wheelchair, walker, or other mobility device	0	0%
None	18	25%
Prefer not to answer	2	2.78%
Other	0	0%

Answered: 20 Skipped: 52

APPENDIX C: EQUITY ANALYSIS

The following summarizes various GIS layers available for equity-related analyses. Items 1-4 are specifically identified on [USDOT's SS4A Resources page](#) under "Equity / Data Sources for Identifying Problems".

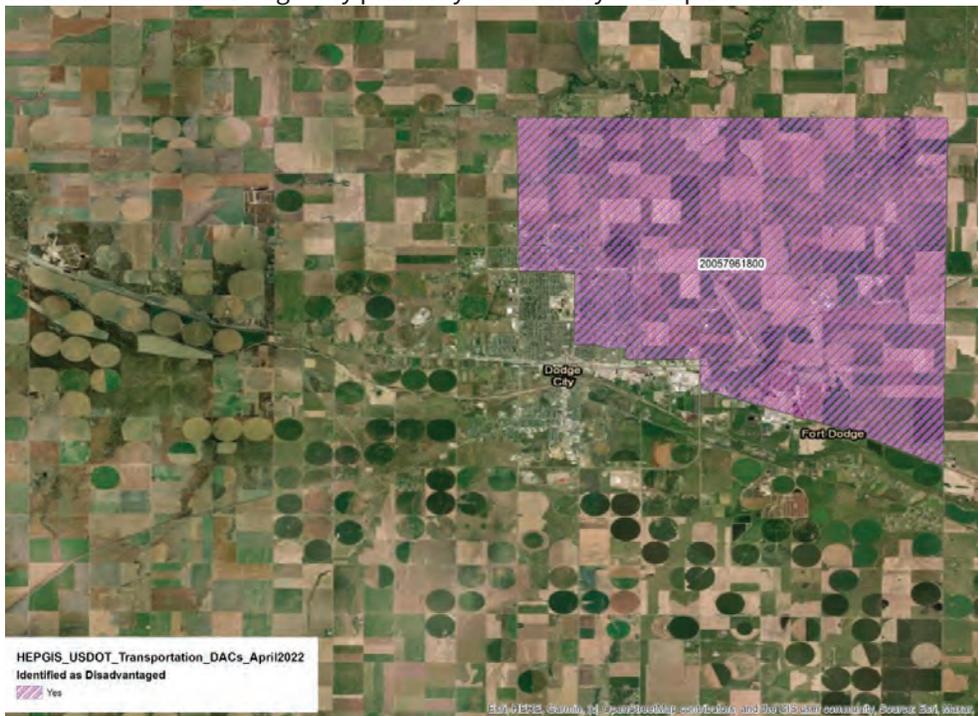
1. [SS4A Underserved Communities Census Tracts \(USDOT\)](#) – “Historically Disadvantaged Communities”

Historically Disadvantaged Communities refers to populations sharing a particular characteristic, as well as geographic communities, which have faced economic distress or systemic disinvestment. The [US DOT Equitable Transportation Community \(ETC\) Explorer](#) is an interactive web application that uses 2020 census tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability.

- Data set refers specifically to USDOT “Disadvantage Index” layer; data can be downloaded [here](#)
- Historically Disadvantaged Communities = tract exceeds 50th percentile across at least 4 of 6 disadvantage indicators:
 - Transportation access - communities that spend more/longer to get places
 - Health - variables associated with disease risk or disability
 - Environmental - poor environmental quality or high levels of pollution
 - Economic - high poverty, low wealth, lack of jobs, low homeownership, low education
 - Resilience - vulnerable to hazards caused by climate change
 - Equity - high percentage of people who speak English poorly

7.6.1.1 Study Area Locations

The central area of Dodge City primarily south of Wyatt Earp Boulevard.



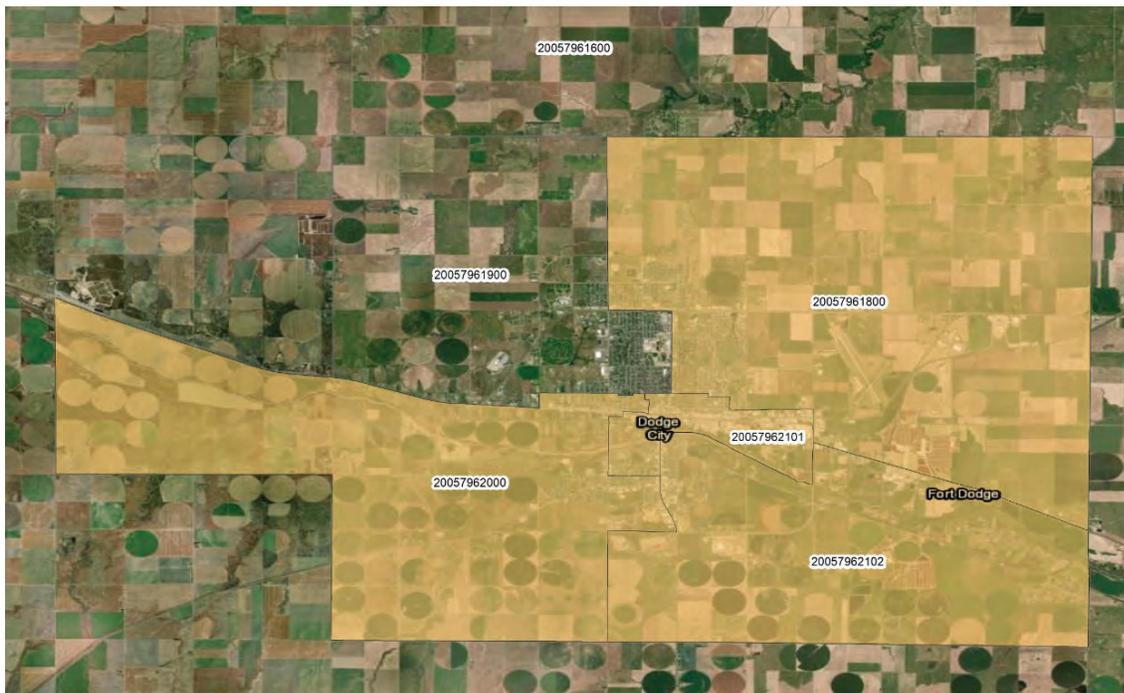
2. **EJ Screen: Environmental Justice Screening and Mapping Tool (EPA)**

This EJ Screen tool includes two major source categories: Pollution and Sources and Socioeconomic Indicators. It also includes supplemental information on Health Disparities, Climate Change Data, and Service Gaps. While this tool does not specify what constitutes a disadvantaged area, to be consistent with the CEJST, if two indicators were identified, then the area is considered disadvantaged using the EJScreen Tool.

- Combines environmental and demographic indicators into an EJ index
 - 13 environmental indicators - primarily EPA data; lead paint, superfund proximity, wastewater discharge, particulate matter, etc.
 - 7 socioeconomic indicators - people of color, low income, limited English speaking, over 64, under age 5, less than HS education, etc.
- From this, two indexes are created:
 - Demographic index - people of color, low income
 - Supplemental index - low-income, unemployment, less than HS education, low life expectancy
- 13 EJ indexes - these are the percentile of 13 environmental factors * demographic index.
- 13 supplemental indexes - these are the percentile of 13 environmental factors * supplemental index
- Fields for "EJ Indexes Over 80 Percentile" and "Supplemental Indexes Over 80 Percentile" can be used to show a color gradient for tracts scoring the highest, but no binary "disadvantaged"/"not disadvantaged field"

7.6.1.2 Study Area Locations

- Most of Dodge City except for the northwest portion.



Environmental Justice Screen, Environmental Protection Agency

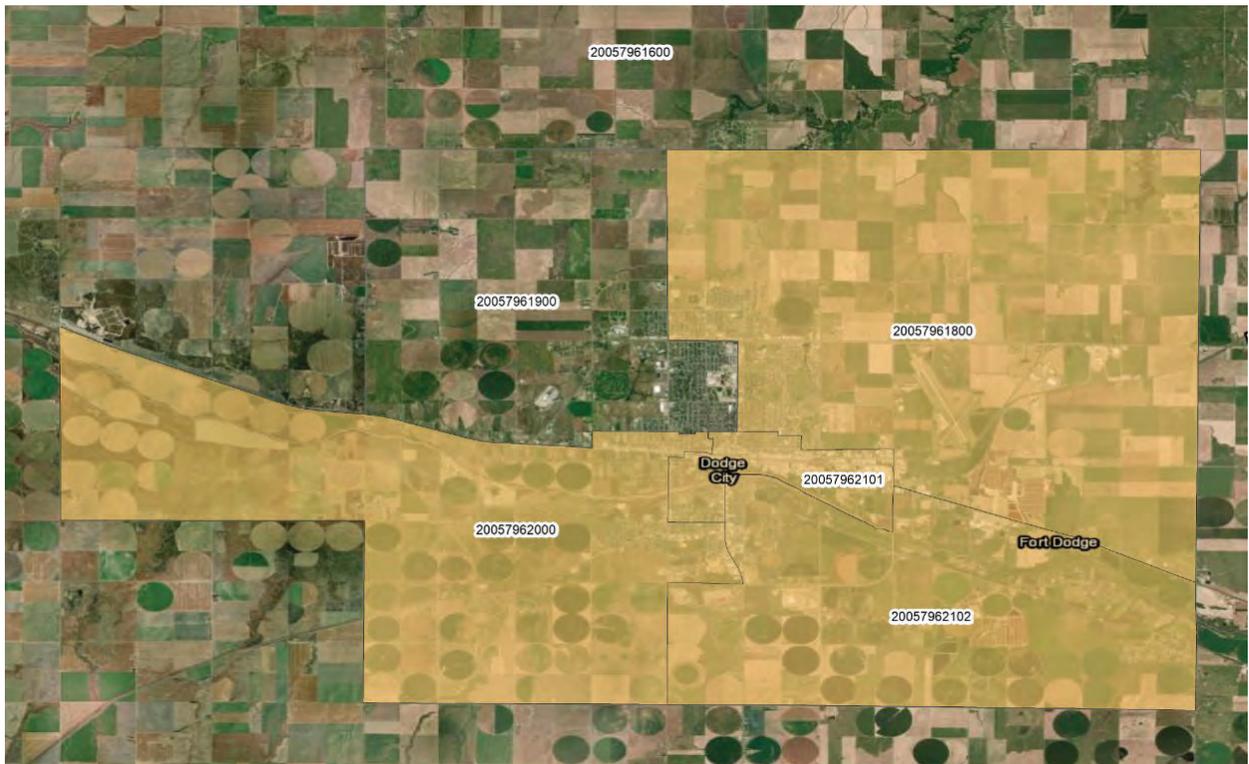
3. [FHWA – HEPGIS Maps: Socioeconomics and Equity Analysis \(FHWA\)](#)

- Has a sub-tab for "Equity in Transportation GIS Resources" and within that another sub-tab for "[Planning and Equity Tool](#)" with data downloads for the 3 sources below
- (a) CEJST (Climate and Economic Justice Tool) disadvantaged areas - similar to (2) above.
- (b) Department of Energy (DOE) disadvantaged communities - separate; also census tract level; 36 inputs

