

DR 88-13: MAPD Transportation Division requests the extension of Julia Street from Taft to Maple.

ACTION

DATE

S/D COMMITTEE

M.A.P.C.

W.C.C./B. CO. C.

~~Maple~~ ~~1988~~ Denied 5/11/1989

Approved extension of Julia 7/25/1989

COUNCIL PROCEEDINGS

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that a master plumber would not be responsible for all work done in the City of Wichita. The procedure presently being used to reach the master plumber would remain the same.

--- failed
Motion ---
--- carried

Motion failed 5 to 2. Ferris, Gooch, Martinez, Ojile, Knight - No.

Ojile moved that the proposed amendments to the license provisions of the plumbing and mechanical codes be approved and the ordinances be placed on first reading. Motion carried 6 to 1. Kamen - No.

ORDINANCE

An Ordinance amending Section 22.04.240 of the Code of the City of Wichita, Kansas, pertaining to licenses and bonds and repealing the original of said section, introduced and under the rules laid over.

ORDINANCE

An Ordinance amending Section 21.04.040 of the Code of the City of Wichita, Kansas, pertaining to Part 1-20.4 of the Uniform Plumbing Code amended and repealing the original of said Section, introduced and under the rules laid over.

**PAVE 45TH STREET AND
S/D 88-75**

Petition to Pave 45th Street South (West of Hydraulic) and S/D 88-75 - Flat of Wyatt Center Addition (Hydraulic and 45th Street South). (District IV)

Continued from time to time from the December 19, 1989, meeting. An additional four-week continuance was requested by the developer.

Motion -- carried

Knight moved that this Item be continued 30 days. Motion carried 7 to 0.

PAVING JULIA

Public Hearing on Proposed Assessments for Paving Julia from Taft to Maple.

Chris Cherches

City Manager announced that the hearing on the proposed assessments has been set for this meeting and interested persons would be heard at this time.

Agenda Report 889-738 (Supp. A)

On July 25, 1989, the City Council approved the concept of extending Julia from Taft to Maple in a three-lane width. The Council agreed to use sales tax funds to pay the cost of right-of-way acquisition, turn lane improvements on Maple, and traffic signalization, with the remaining costs of the project to be assumed by property owners and businesses in the area. Council directed Staff to develop an appropriate method of assessment and improvement district area, and to work with property and business owners in the area to determine the level of support for the project and appropriate course of action.

On December 19, 1989, the City Council approved the project to pave Julia from Taft to Maple. The project was approved on the basis of traffic trip generation rates and percentage of generated trips that would use Julia.

Hearing on the proposed assessment rolls was set for 10 a.m., Tuesday, January 23, 1990. Notice of public hearing was published January 12, 1990. On the date of publication, a "NOTICE OF HEARING AND STATEMENT OF COST PROPOSED TO BE ASSESSED" on the project was mailed to property owners concerned.

Steve Lackey

Director of Public works briefed the Council on the project.

On this date, the City Council was notified that the proposed assessment roll for the following area: improvement had been prepared and was on file in the office of the City Clerk for public inspection:

Paving Julia from Taft to Maple.

Due to the meetings conducted by Public Works with property owners, the informal hearing was not scheduled.

Cost of the improvement is to be paid by utilizing sales tax funds in the amount of \$180,000 to pay the cost of right-of-way acquisition, turn lane improvements on Maple and traffic signalization with the remaining \$200,000 to be pledged by property owners and businesses in the area, and is to be apportioned on the fractional basis except for requested driveways which are a direct assessment to lot or parcel.

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K.S.A. 10-1009 provides that all assessments shall bear interest at such rate as the governing body determined, not to exceed the rate allowed by law.

Mayor Knight

Mayor Knight inquired if anyone wished to be heard.

Kevin Downey

Kevin Downey, Real Estate Representative for McDonald's Corporation, stated that McDonald's Corporation was against the assessment as they would not benefit from the project. Mr. Downey stated he would like an additional 30 day extension for discussion with City Engineers. "If we aren't given an opportunity to come to terms with this, McDonald's Corporation will perform its own trip pattern survey, based upon fact, actual interviews with customers, after the fact, after Julia Street is improved, to determine the actual impact of Julia Street to the McDonald's at Dugan and Kellogg." The information would be provided to the owners who would then decide on whether to appeal the assessment.

