

DISTRICT V ADVISORY BOARD

MINUTES

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April 12, 2004
7:00 p.m.

Auburn Hills Golf Course Clubhouse
443 S. 135th West

Six (6) District Advisory Board Members attended the District V Advisory Board meeting. Seven (7) City Staff and approximately 55 members of the public were present (with 44 signing the guest list).

Members Present

David Almes
Bob Bulman
David Dennis
Maurice Ediger
Andy Johnson
John Marker
Ann Welborn
Council Member Bob Martz

Staff Present

Addie Perkins, Police
Mark Young, Police
Jim Armour, Public Works
Rob Younkin, Public Works
Don Henry, Environmental Health
Scott Logan, Public Works
Dana Brown, City Manager's Office

Members Absent

Sean Cash
DeAnn Sullivan
Matt Schippers
Steve Winslow
Jordan Hudson

Guests

Listed on page 9 Harrison, Don; Martz, Bob

ORDER OF BUSINESS

Call to Order

Council Member Bob Martz called the meeting to order at 7:15 p.m. and welcomed the public. He said that the Board reviewed both citywide and Council District V issues and took comments from the public on all agenda items. He asked that the public present their comments in an appropriate manner & respond to any other comments or actions with courtesy.

Councilmember Martz announced that his appointment to the City's Park Advisory Board, Dennis Bruener, was in attendance. **Bruener** introduced himself and invited anyone with questions or issues associated with parks or recreation programs to contact him at 721-1480, or by e-mail at dbruener3@cox.net.

Approval of Minutes and Agenda

The minutes for March 1, 2004 were approved as corrected by a vote of 6-0. (Ann Welborne had not yet been sworn into membership as a District V Advisory Board Member and was not eligible to vote.) The Agenda was also approved.

Public Agenda

This portion of the agenda provides an opportunity for citizens to present issues that are not part of the regular agenda for the meeting.

The public presented no items.

Staff Presentations

Community Police Report

Addie Perkins, Community Police Officer for Beat 199, reported on concerns for District V. She said that Beat areas for District V included #199, #19, #18, and part of #16. Officer Perkins reported that auto larcenies continue to occur regularly through breaking car windows and taking articles from the cars, particularly purses, cell phones, and car stereos. Officer Perkins encouraged car owners to not leave valuables inside cars, locked or unlocked. She also encouraged residents to leave outdoor lights on to discourage the theft and window damage. In addition, Officer Perkins said vandalism continues and again said outdoor lights and Neighborhood Watch areas tend to counter this activity.

Officer Perkins said speeding also continues to be a problem and officers were concentrating on the area of 21st to 13th and Ridge to Maize. A **resident of the Evergreen Street** area expressed concern about speeding on Evergreen between Ridge Road and Maple. **Officer Perkins** encouraged the resident to write down license tags and a car description, if possible, and call the West Patrol with the information, especially if it appears to be the same car repeatedly speeding.

Officer Mark Young, Patrol Officer for Beat 18 on third shift, also reported about issues of Driving Under the Influence (DUIs), and vehicles broken into in both residential and business areas.

A **citizen** asked if the small-motorized cycles were legal. **Officer Perkins** said these cycles were sometimes called “go peds,” and they are legal on the street if licensed, insured, and driven by a legal driver. Motorized scooters also are legal on city streets if driven by a legal driver.

Another **citizen** asked about the police helicopter that appeared to be flying in the area lately. **Officer Perkins** said the helicopter does patrol routinely but illegal activity had required the use of the helicopter in the area lately.

A **citizen** asked about how to obtain additional streetlights to which **Councilmember Martz** said to call him or staff to report the area of need, and the city would work with the neighborhood to assess the situation and determine if additional lights could be constructed.

Action: Receive and file

Proposed Funeral Escort Traffic Regulations

Dana Brown, City Manager’s Office, presented a proposal to create Chapter 11.37 of City Code for traffic regulations for funeral processions. The ordinance amendments would repeal Sections 11.38.130 and 11.38.40.

Brown explained that City offices receive numerous complaints from the public about driving hazards created by funeral escorts during funeral processions. In an effort to address the concerns, City and County representatives had worked together to develop traffic regulations that would apply not only to funeral escort vehicles but also vehicles in the procession and vehicles traveling on the same street but not participating in the procession.