7.6.1.3 Study Area Locations

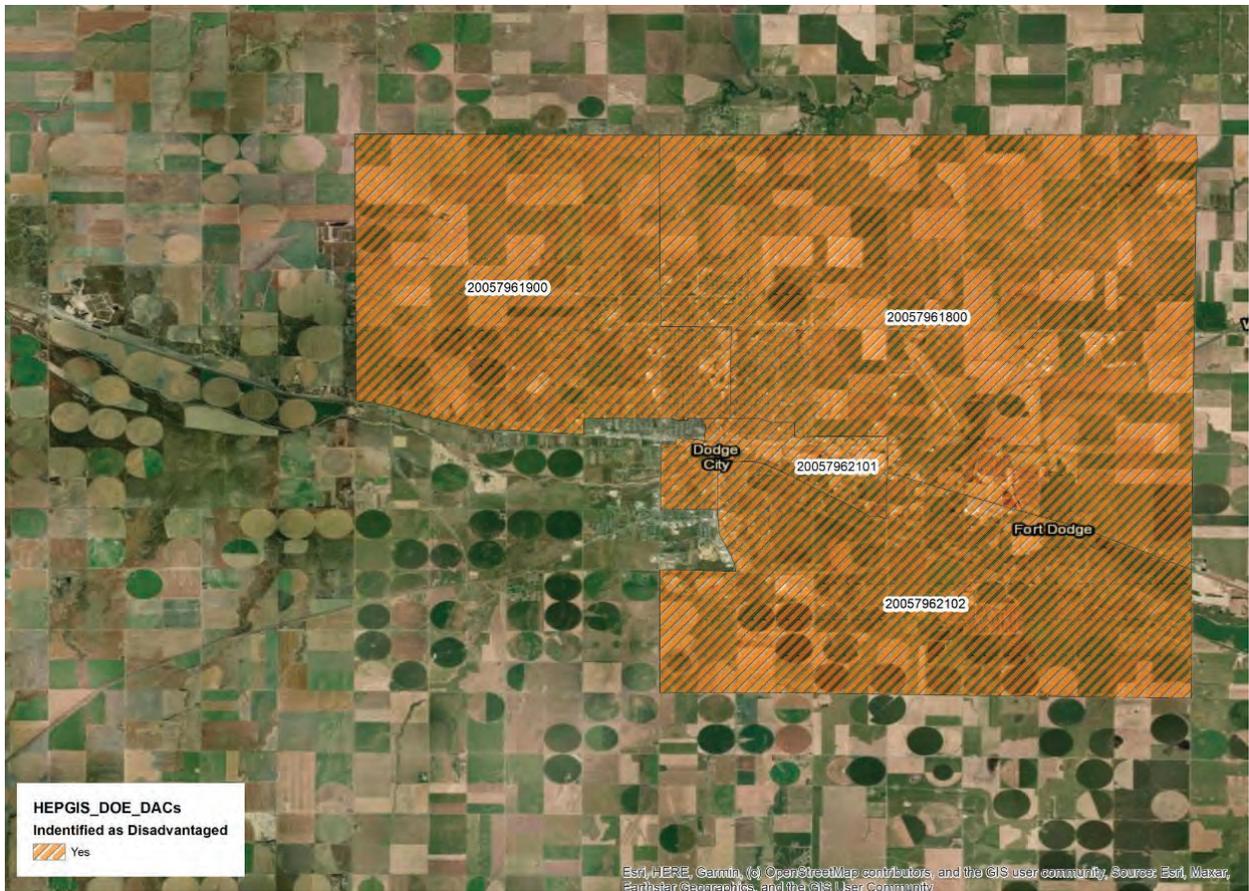
- Four tracts are shown to be disadvantaged covering most of the City with the exception of the northwest tract. These tracts were classified due to meeting the socio-economic threshold, income levels in each tract being lower than 65th percentile of all other census tracts, and meeting at least on burden threshold in these cases was in the areas of climate change or workforce development (typically 80th percentile).

[Explore the map - Climate & Economic Justice Screening Tool \(geoplatform.gov\)](#)



Climate and Economic Justice Tool) disadvantaged areas

- Department of Energy (DOE) disadvantaged communities
 - Four tracts are shown to be disadvantaged covering most of the City with the exception of the southwest tract. This is the one method that includes the northwest area of Dodge City as disadvantaged.



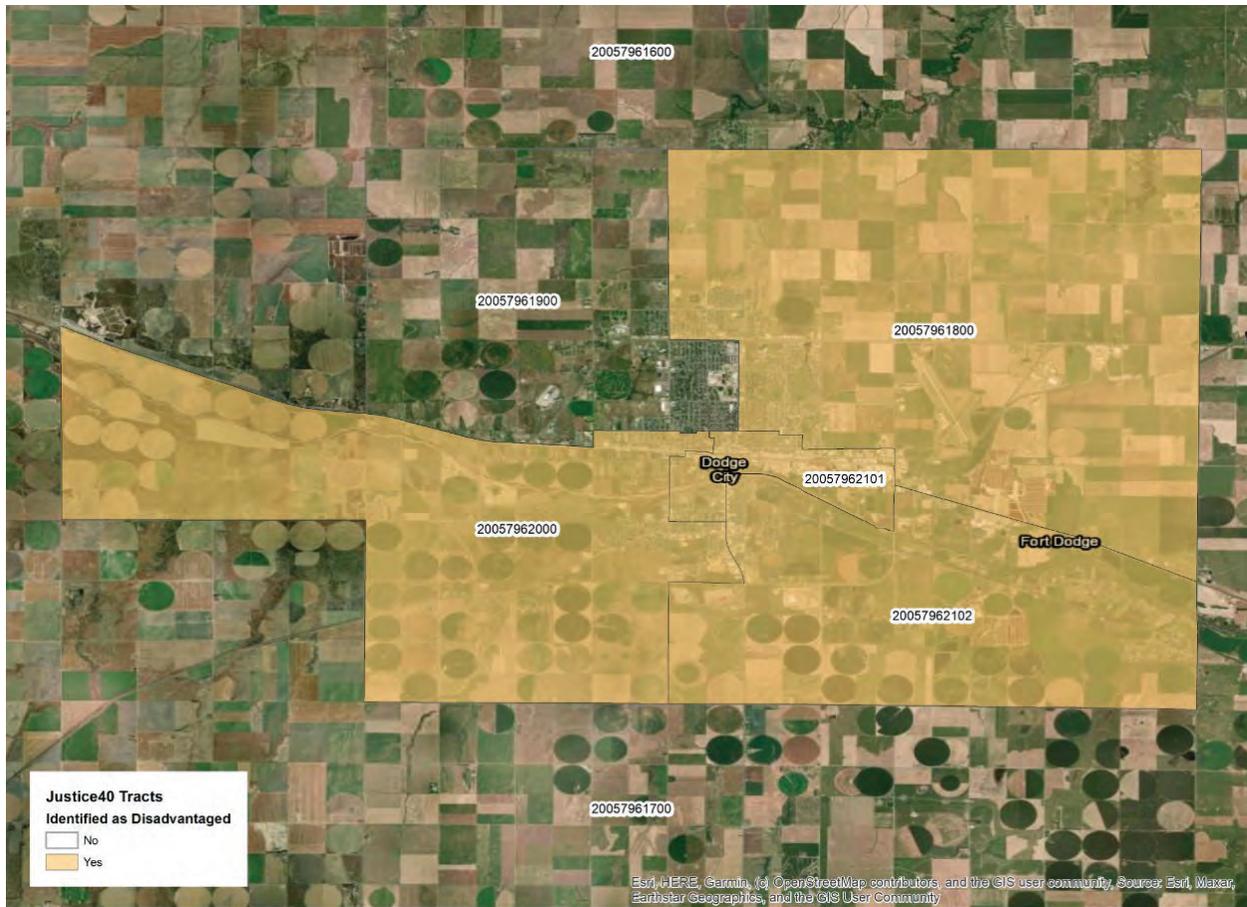
Department of Energy (DOE) Disadvantaged Communities

4. [Justice40 Tracts \(November 2022, Version 1.0\)](#) (ESRI, via CEJST)

- From Climate & Environmental Justice Screening Tool (CEJST) – see 3b above
- Assesses/identifies disadvantaged communities according to Justice40 criteria; online Web map color-codes based on # of disadvantaged categories in each tract

7.6.1.4 *Study Area Locations*

Four tracts are shown to be disadvantaged covering most of the City with the exception of the northwest tract.



Disadvantaged Areas as Defined by Justice 40

5. [CDC Social Vulnerability Index](#) (Center for Disease Control)

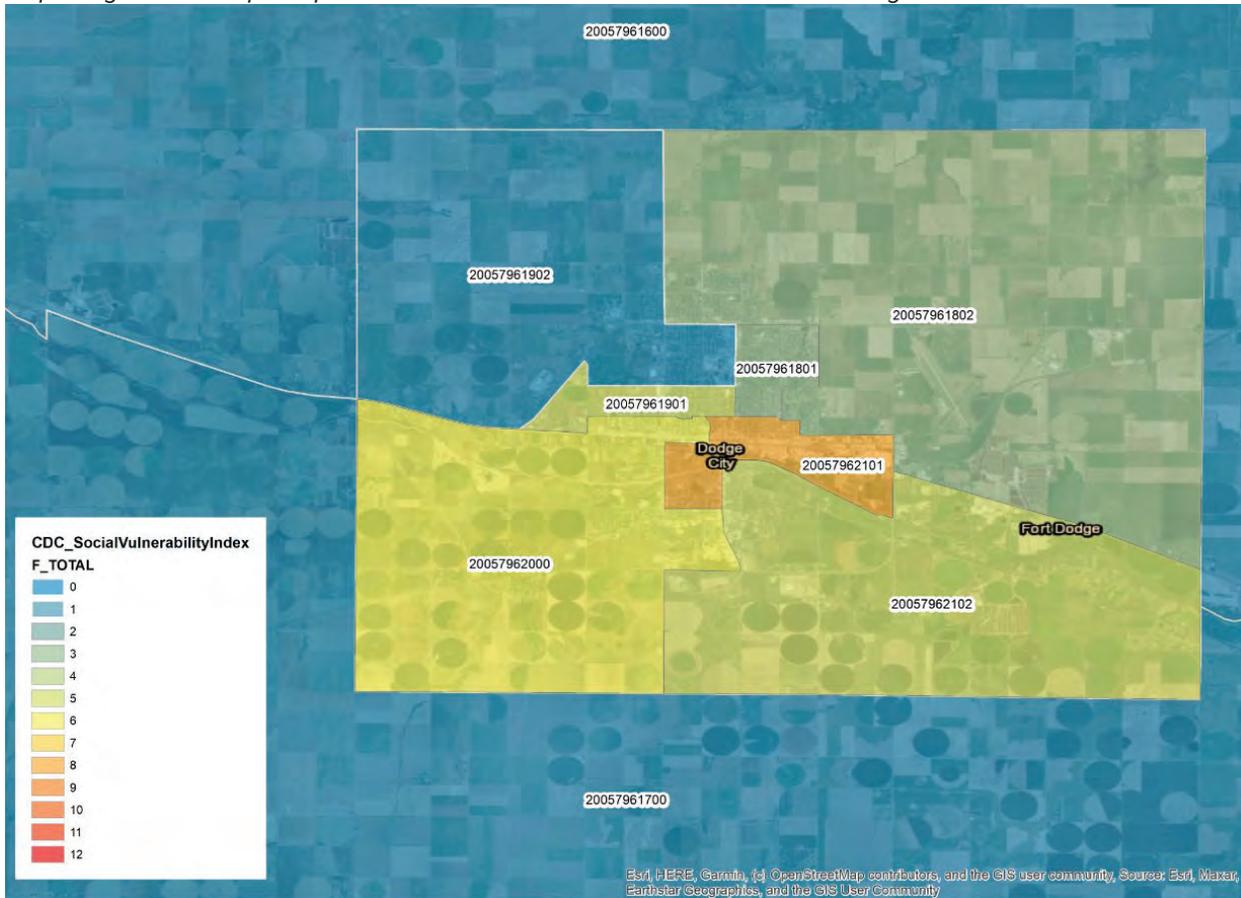
Social Vulnerability refers to the demographic and socioeconomic factors (such as poverty, lack of access to transportation, and crowded housing) that adversely affect communities that encounter hazards and other community-level stressors. These stressors can include natural or human-caused disasters (such as tornadoes or chemical spills) or disease outbreaks (such as COVID-19).

The current CDC/ATSDR Social Vulnerability Index uses 16 U.S. census variables from the 5-year American Community Survey (ACS) to identify communities that may need support before, during, or after disasters. These variables are grouped into four themes that cover four major areas of social vulnerability and then combined into a single measure of overall social vulnerability.