Council Member Ferris

Council Member Ferris responded that there is currently a moratorium on the undeveloped land west of Dugan and south of Taft. McDonald's assessment would probably come to two to three dollars per day over a ten-year period. The 60,000 to 100,000 sq. ft. development proposed for the undeveloped land would have two or three hundred employees which should have a two to three dollar per day effect on it, within walking distance, McDonald's. The development cannot take place unless access is provided to the area, and access could be realized by paving Julia.

Kevin Downey

Kevin Downey responded that there would absolutely be benefit to McDonald's. Mr. Downey stated his concern was having to pay for Julia which McDonald's does not front on.

Eric Helgren

Eric Helgren, attorney representing the Moller's, stated the Moller's are not opposing the plan to extend Julia Street, but are concerned relating to the process in which the assessment has come about and the unique manner in which assessments are proposed to be spread.

John Mosley

John Mosley, Chief Financial Officer at Shepler's, questioned why Shepler's had been singled out as the only property on the south side of Kellogg to be assessed for the Julia paving. Shepler's had volunteered to pay \$2,000 towards the paving, but all statements have quoted \$4,400 as their assessment. Due to the amount being assessed, Shepler's opposed the project.

Council Member Ferris

Council Member Ferris responded that this was planned to be on a voluntary assessment basis until a petition was brought to the City by the landowners in the area. The petition changed the basis of the assessment.

Steve Lackey

Director of Public Works stated that Shepler's was considered to be a willing participant in the petition process and were included in the benefit district.

Les Donovan

Les Donovan, owner of Prestige Pontiac, urged approval of the project.

Motion --

Martinez moved that the Public Hearing be closed; the proposed assessments be approved and Staff be instructed to prepare the necessary assessment ordinance; and the interest rate be fixed at "Not to exceed the amount allowed by law." Motion carried 7 to 0.

-- carried

ORDINANCE

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of improving Julia Avenue from the North Line of Taft Avenue to the South Line of Maple Street (472-81989), introduced and under the rules laid over.

NEW BUSINESS

WATER PETITION

Water Petition (Birch and Toh-M-Nah).

Chris Cherches

City Manager reviewed the Item for the City Council.

Agenda Report No. 90-33.

The petition represents 7 of 10 property owners and 58% of the improvement district area.

The requested water distribution system will serve two lots on Birch Lane and eight lots adjacent to Toh-M-Nah Trail.

Martin - No one asked me any questions at the meeting

INTEROFFICE MEMORANDUM

Date: 16-Nov-1989 09:20am CST
From: Barry Lane Carroll
CARROLL_B
Dept: Manager
Tel No: (316) 268-4516

TO: Penny F. Urban

(URBAN_P)

Subject: Thank You- Dave Peterson

Hi,

Please print & forward to Dave Peterson.

Thanks!

I appreciate your willingness to participate in last night's CPO meeting.

I regret that some of the CPO Council members were not as supportive as I would have liked them to be. I believe some of our members prescribe to the "let's shoot our selves in the foot" theory of diplomacy!

However, I suppose the 90 CPO Council members represent a cross-section of our citizenry.

If I can be of assistance to you, please let me know.

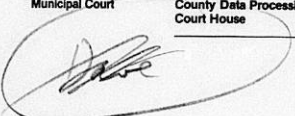
Thanks!