Brown stated that escort vehicles are designated as emergency vehicles by the Sedgwick County Clerk, pursuant to state statute, if equipped with red and/or blue lights and siren. By State law, emergency vehicles may violate traffic laws when the driver considers it necessary to respond to an emergency with the expectation for the drivers to act in a “reasonable and prudent manner.” One particular practice of concern is “leapfrogging” used when only two vehicles escort a funeral procession with one driver leading the procession through a traffic light while the second vehicle halts traffic. The leapfrogging then occurs when the second driver speeds to catch up with the procession.

The proposed ordinance seeks to increase safety through requirements for emergency vehicle designation, lights, right of way, duties, speed, and allowed time periods. Certain traffic regulations such as right of way, lights, yielding and others also pertain to procession vehicles and vehicles not in the procession.

Questions from the **Board** included why speed restrictions could not be placed on the escort vehicles; how three escort vehicles instead of two would increase safety; whether traffic in opposing lanes must stop for funeral processions; and what designates a vehicle as an emergency vehicles. In response to restricting speed of an escort vehicle, **Brown** said that she would clarify her understanding with the Law Department but believed the designation as an emergency vehicle through state authority provided the driver the authorization to violate traffic regulations when considered necessary to respond to an emergency situation. **Officer Perkins** also clarified that an emergency vehicle is designated through being equipped with the necessary lights and sirens. She said in her understanding, the vehicles in the opposing lanes are required to stop unless the lanes are separated by a wall-type structure. **Brown** explained that having three escort vehicles would allow one escort driver to halt traffic at an intersection while the procession proceeds with a lead car and a tail car at all times and prevents the escort vehicle controlling the intersection to catch up by use of excessive speeds.

Bill Powell, Wichita Mortuary Services, 2053 Wassall, stated that his understanding through providing escort vehicle services was that escort vehicles were restricted from traveling more than 10 mph over the speed limit. (*Note: City Law Department later clarified that no restriction could be placed on speed limits for emergency vehicles.*) Powell said another technique more effective and safer than leapfrogging was called “bumping,” in which an escort vehicle moved behind another escort vehicle, allowing that car to move to another place in the procession. One final recommendation made by Powell was to designate the escort vehicles through signage.

Bulman (Almes) moved to approve the proposed ordinance with corrections to Section 3 (a), last sentence reading: “Any vehicle used as a funeral escort vehicle shall be ‘clearly marked with the words *Funeral Escort Vehicle*,’ and subject to inspection at any time by the chief of police or the chief’s authorized designee.” Motion passed 6:0.

Action: Recommended approval of the proposed ordinance with revision to wording in the last sentence of Section 3 (a) to include signage designation of a funeral escort vehicle.

Proposed Funeral Escort Licensing

Dana Brown, City Manager’s Office, presented a proposed ordinance for licensing funeral escort services. Chapter 3.74 of City Code would be approved to include requirements such as contact information, number of vehicles operated, designation as emergency vehicles, workman’s compensation and liability insurance, valid driver’s license and completion of a defensive driving course for each driver. The licensing fee is proposed as \$100.00 per business with an annual renewal. The proposed licensing process would be coordinated with Sedgwick County through communication on licenses issued, changes, revocations, and other pertinent information.

The **Board** again asked for clarification on the reason the City cannot impose a speed restriction on the escort vehicle. **Brown** again explained her understanding of the city’s inability to restrict speed being due to the authority as an emergency vehicle designated through state law to violate traffic regulations when necessary in an emergency situation; the driver must determine the situation is an emergency for which violating a traffic law is justified. Other questions from the **Board** included whether the fee was charged to each business and not per vehicle or driver to which **Brown** said yes, it was per business. Some discussion took place on the appropriate amounts of insurance for liability and property damages. Support was given to the amounts of \$1,000,000 liability and \$500,000 property damage in the proposed ordinance. Another question was asked about allowing existing businesses a certain time period to meet compliance; it was noted that a 90-day period is allowed.

Action: The Board voted 6:0 to recommend approval of the proposed ordinance, as presented.

Public Works Agenda

Proposed Sanitary Sewer along Hidden Lakes Road

Jim Armour, Public Works, first presented information about state statutes that provide authority for local governments to “order in” sanitary sewer in residential areas where septic tank systems are failing or substandard, causing a public health risk. Environmental Health typically initiates the process when discovering septic systems are at-risk, or failing in a specified area. If the District Advisory Board supports Environmental Health’s proposal to order the project, Public Works defines the improvement district and develops a proposed alignments and estimates for cost. The property owners in that district are then notified that Public Works will present more information at the DAB meeting. Once the DAB recommends approval for the proposed project presented by Public Works, the project is finally presented to the City Council for support to post bid for the design work by an engineering firm. The firm awarded the contract investigates the site to obtain more specific information that will impact alignment and cost such as existing utilities, ground water level, potential need to acquire easements, potential need to remove/ replace adjacent street, trees, etc.