- Based on “RPL_THEMES” – average of themes, top 20% have a value greater than 0.75 (1 being the highest)4 “themes” with percentile rankings for each:
 - Socioeconomic Status Theme - RPL_THEME1
 - Household Characteristics Theme - RPL_THEME2
 - Racial and Ethnic Minority Theme - RPL_THEME3
 - Housing Type and Transportation Theme - RPL_THEME4
 - “RPL_THEMES” metric is the average of themes 1-4
 - “F_TOTAL” is the count of themes 1-4 that are in the top 10%

- Based on Census Data to determine social vulnerability of each tract
 - Social vulnerability - how a community will respond to hazardous events (tornado, disease outbreak, chemical spill etc.) based on poverty, transportation access, crowded housing, etc.
 - Each tract is ranked based on 16 social factors aggregated across 4 themes (mentioned above)

Map to right shows top 20th percentile across the 16 themes within all four categories



Center for Disease Control Vulnerability Areas

APPENDIX D: PROJECT BENEFIT-COST ANALYSIS

	Item	Fatal	Ser. Inj.	Injury	PDO	Total Crash Cost	CRF	Crash Benefit	Project Cost	B/C
1	Signal Borders	0	7	67	576	\$ 28,089,815	0.15	\$ 4,213,472	\$ 130,000	32.4
2	Signal Coordination	0	7	67	576	\$ 28,089,815	0.14	\$ 3,932,574	\$ 250,000	15.7
3	14th St at Wyatt Earp Blvd. and Spruce St.	0	0	23	153	\$ 7,320,338	0.3	\$ 2,196,101	\$ 127,750	17.2
4	Ross Blvd Cycle Track/Trail	0	1	3	65	\$ 2,230,282	0.3	\$ 669,085	\$ 594,000	1.1
5	Ross Blvd Speed Feedback	0	1	3	65	\$ 2,230,282	0.05	\$ 111,514	\$ 10,000	11.2
6	US-50 & Matt Down and US-50 & P left turn lanes	0	0	6	0	\$ 1,443,030	0.25	\$ 360,758	\$ 600,000	0.6
7	Wyatt Earp & Matt Down Eastbound Left Turn Lane	1	0	4	6	\$ 14,961,617	0.25	\$ 3,740,404	\$300,000	12.5
8	US-50 and Melancamp Left Turn Lanes	0	0	2	16	\$ 668,066	0.25	\$ 167,017	\$ 600,000	0.3
9	Combined #6, #7, #8	1	0	12	22	\$ 17,072,713	0.25	\$ 4,268,178	\$ 1,500,000	2.8
10	Wyatt Earp & Underpass ICE (placeholder cost)	0	5	5	13	\$ 5,098,768	0.82	\$ 4,180,990	\$750,000	5.6
11	14th & Park ICE (placeholder cost)	0	0	8	30	\$ 2,274,770	0.3	\$ 682,431	\$400,000	1.7
12	Enhanced Pedestrian Crossings (Wyatt Earp, 14th & Spruce)	0	2	5	1	\$ 2,711,920	0.4	\$ 1,084,768	\$ 230,250	4.7
13	Comanche Intersection Improvements	0	0	2	0	\$ 481,010	0.4	\$ 192,404	\$ 63,750	3.0
14	6th Street Intersection Geometrics/ Ped. Crossings (Edgemore to Comanche)	0	0	2	19	\$ 703,139	0.4	\$ 281,256	\$ 40,000	7.0
15	Combined #12, #13, #14	0	2	9	20	\$ 3,896,069	0.4	\$ 1,558,428	\$ 334,000	4.7

Benefit-cost ratios have been calculated for each of the countermeasure project groups. The number of fatal, serious injury, other injury, and property damage only crashes were identified within each countermeasure project area for the 10-year period 2014 – 2023. The total crash cost was obtained by multiplying the number of crashes the project is expected to address over a 10- year period by the crash cost. The following represents the year 2024 crash costs: Fatal-\$13,999,597, Serious Injury-\$748,852, Other Injury-\$240,505, and PDO-\$11,691.

The Crash Benefit was then calculated by multiplying the Crash Reduction Factor (CRF) by the Total Crash Cost. The resulting Benefit-Cost Ratio is the Crash Benefit divided by the Project Cost.

The BC Ratios provide a comparative measure of project effectiveness, with a desired minimum ratio of 1.0 or greater representing the case where project benefits exceed the project cost. There are lower cost safety projects that can provide BC Ratios of over 25. Often a minimum BC Ratio of 3 or greater is considered to indicate a safety project that would be competitive for implementation funding.

APPENDIX E: PROJECT SHEETS

Add Left Turn Lanes on Wyatt Earp Blvd and Matt Down Road

Location Description

Roadway: Wyatt Earp Blvd. and Matt Down Road

Project Information

Description: Provide left turn lanes to reduce rear end crashes and to provide a consistent highway section on Wyatt Earp Blvd. Project would construct 7 left turn lanes.

10-year Crash History: 1 fatal, 1 serious injury, 7 other injuries, 27 property damage only

Project Selection Criteria: Crash hot spot plus public comments

Project Cost: \$1,500,000

Benefit-Cost Ratio: 2.85

Concept Design/Project Location Map



Traffic Signal Retroreflective Borders

Location Description

Roadway: Citywide at 20 intersections.

Project Information

Description: Backplates added to a traffic signal head to 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.

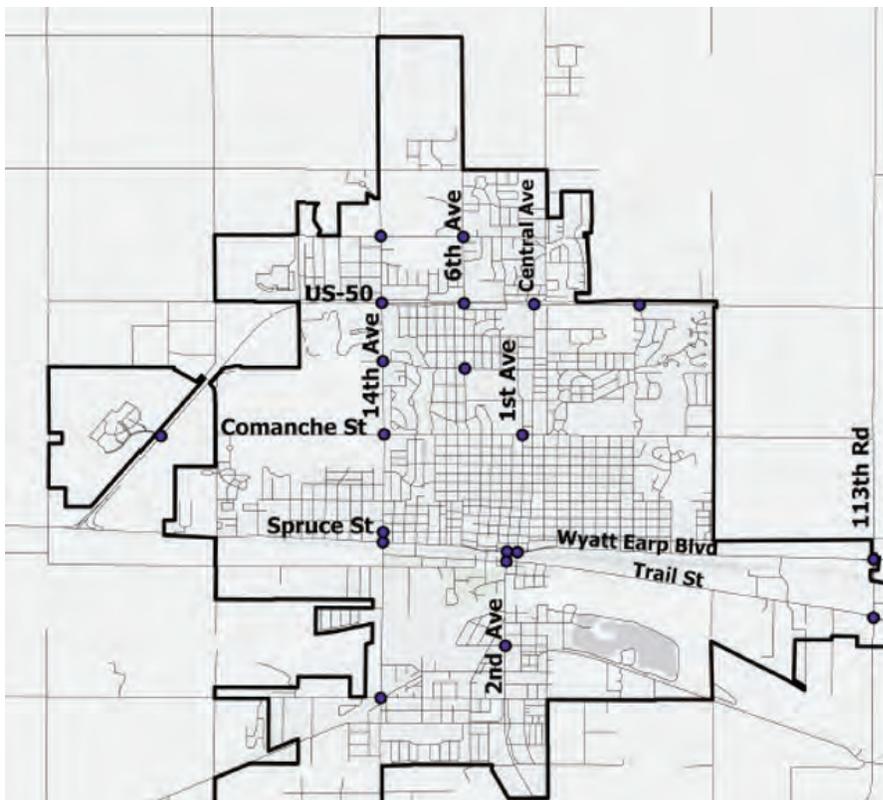
10-year Crash History: 0 fatal, 1 serious injury, 3 other injuries, 65 property damage only

Project Selection Criteria: Crash hot spot plus public comments

Project Cost: \$130,000

Benefit-Cost Ratio: 32.4

Concept Design/Project Location Map



- US-50 and 6th Ave
- Wyatt Earp Blvd and 14th Ave
- US-50 and Comanche St
- Spruce St and 14th Ave
- US-50 and Central Ave
- Comanche St and 14th Ave
- Wyatt Earp Blvd and 113th Rd/US-56
- US-50 and 14th Ave
- 1st Ave and Wyatt Earp Blvd
- US 50 and Fairway Dr
- 14th Ave and Ross Blvd
- 14th Ave and Soule St
- Comanche St and 1st Ave
- Trail St and 2nd Ave
- Trail St and US-56
- 14th Ave and Beeson Rd
- 6th Ave and Soule St
- 2nd Ave and Sycamore St
- 6th Ave and Ross Blvd

Ross Boulevard Cycle Track / Mixed Use Path

Location Description

Roadway: Ross Boulevard from Avenue A to 14th Ave to High School entrance drive

Project Information

Description: Ross Boulevard is a four-lane roadway from Avenue A to 14th Avenue and a three-lane roadway from 14th Ave to the High School entrance road. This project will convert the north lane of the four-lane section to a cycle track using precast median barriers to provide separation from vehicle traffic for a bicycle lane in each direction. West of 14th Ave, a separated multiuse path would be constructed providing a continuous route from Ave A to the High School. The project would contribute to reducing vehicle speeds on Ross Boulevard, and directly serve the Ross Elementary School and the Dodge City High School.

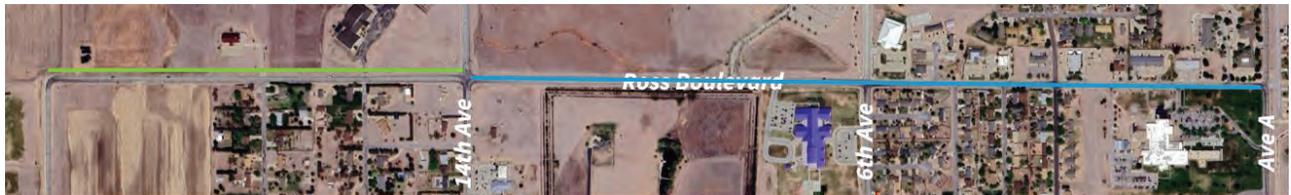
10-year Crash History: 0 fatal, 1 serious injury, 3 other injuries, 65 property damage only

Project Selection Criteria: Crash hot spot plus public comments.

Project Cost: \$600,000

Benefit-Cost Ratio: 1.13

Concept Design/Project Location Map



— Off-Street Trail: West of 14th Ave

— On-street: East of 14th Ave



14th Avenue Lane Assignment and Signal Phasing

Location Description

Roadway: 14th Avenue and Wyatt Earp Boulevard, 14th Avenue and Spruce Street

Project Information

Description: 14th Avenue has 4 through lanes and no turning lanes. Split phase signal timing is used at both intersections to provide left turn movement. For this project, the center lanes in both directions will be designated as left turn lanes, removing the split phase timing. The project will also complete sidewalk gaps on west side of 14th Avenue, provide signal coordination between the two signals, and add pedestrian signal heads and crosswalks.

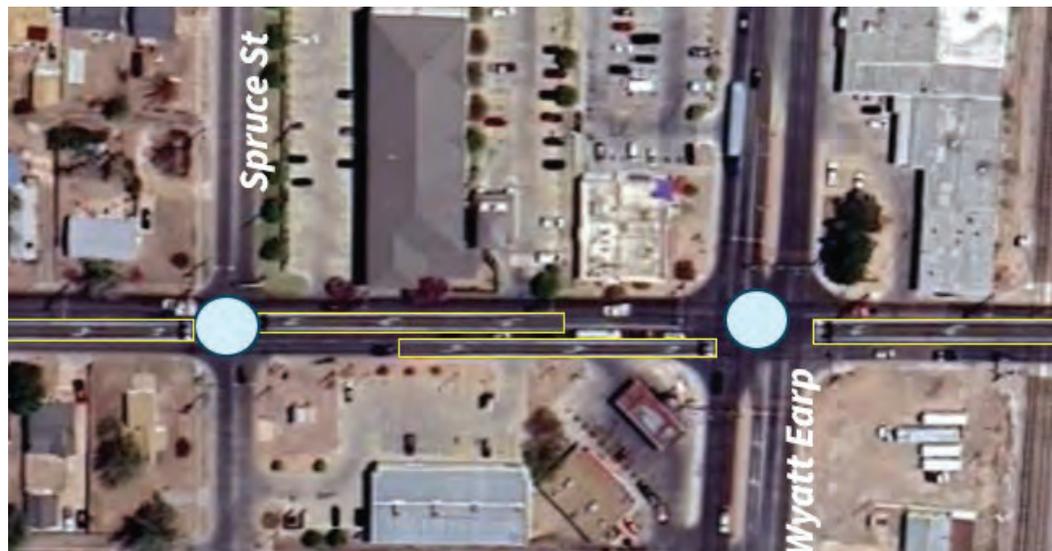
10-year Crash History: 0 fatal, 0 serious injury, 23 other injuries, 153 property damage only

Project Selection Criteria: Crash hot spot plus public comments

Project Cost: \$130,000

Benefit-Cost Ratio: 17.2

Concept Design/Project Location Map



Enhanced Pedestrian Crossings

Location Description

Roadway: Multiple locations: Wyatt Earp Blvd. near Ave. E, 14th and Wyatt Earp Blvd, 14th Avenue and Spruce Street, 14th and Comanche Road.

Project Information

Description: Crash data and public input identified locations where enhancements could be considered to improve pedestrian travel. One project provides a pedestrian hybrid beacon on Wyatt Earp Boulevard in the vicinity of Ave. E and Ave. F. The project includes a median refuge and a speed table at the crossing location. At the other locations, painted crosswalks, pedestrian buttons, and leading pedestrian interval signal timing would be provided.