Armour then presented the proposed project to construct sanitary sewer in the area developed with single-family homes currently using private septic tank systems. The City’s Environmental Health Department/Water Quality Section evaluated the thirteen (13) properties in the designated area as a result of one property owner’s request. Concerns with properties included four with no septic system construction records; three with records of substandard systems, clay tile laterals; two with records of substandard systems, undersized lateral fields for soil type; two with surfacing sewage at septic tanks and/or distribution box; two with possible gray water discharge (lint noted at end of pipes); and, one with gray water discharge from the washing machine onto the yard (confirmed by owner)

Property owners in the proposed improvement district expressed concerns about why details can’t be given on specific costs and the location/alignment of the system at the present time. **Armour** explained that specific costs would depend upon conditions that affect alignment such as utilities, ground water depth, soil condition, etc. These factors would not be known until a contractor was investigated the area situation and proposed a preferred alignment based on factors involved; however, the contractor could not be hired until the proposed project is approved by City Council. The Council approval would be the next step after obtaining a recommendation from DAB V. Another question was whether the easement could be used to which **Armour** explained that the previous response also applied to this issue; a contractor’s work would determine easement use. A **resident** then asked if the street could be maintained during the construction, and **Armour** again said that all of these answers would be provided by a contractor once they were hired to investigate all factors that would affect location and cost of the sanitary sewer.

A **resident** asked if well water quality would be impacted by the failing septic systems to which **Don Henry, Environmental Health**, explained that this was a concern and a major reason why sanitary sewer was proposed. Another **resident** asked why the project wasn’t proposed sooner and **Henry** said that the proposal came about due to the discovery of failing septic systems through a request by a property owner. Property owners with septic system need to have the systems regularly examined for any system conditions that could impact water quality and the health of its users.

A question about whether all would be required to connect was then asked. It was explained that if a property owners septic system was still operating without indications of potential failure, the owner could postpone connection until that was needed. A **property owner** asked when their payments would begin and if the assessments would be added to their property tax statements to which **Councilmember Martz** said it typically takes about a year to complete the construction and figure the actual costs for the assessments. When that was complete, the property owners would be notified and the apportioned cost added to the property tax statement. The **resident** asked if a water system could be constructed at the same time to which **Armour** and **Councilmember Martz** said it could if that is petitioned successfully by the property owners in the improvement district.

Board members expressed to staff the need to provide as much information as possible to the residents involved and to clarify the process to the public during presentation. **Bulman** asked for the proposed project to be returned to the DAB if the cost exceeds \$165,000.

Action: The Board recommended approval by a vote of 5:1 (Bulman).

Proposed Sanitary Sewer for Evergreen

Jim Armour, Public Works, re-presented a proposed project for sanitary sewer. Rob Younkin, Public Works, previously presented the proposal at the March DAB V meeting. A request was made to determine some of the current unknowns and return to the next DAB meeting with the information.

As explained in the last proposed project presentation, Armour again noted how the city's process for order in sanitary sewer uses state authority when substandard septic systems may pose a public health risk for the property owners. He also noted that City Council approval is needed to contract an engineering firm to develop the project alignment and costs with consideration to factors associated with the improvement area as identified in the preceding presentation. Due to the legal process of approval, the alignment and thus, costs, cannot be determined at this stage.

Armour continued by presenting the Evergreen project in which the proposed sanitary sewer is intended to serve an area on the east side of Evergreen Street, between Maple and 2nd Street. He said that single-family homes exist in this area and some have failing private sewer systems that may pose a health risk.

The main concern of **Board Members** was that assurance be given that residents are included in meetings as the scope of project is developed. **Staff** assured the Board that residents would be included for input in the development phase. A **Board Member** expressed the need to provide more detail on the project when proposing the project. Staff explained that by state law, no contract could be let for design development that would provide these details without staff first obtaining Council approval.

No **residents** spoke on the proposed project and Board Member moved to recommend approval of the petitioned project. Motion passed 5:1 (Bulman).