10-year Pedestrian Crash History: 0 fatal, 2 serious injury, 5 other injuries, 1 property damage only

Project Selection Criteria: Crash hot spot plus public comments

Project Cost: \$240,000

Benefit-Cost Ratio: 4.6

Concept Design/Project Location Map



6th Avenue Traffic Calming / Pedestrian Improvement

Location Description

Roadway: 6th Avenue from Edgemoor Street to Comanche Road

Project Information

Description: Dodge City has a programmed project on 6th Avenue from Soule Street to the south. This project addresses 6th Avenue north of Soule Street. 6th Avenue is approximately 30 feet wide with parking allowed on both sides of the street. Travel speed can exceed the speed limit. Sidewalks are provided primarily on the east side of the street. This project will provide a raised crosswalk at three locations on 6th Avenue to enable pedestrians including students walking to school a safer crossing to the sidewalk on the east side. The raised crosswalks will reduce vehicle travel speeds on 6th Avenue.

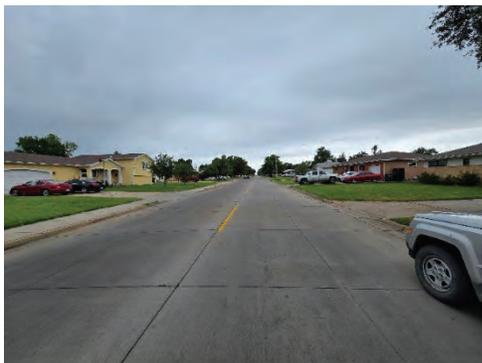
10-year Crash History: 0 fatal, 0 serious injury, 2 other injuries, 19 property damage only

Project Selection Criteria: Crash hot spot plus public comments

Project Cost: \$56,000

Benefit-Cost Ratio: 2.5

Concept Design/Project Location Map



Comanche Road Intersection and Pedestrian Improvements

Location Description

Roadway: Comanche Street from 1st Avenue to Avenue C

Project Information

Description: This project will provide for improved pedestrian movement along Comanche Street. The project includes providing three crosswalks and extending sidewalks on the north side of the street to Avenue C. The project also includes improving southbound traffic flow on 1st Avenue at Comanche by improving lane assignments and providing signal coordination with the signal at Central Avenue and Comanche.

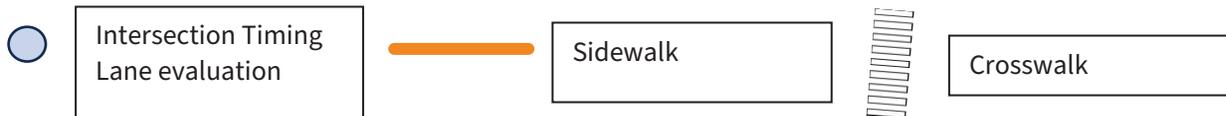
10-year Pedestrian Crash History: 0 fatal, 0 serious injury, 2 other injuries, 0 property damage only

Project Selection Criteria: Crash hot spot plus public comments

Project Cost: \$47,000

Benefit-Cost Ratio: 4.1

Concept Design/Project Location Map



APPENDIX F: VISION ZERO PROCLAMATION

Dodge City Vision Zero Resolution or Ordinance

[Resolution or Ordinance] No. [X]

A [RESOLUTION OR ORDINANCE] BY THE DODGE CITY COMMISSION, THE GOVERNING BODY OF THE CITY OF DODGE CITY, KANSAS, ADOPTING A VISION ZERO POLICY AND PROCLAIMING THE CITY'S COMMITMENT TO [END OR REDUCE] TRAFFIC FATALITIES AND SERIOUS INJURY CRASHES IN DODGE CITY AND IMPLEMENTATION OF A SAFE STREETS AND ROADS FOR ALL PLAN BY [YEAR].

WHEREAS, in 2021 the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program which funds regional, local and Tribal initiatives through grants to prevent roadway deaths and serious injuries; and,

WHEREAS, in 2022 Dodge City made an application for a SS4A planning grant from the U.S. Department of Transportation to create SS4A compliant action plans; and,

WHEREAS, the SS4A program supports the U.S. Department of Transportation's National Roadway, Safety Strategy and the goal of zero roadway deaths using a Safe System Approach; and,

WHEREAS, Dodge City's Vision Zero policy supports the Kansas Department of Transportation's Drive to Zero program and the goals of the Kansas Strategic Highway Safety Plan; and,

WHEREAS, five individuals were needlessly killed and 460 individuals were injured on Dodge City's roadways between 2014 and 2023; and,

WHEREAS, the life and health of all persons living and traveling within Dodge City are our utmost priority, and no one should die or be seriously injured while traveling on our city streets; and,

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable; and,

WHEREAS, Vision Zero is a proven framework for eliminating traffic deaths and serious injuries through intergovernmental and community partnerships leveraging resources and funds to ensure safe and efficient multimodal transportation; and,

WHEREAS, A comprehensive Vision Zero policy unifies existing safety efforts and elevates improvements through engineering and street design, education and engagement efforts, enforcement and technology, evaluation and data analysis, and equity; and,

WHEREAS, Dodge City's policies and practices support Vision Zero efforts to lead with roadway design that prioritizes safety and plans for a safe network for all users, for all modes of transportation, in all communities, and for people of all ages and abilities; and,

WHEREAS, the Dodge City recognizes the need to prioritize hearing from the entire community and supports Vision Zero efforts to address inequities by prioritizing interventions in areas most in need of safety improvements; and,

WHEREAS, Dodge City has already adopted *[other pedestrian safety-related policies or programs the jurisdiction has already adopted]*; and,

WHEREAS, Dodge City finds that this resolution is necessary and proper to promote and protect the safety, health, mobility, and general welfare of Dodge City and its inhabitants;

NOW, THEREFORE, BE IT RESOLVED THAT, I, [FIRST NAME MI. LAST NAME], Mayor/Commissioner(s) of Dodge City], by virtue of the Charter of the City of Dodge City, do hereby:

1. Adopt the City's Vision Zero policy with the goal of achieving zero fatalities and serious injuries by the year [year].
2. Adopt the City's Safe Streets and Roads for All Action Plan, attached hereto as Exhibit A.

3. The City Clerk shall certify the adoption of this Resolution, effective immediately, by the Dodge City commission.

PASSED AND ADOPTED by the City Commission of the Dodge City, State of Kansas, on [Date], 20[___], by the following vote: [_____].

I.



Memorandum

To: Dodge City Commission
From: Director of Administrative Services, Ryan Reid
Date: 2025 05 27
Subject: Trucks (multi-departments)
Agenda Item: New Business

Purpose:

To purchase new pickup trucks for various divisions to improve service delivery of personnel and materials to meet mission goals.

Recommendation:

Staff recommends purchasing the following vehicles from the following vendors. See bid tabs for more specifics.

Lewis Chevrolet

(6) 2026 4x4 1500's	Parks divisions	\$285,372
(1) 2026 1 ton 3500	Fire	\$51,636

Lopp Motors

(1) 2025 4x4 3500	Fleet	\$51,564.59
-------------------	-------	-------------

These vehicles are budgeted and meet specs. Both vendors are local.

Older vehicles will be sold at auction or moved to upgrade existing uses (see attachments).

City Commission Options:

1. Approve
2. Disapprove
3. Table for further discussion

Financial Considerations:

Amount \$547,231.59

Funds:

X__ Budgeted Expense __ Grant __ Bonds __ Other

Legal Considerations: None

Mission/Values: Safety, Ongoing improvement, Excellence

Attachments: Bid tab

Approved for the Agenda by:

Ryan Reid, Director of Administrative Services

**2025 05
Trucks Bid Tab**

<u>Vendor</u>	<u>Description</u>	<u>Dept</u>	<u>Each \$</u>	<u>Quant</u>	<u>Sub</u>	<u>Notes</u>
Lewis Chevrolet	1500 Crew cab 4x4	Parks divisions	\$ 47,562.00	6	\$ 285,372.00	2026 Low bid, meets specs
Lopp Motors	1600 Ram	Parks divisions	\$ 49,611.00	6	\$ 297,666.00	
Lewis Chevrolet	2026, 3500 truck 1 ton 4>	Fire	\$ 51,636.00	1	\$ 51,636.00	matches existing truck, newer model
Lopp Motors	2025 model	Fire	\$ 48,754.00	1	\$ 48,754.00	
					\$ -	
					\$ -	
Lewis Chevrolet	2026, 2500 regular cab	Fleet	\$ 52,551.00	1	\$ 52,551.00	
Lopp Motors	2025, 3500 4x4	Fleet	\$ 51,564.59	1	\$ 51,564.59	Low bid

<u>Total by Vendor</u>			Total Total
Lewis Chevrolet	\$ 337,008.00		\$ 388,572.59
Lopp	\$ 51,564.59		



City of Dodge City Purchasing Request Form

What are you wanting to purchase:

Why do we need it?

Is it budgeted?

How much is budgeted?

What department/division is paying for it?

What code will be coding it to (if you know)?

How will the purchase be used? How will it help the City?

If it is replacing an existing piece of equipment, what do you expect to happen to the old vehicle/equipment, etc? Will it be sold at auction or passed on to another department?

If it is replacing an existing piece of equipment/vehicle, please give me information (year of old equipment, miles on it, reason why it needs replacing, etc).

Does this purchase provide any new functionality or value? Consider efficiency, less staff time, shared use with other departments/divisions, more uptime, etc.

Does this purchase improve safety in any way? If so, how?

How long do you expect this equipment to last?

If you have any quotes or vendor emails/contacts, please get me that information.



City of Dodge City Purchasing Request Form

What are you wanting to purchase:

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How much is budgeted?

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How long do you expect this equipment to last?

If you have any quotes or vendor emails/contacts, please get me that information.



Memorandum

To: Nick Hernandez, City Manager and City Commissioners
From: Tanner Rutschman, PE, City Engineer
Date: June 2, 2025
Subject: Approval of SS4A Implementation Grant Application
Agenda Item: New Business

Purpose: This request is to approve the submittal of Dodge City's Safe Streets and Roads for All (SS4A) Implementation Grant Application based on the projects and dollar amounts outlined in the attached table. The projects outlined in the application were selected from the comprehensive safety action plan (referred to as Action Plan) and are aimed at preventing roadway fatalities and serious injuries within the city limits.

Background: Over the past 18 months, City staff has collaborated closely with TranSystems, local stakeholders, a dedicated steering committee, and the public to develop Dodge City's comprehensive Action Plan. This plan not only identifies targeted strategies to enhance safety across our street network, but also positions the City to compete for significant federal funding through an implementation grant. The proposed projects focus on three high-impact areas: adding turn lanes at key highway intersections, upgrading traffic signals, and improving pedestrian infrastructure. Together, these improvements will advance public safety, mobility, and quality of life for our residents. This robust and well-balanced project scope puts the City's grant application over the \$2.5 million minimum request, reinforcing our commitment to building a safer, more connected Dodge City.

City Commission Options:

1. Approve submittal of the implementation grant application and give the City Manager authority to sign necessary documents for the application.
2. Table for further discussion.
3. Disapprove the recommendation from City staff.

Financial Considerations: The [Bipartisan Infrastructure Law](#) (BIL) established the SS4A discretionary program with \$1 billion in appropriated funds each year through FY 2026. If selected, this grant will be funded 80% by the USDOT and 20% by the City and potentially KDOT (Build Kansas). The total estimated project cost is \$5,863,750 and the funding sources would be as follows:

- \$4,691,000 USDOT
- \$1,172,750 City of Dodge City (only \$58,638 if Build Kansas approved)

Fund: Dept: Expense Code:

Budgeted Expense Grant Bonds Other

Legal Considerations: None at this time.

Mission/Values: Improvements to safety for City streets represent the City's core values of Ongoing Improvement and Preparing for the Community's Future.

Attachments:

Project and cost breakdown table.