Action: The Board voted 5:1 to recommend approval of the petition (Bulman).

Bridge Construction at Ninth and Westlink

Amour also reported on a construction project at Ninth Street and Westlink in which the deck box for the bridge had failed beyond repair. He said that Ninth Street would be closed to rebuild the box. Armour stated that he was hopeful the project situation would qualify for federal funding.

Action: Receive and file.

Traffic Reports

Julia Corridor

Scott Logan, Traffic Engineer, reported on information collected for a traffic study to better accommodate traffic flow for the Julia Corridor, as requested by a business owner. The Corridor is a three-block section located north of Kellogg Frontage Road to Maple. Logan said the corridor serves both residential and commercial properties such as Wal-Mart and Candlewood Suites. The vehicles per day (vpd) along the south section from Taft to Kellogg Frontage Road count 3,500 vpd in contrast to the north section from Taft to Maple with 9,000 vpd. The street "collects" traffic to serve the area's flow onto Frontage Road, Maple, or Taft.

Logan said that several staff recommendations are proposed: (1) the two-lane street between Maple and Taft is operating well and should remain as it exists until significant development occurs along the corridor; (2) traffic lane modification to add a dedicated left-turn lane on both north and south Julia approaches at Taft could improve existing traffic flow; and, (3) the north section of Julia from Taft to Maple could be increased to three traffic lanes if commercial properties are developed in the currently undeveloped land along this corridor.

Councilmember Martz noted that if development occurs along Taft, better access management would be needed. He asked Logan to develop a statement on the City's intent to increase the number of traffic lanes to be provided to parties interested in commercial development in that specific area. Logan agreed.

Bulman (Johnson) recommended the proposed traffic plan be developed as presented. Motion passed 6:0.

Action: Board recommended the traffic plan for Julia Corridor be developed as recommended by staff.

Westport & Valleyview Traffic Study

Scott Logan, Traffic Engineer, presented information on a comprehensive traffic evaluation of Westport traffic concerns noted by residents, as recommended by District V Advisory Board in April 2003. The evaluation included a review of the city policy to not use speed humps on city streets and placement of 4-way stop controls at the Westport/Valleyview, Westport/17th, and Westport/Jansen/18th Street intersections. An additional recommendation requested staff review opening Valleyview north of 18th after a left-turn bay is constructed on Maize Road, as planned in 2005.

A previous evaluation of reported a joint staff-neighborhood traffic committee studied traffic issues along Westport. One measure was to install two temporary traffic circles along Westport Court in April 2002. These were subsequently removed after a year due to complaints and repeated vandalism to the circles' signage and diverter devices.

Logan reported that traffic speeds and volumes were collected along Westport during time periods previous to installation of the traffic circles, during the use of the traffic circles, and after the circles were removed. Speeds and volumes were definitely lower during the use of circles and rose again once the circles were moved. Logan said the speeds compared with other collector streets at an average of 32 mph and said every neighborhood studied typically shows that about 10% of the cars speeding. He also said that the Evergreen neighborhood between 119th & Maize just north & west of New Market Square has the most frequent problems of speeding and high volumes of cars.

Logan reviewed several strategies that might be helpful in the Westport/Valleyview situation including stop controls and speed humps/tables. He noted that typically stop signs are ignored and expressed concerns for speed humps not being compliant with Americans Disabilities Act (ADA).

Logan also said that opening Valleyview was an issue that involved more than just removing a barrier. He also reported that in other instances where the neighborhoods were surveyed on each side of an existing street closure, the residents did not want the street opened. **Craig Porter, 9710 W. 20th St. North**, asked if it was still a possibility though that it might be opened. **Other residents** said that this is the main reason for attending the meeting---concern that Valleyview might be opened.

Another resident asked what were the staff recommendations to which **Logan** said larger stop signs to enhance recognition of the need to stop; painted medians with raised traffic markers; landscaping materials along Westport, and resident involvement with police enforcement activities. **Another resident** asked why the area north of the Valleyview closure hadn't received any attention. **Councilmember Martz** said that the residents along Westport had brought their concern to DAB V. A **resident** asked why Maize & Westport intersection was being improved to which **Logan** said it was one of the highest accident areas during 2003 with 19 accidents reported. Logan said Kansas Department of Transportation

(KDOT) is providing funding for a left turn bay through submission of competitive projects.