Approved for the Agenda by:

Ray Slattery, PE

Ray Slattery, Director of Engineering

Dodge City Safe Streets for All Implementation Project Costs

Project	Cost	
1	Signal Borders	\$130,000
2	Signal Coordination	\$250,000
3	14th Street at Wyatt Earp and Spruce	\$127,000
4	Ross Blvd. Speed Feedback Signs (7)	\$70,000
5	US-50 and Wyatt Earp Turn Lanes (4)	\$1,500,000
6	Shared Use Path Underpass Rd. to Thurow Park	\$1,500,000
7	Wyatt Earp & Underpass ICE	\$750,000
8	Enhanced Pedestrian Crossings (3)	\$230,250
9	Comanche Intersection Improvements	\$63,750
	ROW (PE/TCE)	\$70,000
	Construction Cost	\$4,691,000
	Design (10% of Construction Costs)	\$469,100
	Inspection (15% of Construction Costs)	\$703,650
	Total Project Costs	\$5,863,750
	80% Federal Share	\$4,691,000
	20% Local Share	\$1,172,750
	5% of Local Share (if Build Kansas Approved)	\$58,638



Memorandum

To: City of Dodge City Commission

From: Director of Construction & Facilities, Kevin Israel & Assistant City Manager, Melissa McCoy

Date: June 2, 2025

Subject: Approval of Water Softener & Plumbing for United Wireless Arena and Boot Hill Casino and Resort Conference Center

Agenda Item: New Business

Purpose: To replace the existing water softener for the United Wireless Arena and Boot Hill Casino and Resort Conference Center that is no longer functioning properly.

Recommendation: Staff recommend approval of the bid for the Culligan Water Softener, required plumbing and pipe installation for \$57,148.

Background: The Arena is experiencing issues with hard water deposits becoming lodged in the toilet flush valves which causes them to run until taken apart and cleaned. It is also causing problems with the chiller and boiler systems. Replacing the water softener will help avoid more expensive repairs on the current systems in the future.

City Commission Options:

1. Approve
2. Disapprove
3. Table for further discussion

Financial Considerations: The Construction and Facilities Department obtained two bids for this project. The bids are detailed in the chart below:

Company	Project	Cost
Culligan	Equipment, programming, plumbing & pipe insulation	\$57,148
Best Water	Equipment, programming and set up. Does not include electrical work or insulation	\$79,649.88

Construction and Facilities staff recommends the quote from Culligan which includes the cost of the equipment and programming at \$34,650, the plumbing for the softener at \$19,778 and pipe insulation at \$2,720. The total bid is \$57,148. This also includes a warranty on the installation and equipment.

This project will be paid out of “Why Not Dodge” Sales Tax Depreciation and Replacement fund where sufficient funds are available.

Legal Considerations: There are no legal considerations. However, if an agreement is required for the project equipment it will be approved by the City Attorney.

Mission/Values: This project matches the City's Core Value of Ongoing Improvement where together we value progress and growth.

Attachments:

Culligan UWA Water Softener Bid
Culligan Bid for UWA Softener Plumbing
Best Water, Water Softener Bid

Approved for the Agenda by:

A handwritten signature in black ink, appearing to read "Melissa R. McCoy", with a large, stylized flourish at the end.

Melissa R. McCoy
Assistant City Manager



Date: 2/10/2025

Prepared By: Matt Roper
Culligan of Dodge City
Telephone: 308-440-1197

Quoted To: United Wireless Event Center

Culligan: When Quality & Service Matters!

Thank you for the opportunity to bid Culligan water softeners. The reputation Culligan has built in the water industry is based on quality and service. It is our goal to provide you with quality pieces of water treatment equipment to last you for years to come.

At Culligan we provide our customers with a full Culligan warranty, service after the sale, quality equipment, and excellent customer service.

RE: United Wireless Event Center

Culligan Equipment/Services:

Qty	Description
1	Culligan CSM 300-3 Duplex PF 300,000 Grain Water Softener. This will include 39x48 Brine Tank, (2) 3" Turbine Meters and will provide 600,000 grains of soft water

Equipment and Services Sub Total: \$34,650 plus Tax

Plumbing installation is to be done by the plumbing contractor. Culligan will have the units shipped to the job site, plumbing contractor will provide a lift to move the unit to its location. Startup, Freight and Owner Training are also included in this price. Contractor is also responsible for removing the existing equipment.

I have read and agree to the terms and conditions above and attached.

Accepted: _____

Date: _____

—
Signature

Title: _____

Accepted: _____

—
Printed

Purchase Order #: _____



Markets Served:

Clinics
Educational Facilities
Energy / Power
Food / Beverage Production
Food Service / Restaurants
Grocery
Healthcare / Hospitals / Bio-Pharmaceutical
Hospitality / Lodging
Manufacturing
Municipal Drinking Water
Oil / Gas

The Culligan Side Mount (CSM™) Series WATER SOFTENER SYSTEM

Efficient and Scalable Heavy-Duty Water Treatment System

Use Culligan® equipment to help meet the highest standard of water quality at your facility. The Culligan® Side Mount heavy-duty softener reduces hard water contaminants*, even for large flow volume applications, reducing scale buildup that can affect equipment performance. The Culligan®-exclusive Smart Controller allows you to efficiently set up and manage your water treatment. Using optional accessories, monitor water usage data, such as the flow rate and volume, and regenerate the system as needed, saving resources and money.

The CSM softener is part of the Culligan® Commercial and Industrial Solutions that combine durable and efficient equipment, systems experience, and technical experts who understand your unique requirements. From planning your system to installing your water treatment equipment, Culligan® Commercial and Industrial Solutions offer options that help deliver the quality of water to meet your needs. Contact Culligan® today to learn more about the CSM softener system.

CULLIGAN® COMMERCIAL & INDUSTRIAL ADVANTAGES:

- Simple System Integration
- Global Product Platform
- Flexible Configurations
- Quick Delivery / Easy Installation
- Exclusive Culligan Advanced Electronics
 - Historical Operating Data
 - Alarm Recognitions
 - US Standard and Metric Readings
 - Remote Monitoring Options
 - Telemetry Options

*Contaminants may not necessarily be in your water.



PRE-TREATMENT SOLUTIONS.

SYSTEM SPECIFICATIONS

Warranty

Culligan's CSM water softeners are backed by a limited 1-year warranty against defects in material, workmanship and corrosion. In addition, softener tanks are warranted for a period of 5 years. †

† See printed warranty for details. Culligan® will provide a copy of the warranty upon request.

Some localities have corrosive water. A softener cannot correct this condition, so its printed warranty disclaims liability for corrosion of plumbing lines, fixtures, or water-using equipment. If you suspect corrosion, your independently operated Culligan® dealer has equipment to help control the problem.

System Specifications

Specification	US	Metric
Inlet Pressure (dynamic)	30–100 psig	210–690 kPa
Power Voltage Frequency Phase	120 Volts 50/60Hz	
Feed Water Temperature	40–120° F	4–49° C
Turbidity Chlorine Iron	5 NTU, max. ² 1 mg/L, max. ² 5 mg/L, max. ²	

¹ 120 Volt/24 Volt cUL/UL listed Transformer Included.

² See media specification for details.



Certified by IAPMO R&T against NSF/ANSI 372, CSA B483.1 and NSF/ANSI 61 for material safety and structural integrity requirements. Not certified for contaminant reductions by IAPMO R&T. The skid mounted systems have not been certified by IAPMO R&T.

Examples of Softener Applications

- Food and Beverage—Improved taste
- Educational Facilities—Boiler and cooling tower make-up water for scale reduction and improved energy costs
- Restaurants—For dishwashing, cleaning material savings, scale reduction
- RO Softener / DI Pretreatment
- Car washes—Quality results, detergent and water heating savings, scale reduction
- Apartment buildings, assisted living facilities and hotels—Quality water for laundry, dishwashers, boilers
- Grocery / Retail—Quality water for aesthetics and help extend equipment life

Standard Features

- Single, Multiple Tank Configurations – Hardness removal capacities up to 900,000 grains per tank Continuous flow rates up to 201 gpm per tank
- Culligan's Smart Controller – More control over your equipment with programming and monitoring capabilities typically found in more expensive PLC controls A variety of add-on options for advanced instrumentation and communication let you easily customize the system to help meet your needs
- Telemetric Capability
- Regeneration initiation by choice or combination of time clock, meter or Aqua-Sensor® inputs
- Culligan's Multiport Valve – Our guided perimeter-designed diaphragm valves are built with reinforced rubber components to resist damage from particulates in the water and ensure smooth operation free of water hammer. The inside and outside surfaces of the valve are electro-coated to deter

Optional Features & Accessories

- Corrosion resistant brine system construction for long life
- Skid Mounted – fully pre-piped and wired systems for single point field utility connection of inlet, outlet, drain and power supply
- Patented Progressive Flow – Culligan's Smart Controller can monitor flow demands bringing additional softening tanks on-line or offline as flows increase or decrease
- ASME Code Tanks
- Brine Reclaim – reduces operating costs
- Patented Aqua-Sensor® Control – initiates regeneration only when needed based upon water hardness, automatically adjusts to changes in raw water hardness and water consumption
- Flow Measuring Devices – are available for direct connection to the Culligan® Smart Controller for volume based regeneration initiation
- Remote Display
- RS232, RS485, Modbus PLC Output

corrosion. The valve was designed with serviceability in mind; accessibility for installation and maintenance won't be an issue.

- Corrosion resistant tanks – Made of low carbon steel with epoxy interior lining and finish coat painted exterior

CSM Water Softener System

Model	Resin Qty. (ft ³ /L)	Pipe Size (in/mm)	Flow Rates (gpm/lpm)		Tank Size*** (in/mm)	
			Continuous*	Peak**	Softener	Brine****
150-2	5	2	67	94	20 x 54	24 x 50
	142	50.8	253.6	355.8	508 x 1,372	610 x 1,270
210-2	7	2	76	102	24 x 54	24 x 50
	198	50.8	287.7	386.1	610 x 1,372	610 x 1,270
300-2	10	2	84	112	30 x 60	30 x 50
	283	50.8	317.9	423.9	762 x 1,524	762 x 1,270
300-3	10	3	152	210	30 x 60	30 x 50
	283	76.2	575.3	794.9	762 x 1,524	762 x 1,270
450-2	15	2	79	106	30 x 60	30 x 50
	425	50.8	299	401.2	762 x 1,524	762 x 1,270
450-3	15	3	135	192	30 x 60	30 x 50
	425	76.2	511	726.7	762 x 1,524	762 x 1,270
600-2	20	2	94	125	36 x 60	39 x 48
	566	50.8	355.8	473.1	914 x 1,524	991 x 1,219
600-3	20	3	183	252	36 x 60	39 x 48
	566	76.2	692.7	953.8	914 x 1,524	991 x 1,219
750-2	25	2	97	129	42 x 60	42 x 48
	708	50.8	367.1	488.3	1,067 x 1,524	1,067 x 1,219
750-3	25	3	201	267	42 x 60	42 x 48
	708	76.2	760.8	1010.6	1,067 x 1,524	1,067 x 1,219
900-2	30	2	96	127	42 x 60	42 x 48
	850	50.8	363.4	480.7	1,067 x 1,524	1,067 x 1,219
900-3	30	3	193	259	42 x 60	42 x 48
	850	76.2	730.5	980.3	1,067 x 1,524	1,067 x 1,219

*Flow rate at a 15 psi pressure loss.

**Flow rate at a 25 psi pressure loss.

***Dimensions are diameter by tank height.

****Brine systems are optional.

Flow rates shown are per tank.

Low flow channeling (flow rates less than 0.5 gallons per minute per cubic foot of resin) may cause hardness leakage into effluent.

CSM product formerly sold under the Bruner label.



www.culligan.com • 866-787-4293

For over 80 years, Culligan® has made better water. Our global network, comprised of 800+ dealers and international licensees in over 90 countries, is dedicated to addressing your water-related problems. As a worldwide leader in water treatment, our sales representatives and service technicians are familiar with the local water conditions in your area. Being global and local position us to deliver customized solutions to commercial and industrial water issues that affect your business and your bottom line.

All trademarks used herein are registered trademarks of Culligan International Company.

Products manufactured or marketed by Culligan and its affiliates are protected by patents issued or pending in the United States and other countries.

Culligan reserves the right to change the specifications referred to in this literature at any time, without prior notice.