Another **resident** asked how residents are notified about the meetings. **Elaine Esser, 1907 N. Valleyview**, said she was sent a letter about opening Valleyview. **Councilmember Martz** said that all residents from 13th to 21st and Tyler to Maize were sent letters 3-4 years ago based on the concern of the Westport residents to attend a meeting at Northwest High School. From that meeting, a committee was formed involving residents who represented all areas of the section, staff, and DAB Members. The people who attended that meeting had an opportunity to sign up to receive future notices of meetings.

Carl Davis, 10207 Westport, said that Valleyview was platted to be opened and was closed by a previous Councilmember. Davis said that he would continue to work to open the street as it was intended. He also said that Westport is not a collector street as streets designated as collector have sidewalks and Westport has no sidewalks.

Questions for Logan included the following with **Logan's** responses in italics:

- Why speed humps/tables conflict with ADA requirements? *Logan said the jarring effect on these individuals was a concern.*
- What does landscaping have to do with traffic? *Small trees & shrubbery have a narrowing effect on the streets, causing the motorists to slow down naturally.*

Mahlon Regier said he lived at the corner of Maize and Westport and served on the resident committee. He said the committee's recommendations were presented as a package—open Valleyview, install speed humps, and construct left-turn lanes at Maize and Westport. He asked the Board to reconsider the package recommendation.

Lonnie Vaughn, 9811 Jamesburg, said he had attended the meeting held in a residential drive when consideration was being given to closing Valleyview and he has since learned that it was the developed who closed the street, not a Councilmember as previously believed. He said he also served on the committee who presented the package deal and speed tables, not humps, were recommended.

A **resident** asked if a time limitation existed for re-opening a closed street? **Councilmember Martz** said he didn't think so but he has to speak for the time he serves on City Council. He would like for the street closure to be permanent.

Several residents made statements about keeping Valleyview closed, condemning Valleyview, and the left turn bays on Maize at Westport would only increase traffic.

The **president of the Windwood Homeowners Association** on the west side of Maize, including the street of Westport, said their association had worked together to obtain grant funding for installing a median with shrubbery and planting trees along the street to solve their traffic concerns. They now maintain the median and the trees and are very satisfied with the results.

DAB Members Almes and Ediger said the City should be more open-minded to speed tables as they have been successful in other communities. **Dennis** said he was disappointed with the report. **Johnson** said he didn't understand how ADA could prohibit the use of speed tables, as there were valid places for them. **Logan** apologized for misunderstanding the type of report requested and said he would be glad to do a better study of the use of speed tables. **Councilmember Martz** asked if any DAB Members would work with staff to review information collected; Almes, Johnson, and Marker agreed to serve.

Johnson (Marker) moved to defer action until more information on speed tables could be collected, reviewed, and reported. Motion passed 6:0.

Action: Defer action until staff presents more thorough information on speed tables.

Conceptual Plan for Maize/Westport Widening Project

Scott Logan, Traffic Engineer, introduced a plan completed by Mid Kansas Engineering Consulting (MKEC) as the firm contracted to prepare the final design for constructing left-turn lanes on Maize at the Westport intersection to mitigate left-turning accidents. He said the project is funded by 80% federal funding and 20% city. He then introduced Gene Rath and Jay Englemeire with MKEC.

Rath explained that two options were considered. Option A includes five lanes from Westport north to connect with the existing five lanes at Bella Vista. Option B includes the same plan with landscaped medians. This would require taking more on the west side than the east and would allow less disturbance to the sidewalk and trees on the east side along Stonegate unless existing utilities have to be avoided. A complete design is expected by November to be submitted to KDOT for review. After widening is complete, an overlay will be laid and traffic will be limited to one lane during this construction period.

Regier asked if the design would address the intersection at Westport being offset to which Englemeier said alignments would certainly be addressed as much as possible. **Bayne** supported the left-turn bay as absolutely necessary for safety at the intersection. Another question was if a median would narrow the lanes to which **MKEC staff** said no, only would add aesthetic value and slow speeds. **Marker** asked who maintained the medians to which MKEC said the city. **Ediger** noted that this would be only the section on Maize then with a median and having the median would increase the cost of the project as well as maintenance cost. A resident noted that 21st Street had a median between Tyler & Maize as the only median on that street. **Bulman** asked how much the median would increase the project cost to which MKEC said approximately 10% more, or approximately \$200,000.