The softener system selected is : **CSM 300-3CD**

The CSM 300-3CD will provide (Each Unit) :

Continuous Flow, gpm	: 152 @ 15 psi loss
Peak Flow, gpm	: 210 @ 25 psi loss
Min. Recommended Flow, gpm	: 5
Resin Quantity, ft ³	: 10
Maximum Capacity, kgr	: 300 @ 150 lbs Salt
Minimum Capacity, kgr	: 200 @ 60 lbs Salt
Tank Size, in.	: 30 x 60
Tank Area, ft ²	: 4.92
Freeboard, in.	: 26.5

Regeneration Data :

Backwash Flow, gpm	: 20
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The CSM 300-3CD System Requirements :

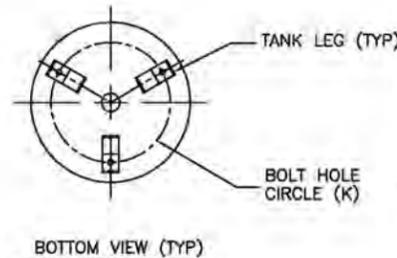
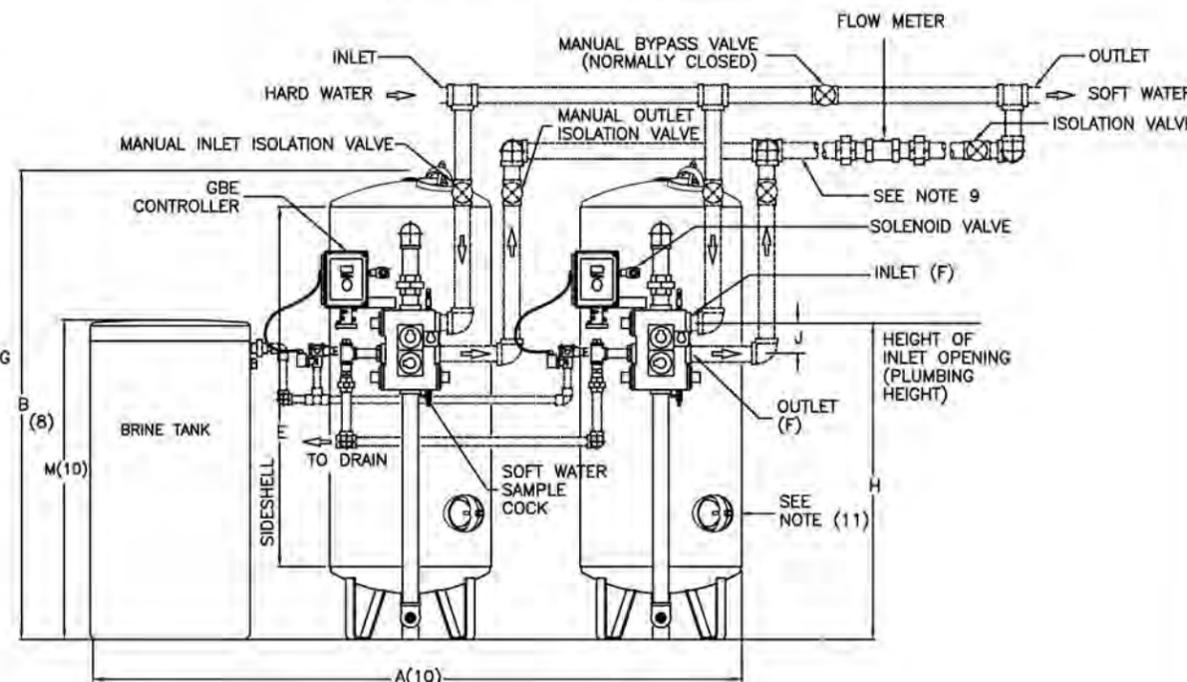
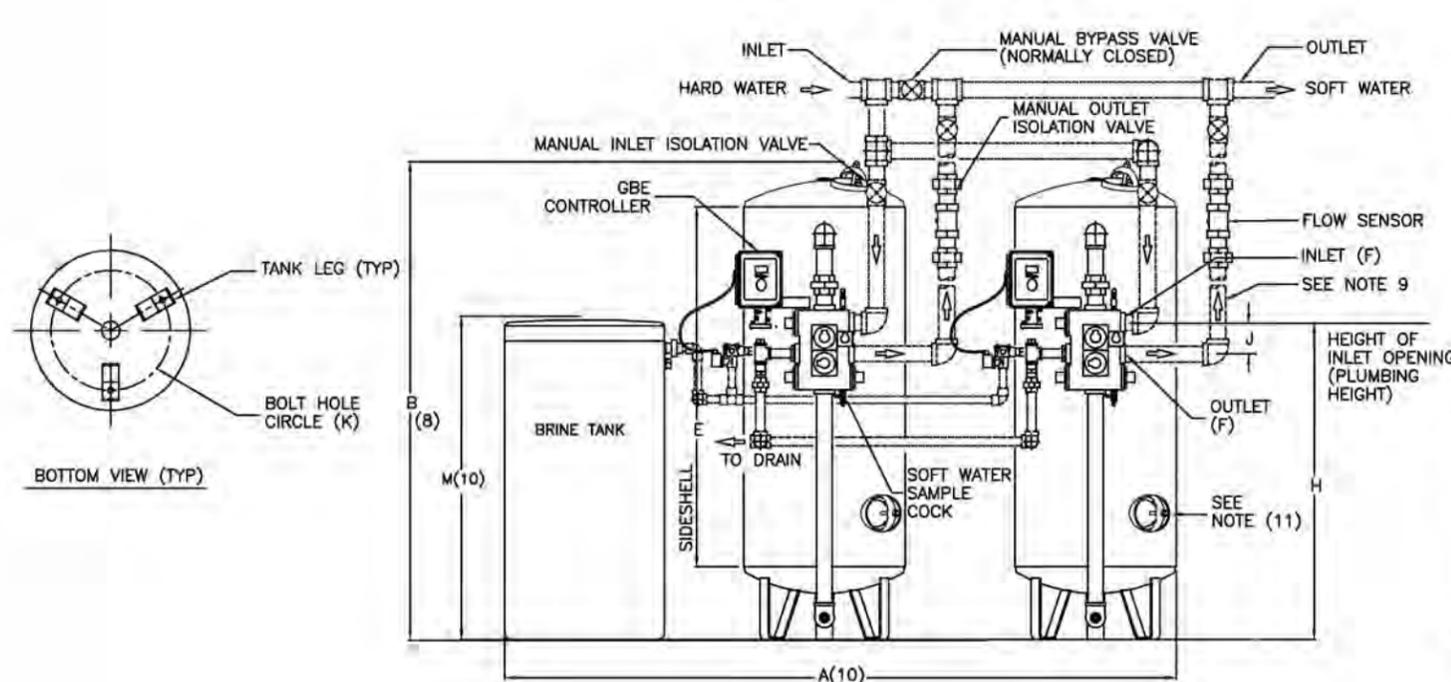
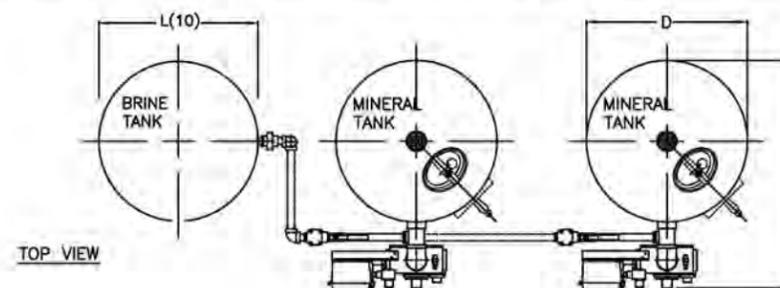
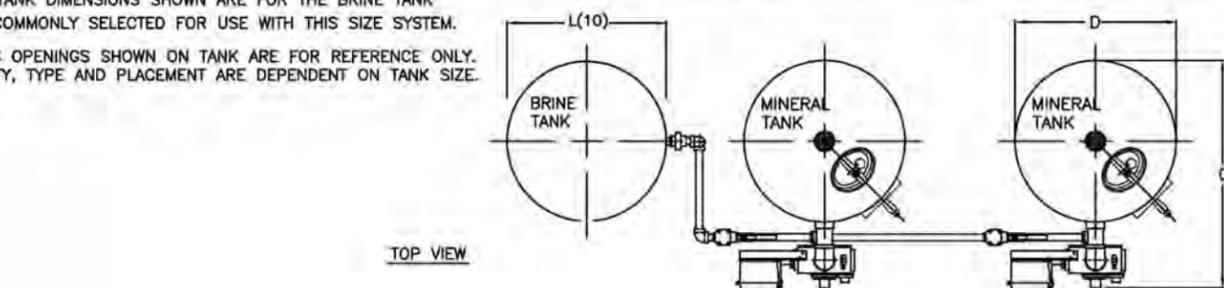
Operating Press., psi	: 30 - 100	Voltage	: 120 Volts 50 / 60 Hz 1 Phase
Operating Temp., °F	: 40 - 120	Full Load Amps	: < 1
Pipe Conn, in NPT...			
Inlet	: 3		
Outlet	: 3		
Drain	: 1.25		
Weight, lbs...			
Shipping	: 1630		
Operating	: 4000		
Overall Dimensions, in			
Width x Height x Depth	: 72 x 89 x 44		
	(A.S.M.E)		



NOTES:

- (1) ITEMS SHOWN IN BROKEN LINES TO BE FURNISHED BY OTHERS.
- (2) ALL DIMENSIONS ARE ± 1 INCH (25mm) AND SUBJECT TO CHANGE WITHOUT NOTICE.
- (3) UNIONS SHOULD BE LOCATED ON INLET AND OUTLET CONNECTIONS OF CONTROL VALVE TO FACILITATE SERVICING.
- (4) THE USE OF DISSIMILAR METALS IN A PIPING SYSTEM IS NOT RECOMMENDED. WHERE DISSIMILAR METALS MUST BE CONNECTED IN A WATER SYSTEM, THE USE OF NONCONDUCTIVE (DIELECTRIC) FITTINGS MAY REDUCE GALVANIC CORROSION.
- (5) FOR MAXIMUM PROTECTION OF THE CONTROLLER, IT IS RECOMMENDED THAT A DEDICATED 120 VOLT CIRCUIT IS PROVIDED.
- (6) ALLOW A MINIMUM OF 24 INCHES ABOVE SOFTENER FOR FILLING.
- (7) TO PERMIT THE OBSERVATION OF THE DRAIN FLOW DO NOT MAKE A DIRECT CONNECTION TO THE DRAIN. PROVIDE AN AIR GAP OF AT LEAST FOUR TIMES THE DIAMETER OF THE DRAIN PIPE OR CONFORM TO LOCAL SANITATION CODES.
- (8) OVERALL TANK HEIGHT IS BASED ON STANDARD NON-CODE TANK CONSTRUCTION. SEE ASME TANK HEIGHT ADDER FOR ASME TANKS.
- (9) WHEN USING A WATER METER, THERE MUST BE A MINIMUM AMOUNT OF STRAIGHT PIPE BEFORE AND AFTER THE SENSOR. REFER TO THE INSTALLATION INSTRUCTIONS FOR DETAILS.
- (10) BRINE TANK DIMENSIONS SHOWN ARE FOR THE BRINE TANK MOST COMMONLY SELECTED FOR USE WITH THIS SIZE SYSTEM.
- (11) ACCESS OPENINGS SHOWN ON TANK ARE FOR REFERENCE ONLY. QUANTITY, TYPE AND PLACEMENT ARE DEPENDENT ON TANK SIZE.

MODEL	DIMENSIONS (INCHES)										UNIT DATA (PER TANK)										
	WIDTH A(10)	HEIGHT B(8)	DEPTH C	TANK DIA. D	SIDE-SHELL E	INLET/OUTLET PIPE SIZES F	DRAIN SIZE G	FLOOR TO INLET H	INLET TO OUTLET J	BOLT HOLE CIRCLE DIA. K	BRINE TANK DIA. L(10)	BRINE TANK HEIGHT M(10)	MAX. CAPACITY KGR @ SALT DOSAGE	RESIN VOLUME ft ³	CONTINUOUS FLOW gpm @ 15 psi drop	PEAK FLOW gpm @ 25 psi drop	DRAIN FLOW gpm	MIN. DRAIN PIPE SIZE IN.	ASME TANK HEIGHT ADDER (8) IN.	DUPLEX OPER. WT. lbs.	DUPLEX SHIP. WT. lbs.
CSM 150-2	88	73	31	20	54	2.0	0.75	47.62	4.62	14"	24	48	150 @ 50	5	67	94	10	1.0	3	3700	1660
CSM 210-2	96	74	35	24	54	2.0	1.0	47.62	4.62	18"	24	48	210 @ 70	7	76	102	13.5	1.0	4	4600	2230
CSM 300-2	114	85	42	30	60	2.0	1.0	47.62	4.62	24"	30	48	300 @ 100	10	84	112	20	1.25	4.25	6600	3160
CSM 300-3	114	85	44	30	60	3.0	1.0	49.62	6.62	24"	30	48	300 @ 100	10	152	210	20	1.25	4.25	6700	3260
CSM 450-2	114	85	42	30	60	2.0	1.0	47.62	4.62	24"	30	48	450 @ 150	15	79	106	20	1.25	4.25	7600	3880
CSM 450-3	114	85	44	30	60	3.0	1.0	49.62	6.62	24"	30	48	450 @ 150	15	135	192	20	1.25	4.25	7700	3980
CSM 600-2	132	88	48	36	60	2.0	1.0	47.62	4.62	30"	36	48	600 @ 200	20	94	125	30	1.25	7	11000	5170
CSM 600-3	132	88	50	36	60	3.0	1.0	49.62	6.62	30"	36	48	600 @ 200	20	183	252	30	1.25	7	11100	5270
CSM 750-2	150	90	54	42	60	2.0	2.5	47.62	4.62	36"	42	48	750 @ 250	25	97	129	45	2	3	13800	6780
CSM 750-3	150	90	56	42	60	3.0	2.5	49.62	6.62	36"	42	48	750 @ 250	25	201	267	45	2	3	13900	6880
CSM 900-2	150	90	54	42	60	2.0	2.5	47.62	4.62	36"	42	48	900 @ 300	30	96	127	45	2	3	14400	7300
CSM 900-3	150	90	56	42	60	3.0	2.5	49.62	6.62	36"	42	48	900 @ 300	30	193	259	45	2	3	14500	7400



DO NOT SCALE DRAWING TOLERANCES: ±1/8" UNLESS OTHERWISE NOTED				
Let.	Change	By	App	Date

Culligan®
ENGINEERED SYSTEMS
 ROSEMONT, ILLINOIS

PRINT AND BILL OF MATERIAL ARE NOT TO BE USED WITHOUT THE WRITTEN CONSENT OF CULLIGAN INTERNATIONAL CO.