Bulman (Ediger) moved to recommend Option A of the Conceptual Plan but the vote failed 2:4. **Johnson** said he would like to know the costs of each option. **Dennis (Almes)** moved to recommend support of the options proposed with MKEC returning to DAB to report costs for each. Motion passed 6:0.

Action: Recommended by a vote of 6:0 to support the proposed options with request to return to DAB V when costs are determined.

Board Agenda

Councilmember Martz said that he needed a member to service a naming committee for Fire Station No. 10. **Bob Bulman** volunteered to serve.

Councilmember Martz also reported that the Planning Commission had approved the zoning change for the Shrine by 11:1 vote. The approval included a dedicated easement that none of the residents on the west side of the property want to have and they still have the opportunity to protest.

Johnson reported the unkempt appearance of a bus stop area at Central & Ridge that typically has a waste container overfilled and bus benches with out-dated advertising. **Councilmember Martz** asked staff to report to Transit. **Johnson** also asked if the manhole covers could be leveled in the streets to which the Councilmember directed to Public Works.

Johnson then asked about the security plan for City Hall, having seen the extensive proposed plan. **Councilmember Martz** said the Council had recently had a presentation on the vulnerabilities of the building as it currently exists. He supported the plan to prevent as much as possible any potential harm.

An access issue was noted on Harvest Lane between 119th & 135th where construction was in process. Staff would research.

Action: No formal action required.

With no further business, **Councilmember Martz** adjourned the meeting, reminding everyone that the next meeting for District Advisory Board V is scheduled for **May 3, 2004**. The meeting will be at Auburn Hills Clubhouse at 7:00 p.m. The meeting was adjourned at approximately 10:00 p.m.

Respectfully Submitted,

Dana Brown, Neighborhood Assistant
City Council District V

Guests

Mr. Steve Griffith	1918 N. Valleyview	
Mrs. Kelly Griffith	1918 N. Valleyview	
Mr. Bill Powell	2053 Wassall	
Mrs. Cheryl Powell	2053 Wassall	
Mr. Andrew Lee Wright	777 N. Silversprings	67212
Mr. Garry Reimann	9706 Jamesburg	67212
Mr. Charles R. Wilson	1820 N. Lark Ct.	67212
Ms. Lesley McNew	9815 Jamesburg	67212
Ms. Elaine Esser	1907 N. Valleyview	67212
Mr. Steve Bornhorst	9818 W. 19 th	
Mr. Ron Stegman	2007 N. Valleyview	67212
Ms. Ellen Ryan	9819 Westlawn	67212
Mr. Curtis Cuda	9827 Bella Vista	67212
Mrs. Michelle Cuda	9827 Bella Vista	67212
Mr. Jim Krone	9823 W. Bella Vista	67212
Mr. Delbert Fleming	200 S. Evergreen Ln.	67209
Mrs. Delbert Fleming	200 S. Evergreen Ln.	67209
Mr. Thomas R. Sorg	140 S. Evergreen	
Ms. Kari Gilmore	1922 N. Valleyview	
Mr. Brian DeTienne	9906 N. 20 th	
Mrs. Brian DeTienne	9906 N. 20 th	
Mr. Mike Frye	100 S. Evergreen	
Mrs. JoAnn Frye	100 S. Evergreen	
Mr. Mark Smalley	128 N. Evergreen	
Mr. Brian DeCamp	2003 N. Valleyview	
Mr. Jeff Sanders	9826 Bella Vista St.	
Mrs. Shelly Sanders	9826 Bella Vista St.	
Mr. Ed Howard	240 N. Evergreen	
Mr. John Galbraith	9901 W. 20 th	
Mr. Craig Cramb	10006 W. Bella Vista	
Mr. Ben Klenda	1847 Jansen	
M.L. Vaughn	9811 Jansen	
Mr. Jerry Grady	10002 W. Bella Vista	
Mr. Gordon Fletcher	9807 W. 18 th	
Mrs. Melody Fletcher	9807 W. 18 th	
Mr. Clete B. Dold	218 S. Breezy Point Cir.	67235
Mr. Craig Porter	9710 W. 20 th	67235
Mr. Mahlon Regier	1823 N. Denene	
Mrs. Marilyn Regier	1823 N. Denene	
Mr. Mike Wyant	222 N. Evergreen	
Mrs. MaryAnn Wyant	222 N. Evergreen	
Mr. Carl Davis	10207 Westport	67212
Mr. Mervyn Bayne	1848 N. Lark Ct.	67212