NAME CSM DUPLEX WATER SOFTENER SYSTEM TECHNICAL DATA SHEET			
DETAILED BY: KMR 4/26/05	APP. BY: KSR 01/11/10	SHEET 1 OF 1	
REF. NO.	PART NO. CSM_2		



Date: 2/10/2025

Prepared By: Matt Roper
Culligan of Dodge City
Telephone: 308-440-1197

Quoted To: United Wireless Event Center

Culligan: When Quality & Service Matters!

Thank you for the opportunity to bid Culligan water softeners. The reputation Culligan has built in the water industry is based on quality and service. It is our goal to provide you with quality pieces of water treatment equipment to last you for years to come.

At Culligan we provide our customers with a full Culligan warranty, service after the sale, quality equipment, and excellent customer service.

RE: United Wireless Event Center

Culligan Equipment/Services:

Qty	Description
1	Culligan CSM 300-3 Duplex PF 300,000 Grain Water Softener. This will include 39x48 Brine Tank, (2) 3" Turbine Meters and will provide 600,000 grains of soft water

Equipment and Services Sub Total: \$34,650 plus Tax

Plumbing installation is to be done by the plumbing contractor. Culligan will have the units shipped to the job site, plumbing contractor will provide a lift to move the unit to its location. Startup, Freight and Owner Training are also included in this price. Contractor is also responsible for removing the existing equipment.

I have read and agree to the terms and conditions above and attached.

Accepted: _____

Date: _____

Signature

Title: _____

Accepted: _____

Printed

Purchase Order #: _____



Date:

2/14/2025

Prepared By: Matt Roper
Culligan of Dodge City
Telephone: 308-440-1197

Quoted To: United Wireless Event Center

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At Culligan we provide our customers with a full Culligan warranty, service after the sale, quality equipment, and excellent customer service.

RE: United Wireless Event Center – Service Agreement

Culligan Equipment/Services:

Qty Description

Service Agreement to Include

*Culligan will do monthly inspections

*All parts and labor included on any repairs

*Salt NOT included

*1 Year agreement with auto renewal without written 60 day notice

Rate - \$480 a month plus tax

I have read and agree to the terms and conditions above and attached.

Accepted: _____
Signature

Date: _____

Accepted: _____
Printed

Title: _____

Purchase Order #: _____

TATRO

COMMERCIAL • INDUSTRIAL • SERVICE • PLUMBING • MECHANICAL

Main: 620.277.2167 - 1413 W. Thompson St., Garden City, KS 67846

West: 719.621.1047 - 717 Seedling Ct., Colorado Springs, CO 80915

Toll Free: 888.TATRO4U / 888.828.7648

Fax: 620.277.0244

www.TATRO.co

March 4, 2025

United Wireless Arena
4100 W Commanche St
Dodge City Ks 67801

Re: Water Softener Replacement Piping

We see your project as follows

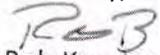
1. Connect to existing 6" piping for incoming water and reduce to 3".
2. Install new isolation valve and install 3" copper water lines to (2) owner provided water softeners as per drawings.
3. Connect the outlet water from the water softeners to the existing soft water piping and bell up from 3" to 6".
4. Install brine lines and drain lines from water softeners in schedule 40 PVC material.
5. We Exclude.
 - a. Electrical.
 - b. Water softener material or setting of equipment.
 - c. Equipment start up or warranty.
 - d. Painting of any kind.
 - e. Demo of existing water softener.
 - f. Sales Tax or Bond

Project Price \$19,778.00 Plus Sales Tax

Alternate #1 Provide and install pipe insulation on all new water piping.

Project ADD \$2,720.00 Plus Sales Tax

Sincerely,



Rob Kreutzer

Tatro Plumbing Co. Inc.





2104 E. Wyatt Earp Blvd.
Dodge City, KS 67801
(620)225-7338

PROPOSAL

March 12, 2025

United Wireless Arena
Attn: Kevin Israel
4100 W. Comanche St.
Dodge City, Kansas 67801

INSTALLATION OF NEW WATER SOFTENERS & PLUMBING WORK

Thank you for this opportunity to quote you on the following water conditioning application. We propose to supply the following necessary labor, and Water Softeners. Due to the amount of room supplied we can only fit the following size Softeners & Brine Tank.

- Removal of Current Water Softener
- Setting, Filling & Plumbing Twin Alternating Progressive Flow Hellenbrand H300-0600 3672 Water Softener
- This would supply you with approx. 18,064 gallons of water per Softener @ 30 grains of Hardness
- Flow Rate @ 15PSI 172GPM
- Flow Rate @ 25PSI 222GPM
- Set (1) 39X48 Brine tank
- BestWater will fill ½ of brine tank for start-up purposes

The Lump Sum Price of Water Softener Installment:

\$79,649.88

Water Softeners lead time 6-8 weeks

Due to size of this quote, we would require 50% down payment to proceed with Order.

NOTE: Customer will be responsible for the following requirements for Water Softeners:

- Electrical work
- Insulation
- Sales Tax
- Freight
- Work outside of this proposal



Memorandum

To: Nick Hernandez, City Manager and City Commissioners

From: Nathan Littrell, Planning & Zoning Administrator

Date: June 2, 2025

Subject: Westview Place, No. 3 Plat

Agenda Item: New Business

Purpose: The applicant wishes to replat this property, zoned R-2 Residential Medium Density, to allow for the creation of 2 lots and utility easement.

Recommendation: It is City Staff's recommendation to approve this plat. On May 13, 2025, the Planning Commission reviewed and voted 6-0 to recommend approval of the plat. The plat does not conflict with the City's Comprehensive Plan.

Background: The applicant, Oma Construction, LLC, is wanting to reconfigure the lots so to be oriented east-west instead of north-south and each will have frontage on 15th Ave. The current lots run north-south and are each 46.67' by 140'. The proposed lots run east-west and are each 70' by 93.34'. The proposed configuration provides more flexibility for development. The proposed plat includes new 10' utility easement located along the west lot lines.

City Commission Options:

1. Approve
2. Disapprove
3. Table for further discussion

Financial Considerations: None

Legal Considerations: None

Mission/Values: Approving this plat will encourage and support growth and development in our community.

Attachments: Plat Application, Plat, Map

Approved for the Agenda by:

A handwritten signature in black ink that reads "Josh Adams".

Josh Adams, Development Services Director



Case No. 25-07
Date Filed 5/7/25

Application for Plat Approval

Name of Subdivision WESTVIEW PLACE No. 3 REPLAT
General Location Intersection of West Park St. + South 15th

Name of Property Owner OMA CONSTRUCTION LLC Phone 620-339-0828
Address 120 E. Trail St., Dodge City, KS 67801

Name of Agent Mauricio E. Saldivar Medina P.E. Phone 620-339-0828
Address 120 E. Trail St., Dodge City, KS, 67801

Name of Surveyor Michael D. Klein Phone 620-471-0110
Address 107 N. Moscoso St., Montezuma, KS, 67867

Subdivision Information:

- A. Gross Acreage of Plat 0.3 (Ac.)
- B. Number of Lots:
 - 1. Residential 2
 - 2. Commercial _____
 - 3. Industrial _____
 - 4. Other _____
- C. Minimum Lot Frontage 70'
- D. Minimum Lot Area 6510
- E. Existing Zoning R 2
- F. Proposed Zoning R 2
- G. Public Water Supply Yes No _____
- H. Public Sanitary Sewers Yes No _____

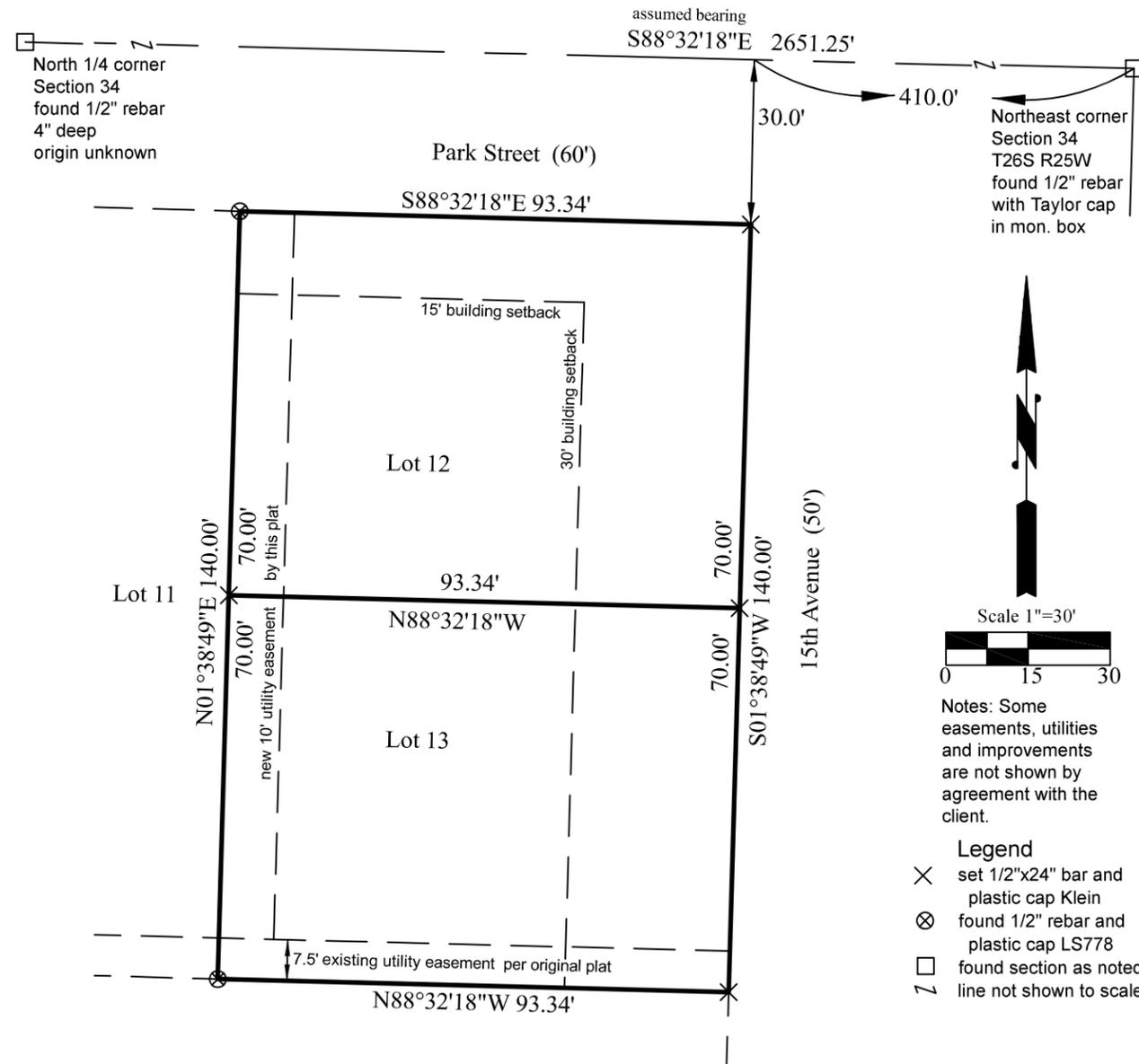
Office Use Only:

Received in the office of the Zoning Administrator on May 7, 20 25
together with the appropriate fee of \$ 50.00

Nathan L. Hall Planning & Zoning Admin.
Name and Title

Westview Place No. 3 Replat

of Lots 12 and 13 of Westview Place Plat No. 2,
City of Dodge City,
Ford County, Kansas



SURVEYOR CERTIFICATION
I hereby certify that the sketch hereon correctly represents a survey made by me on February 6, 2025, and, to the best of my knowledge, property boundary lines have been established, re-established, in accordance with recorded plats, existing monuments, and/or evidence of obliterated monument locations, and other information of public record.

FORD COUNTY SURVEYOR
This survey plat was reviewed and it is in compliance with K.S.A. 58-2005 and the Kansas Minimum Standards for Boundary Surveys.

DEDICATION

KNOW ALL MEN BY THESE PRESENTS: that OMA CONSTRUCTION, LLC, is the owner of that land included on the plat shown hereon, and that it is the only entity whose consent is necessary to pass clear title to said land and that it hereby consents to the making and recording of said plat and it hereby dedicates said right-of-way and easements and plat to the public.

IN WITNESS WHEREOF this dedication is executed
this ____ day of _____, 2025.

Omar Lopez
President
OMA CONSTRUCTION, LLC

NOTARY ACKNOWLEDGEMENT
State of Kansas)
County of Ford) ss
This dedication was acknowledged before me, the undersigned notary public, by Omar Lopez, President of OMA CONSTRUCTION, LLC,
this ____ day of _____, 2025.

Notary Public

THE CITY OF DODGE CITY, KANSAS
State of Kansas)
County of Ford)

All Easements described on this Plat are hereby accepted by the Governing Body of the City of Dodge City, Kansas, and are hereby dedicated this
____ day of _____, 2025.

Jeff Reinert, Mayor

Attest: Connie Marquez, City Clerk

REGISTER of DEEDS CERTIFICATE

STATE OF KANSAS)
COUNTY OF FORD)

This is to certify that this instrument was filed for record in the office of the Ford County Register of Deeds on this
____ day of _____, 2025 at
____ o'clock __ M in
Cabinet/Slide # _____, Doc ID # _____
and is duly recorded.

Brenda Pogue, Ford County Register of Deeds

Fee total \$ _____

TRANSFER RECORD CERTIFICATE

This is to certify that this instrument was entered into the Transfer Record on this
____ day of _____, 2025.

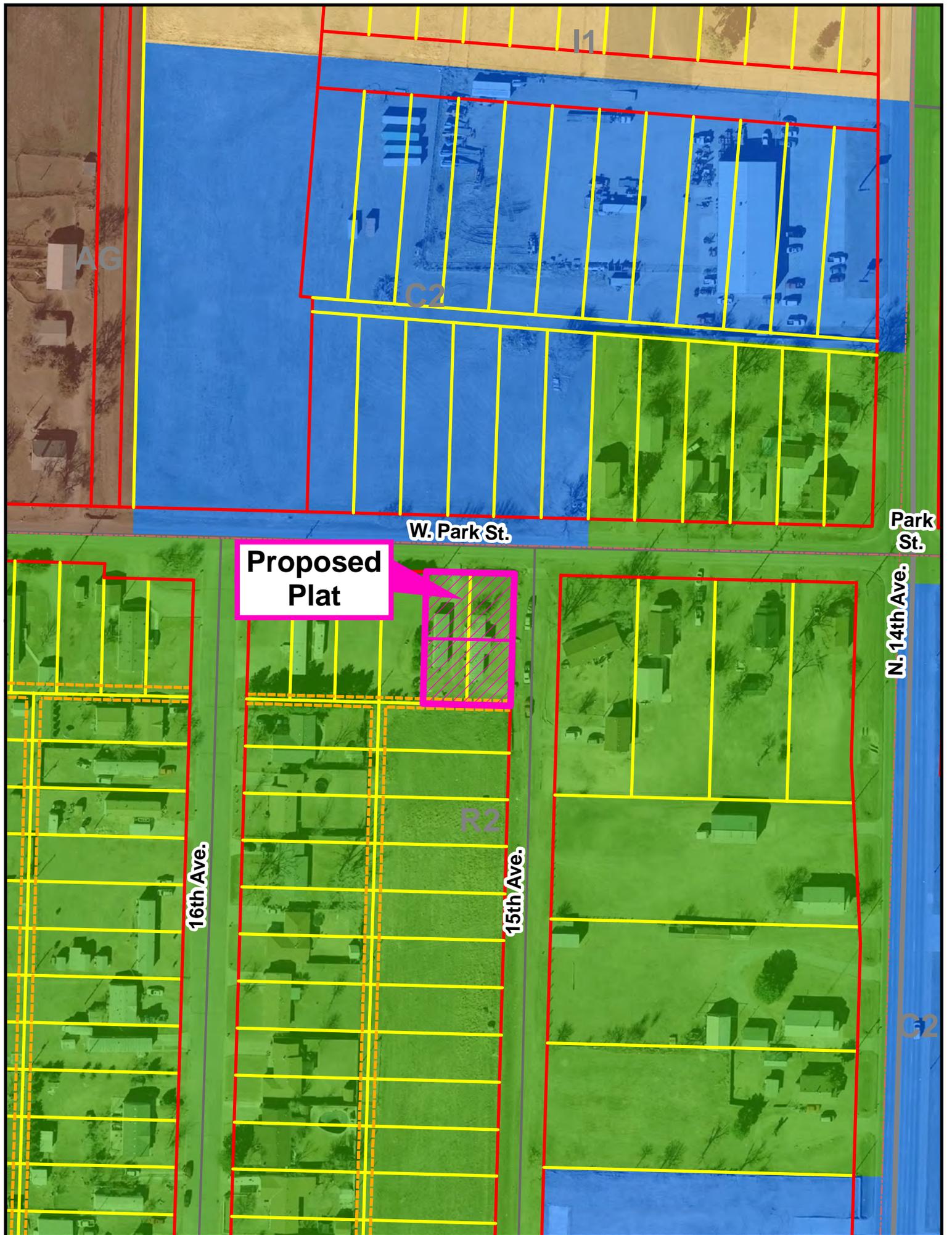
Debbie Cox, Ford County Clerk

DODGE CITY PLANNING COMMISSION
State of Kansas)
County of Ford)

This plat has been submitted to and is hereby approved by the Dodge City Planning Commission this
____ day of _____, 2025.

Tom Taylor, Chairman

Nathan Littrell, Secretary



AG

I1

I1

C2

W. Park St.

Park St.

N. 14th Ave.

Proposed Plat

R2

16th Ave.

15th Ave.

C2



Memorandum

To: Nick Hernandez, City Manager and City Commissioners

From: Ray Slattery, PE, Director of Engineering

Date: June 2, 2025

Subject: Approval of Quote for Handrail Fabrication for North Bound 14th Ave. Bridge, ST 2306

Agenda Item: New Business

Purpose: Approve quote for the fabrication of handrail on the new northbound 14th Ave. Bridge.

Recommendation: Approve the quote from J'Dubs Welding and Inspection for the fabrication of the Handrail on the new Northbound 14th Ave. Bridge in the amount of \$127,261.20.

Background: In August of 2023, Governor Kelly announced that Dodge City was awarded \$7 Million dollars from KDOT through the KLBIP Program. the Local Bridge projects. In the first part of 2024, the City entered into a design contract with PEC for the design of the new bridge. During the final stages of design, PEC and City staff discussed the type and style of Handrail to be installed along the widened sidewalk along the east side of the bridge. After some consideration of different styles of handrail, it was decided to have a handrail fabricated that was similar to the café fencing being used in the downtown district.

J'Dubs Welding & Inspection was hired to fabricate the downtown fencing earlier this year after quotes were received for the fabrication of this fencing. Since the handrail was to be similar to the downtown fencing, City staff contacted J'Dubs Welding & Inspection for a quote to fabricate the bridge handrail. J'Dubs Welding & Inspection provided a quote for the fabrication and powder coating of the new railing that has an overall length of just over 622' and is 54" tall. The installation of the handrail will be made by the bridge contractor. An additional single rail will need to be quoted and fabricated in the future on the Corral Rail of the bridge, since the widen sidewalk will be open to bicycle traffic. This can be done once the final design of this railing is completed. It is estimated that the cost of the handrail was going to be in the \$200,000 to \$250,000 range.

City Commission Options:

1. Approve Quote
2. Disapprove Quote
3. Table for further discussion

Financial Considerations:

Amount \$: \$127,261.20

Fund: 2025 GOB

Budgeted Expense Grant Bonds Other

Legal Considerations: The City will be responsible for payment to J'Dubs Welding & Inspection for the fabrication of the handrailing.

Mission/Values: This project aligns with the City's Core Value of Ongoing Improvements.

Attachments: J'Dub's Welding & Inspection Quote and Drawing of Handrail.

Approved for the Agenda by:

A handwritten signature in blue ink that reads "Ray Slattery, PE". The signature is written in a cursive style.

Ray Slattery, PE, Dir. of Engineering Services



J'DUBS WELDING & INSPECTION LLC

JUSTIN WEIL OWNER

10235 115RD WRIGHT KS 67882

RAY SLATTERY: CITY OF DODGE CITY

NORTH BOUND 14TH STREET BRIDGE GUARD RAILING

SCOPE:

THE FORMAL PROPOSAL FOR THE CITY OF DODGE CITY IS TO INCLUDE NEW FABRICATION OF DECROTIVE GUARD RAILING FOR THE EAST SIDE OF THE "NEW" NORTH BOUND LANE BRIDGE ON S. 14TH AVE. FABRICATION AND COATING WILL INCLUDE:

- APPROXAMATLY 622'6" LINEAR LENTH AS PER SPECIFICATIONS PROVIDED BY RAY SLATTERY ("BOOKER ASSOCIATES INC OF KS DWG NO K9452) EDITED TO INCLUDE 5"X ¾' STARS, NUMERALS 5" TALL "1872" X ¾', SPECIALTY PANEL FOR CUSTOM "ART" SIGNS.
 - 78 - 3'5" M4X13 BEAM POSTS
- POWDER COATING APPROXAMATLY 622' OF RAILING PANELS, AND 78 M4X13 POSTS, TO BE BLASTED TO NEAR WHITE FINISH SSPC-10, CLEANED AND ETCHED AND PRIMED. FINISHED WITH PPG SATIN BLACK POWDER COAT

THE PANELS WILL BE FABRICATED BY J'DUBS WELDING & INSPECTION, SPECIALTY "STARS" AND "NUMERALS" WILL BE ORDERED THROUGH AND IDUSTRY PARTNER FOR LASER CUTTING OF THE ¾" MATERIAL REQUESTED. POWDER COATING WILL BE SUBCONTRACTED TO A SPECIALTY POWDER COATING FACILITY IN WICHITA KS THAT IS EQUIPTED TO HANDLE 24' LENGHTS. TRUCKING FREIGHT TO AND FROM POWDER COAT WILL BE PROVIDED.

ALL MATERIALS, SPECIALTY CUTTING AND POWDER COAT, AND FREIGHT ARE INCLUDED INTO THE PROPOSED TOTAL PRICING OF **\$127,261.20 (\$204.60 PER FT)**

MATERIAL PRICING IS SUBJECT TO CHANGE BASED ON THE MARKET AT THE TIME OF PURCHASE. J'DUBS WELDING AND INSPECTION WILL BE RESPONSIBLE FOR FABRICATION AND POWDER COATING. J'DUBS WELDING AND INSPECTION WILL NOT BE RESPONSABLE FOR INSTALLING NEW RAILING AND THE PRICE DOES NOT REFLECTCT INSTALL OF RAILING AND OR STORAGE OF MATERIAL. ONCE COMPLETE,THE CITY OF DODGE CITY WILL BE NOTIFIED WHEN RAILING ARE COMPLETE AND WILL NEED TO MAKE ARRAGMENTS TO PICK UP.

THANK YOU FOR THE OPPROTUNITY TO BID, WE LOOK FORWARD TO WORKING WITH YOU AND STARTING YOUR PROJECT. IF YOU HAVE ANY QUESTIONS AND OR CONCERNS PLEASE REACH OUT TO ME FOR DISCUSTION.

SINCERELY,

JUSTIN WEIL

J'DUBS WELDING & INSPECTION LLC

620-682-5203 (CELL)