CITY OF WICHITA
Route Slip
(PLEASE CIRCLE DESTINATION)

Airport Authority
Art Museum
City Council
City Manager
Citizen R & S
CPO
Personnel
Public Affairs
CENTURY II
Omnisphere
Credit Union
Emergency Comm.
Finance
Budget & Mgmt.
DP/OA
City Clerk
Contracts Admn.
Controller
Purchasing
Microfilm
Print Shop
Stores/Mail
Ret. & Ins.
Treasury

Fire Department
Health Department
Housing/Econ. Dev.
Central Inspection
Economic Development
Energy Resources
Wichita Housing
Authority
Human Services
Admn. Services
Neighborhood Serv.
Planning/Eval.
Law Department
Library
M.T.A.
Municipal Court

Park Department
Planning Dept.
Graphics
Police Dept.
S & S Services
Public Works
Engineering
Fleet & Bldgs.
Maintenance
Water Dept.
Admn. & Acct.
Filter Plant
Mains & Services
Sewer Maint.
Water Pol. Control
County Data Processing
Court House



For Bill Stockman

For your information For your comments

MESSAGE:

Signed
#000-013 APRIL 67

McKinley

Date

8/18

THE CITY OF WICHITA



DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION — TRAFFIC SECTION
CITY HALL — EIGHTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4445

August 17, 1989

TO AREA BUSINESSMEN AND PROPERTY OWNERS:

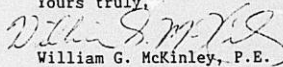
The City Council on July 25, 1989, heard concerns from area businessmen and residents regarding the possible extension of either Dugan Road or Julia, between Taft and Maple. After considering all information presented, the City Council made the following recommendation:

"...that the Staff recommended concept to extend a three-lane Julia from Taft to Maple be approved; sales tax money be appropriated to pay for the cost of Maple widening and the right-of-way acquisition; Staff be instructed to negotiate with the property and business owners in that area an appropriate benefit district and method of assessment, based on the distance and the traffic generation of that area which would not include the residential neighborhood in the benefit district; and a report be returned to the City Council with the property owners' response to determine whether this course of action should be proceeded with."

As a result of the above motion, a meeting will be held on Thursday, August 24, 1989, at 7:00 P.M. in Meeting Room 1 at Heritage Inn, 5500 West Kellogg Drive. The purpose of this meeting is to determine the best way to finance this project to meet guidelines as set forth in the City Council's motion.

If you have any questions regarding this matter, please do not hesitate to contact me.

Yours truly,


William G. McKinley, P.E.
Traffic Engineer

RECEIVED

AUG 18 1989

METROPOLITAN PLANNING

ROUTE

WGH:gr

PAVING JULIA FROM TAFT TO MAPLE

Total Estimated Cost \$380,000
City of Wichita Pay For: \$180,000
Maple Turn Lane
Right-of-Way Acquisition
Signalization
Portion to be Assessed
To Benefitting Properties \$200,000

COST APPORTIONMENT BASED ON TRIP GENERATION & DISTANCE

| | <u>% TRIPS</u> | | <u>COST SHARE \$</u> | |
|------------------------|------------------|----------------|----------------------|------------------|
| | <u>W/O SHEP.</u> | <u>W/SHEP.</u> | <u>W/O SHEP.</u> | <u>W/SHEP.</u> |
| Phillips 66 | 6.0 | 5.6 | 8,880 | 8,550 |
| Dennys | 3.3 | 3.1 | 5,300 | 5,100 |
| Motel 6 | 5.3 | 4.9 | 10,100 | 9,730 |
| Prestige Pontiac | 5.3 | 5.0 | 11,830 | 11,400 |
| Scotsman Inn | 2.2 | 2.0 | 5,130 | 4,950 |
| Wal-Mart | 20.7 | 19.3 | 68,590 | 66,100 |
| Wichita Inn/Carrie B's | 3.4 | 3.2 | 7,310 | 7,040 |
| Sams | 21.7 | 20.3 | 41,060 | 39,570 |
| McDonalds | 6.3 | 5.8 | 8,980 | 8,650 |
| Wendys | 6.3 | 5.8 | 7,840 | 7,560 |
| Builders Square | 14.9 | 13.9 | 19,740 | 19,020 |
| Western Auto | 4.6 | 4.3 | 5,240 | 5,040 |
| Sheplers | - | 6.8 | - | 7,290 |
| SUBTOTAL | 100.0 | 100.0 | \$200,000 | \$200,000 |

Dave

THE CITY OF WICHITA

DATE: October 27, 1989

TO: Chris Cherches, City Manager

FROM: Barry L. Carroll, CPO Staff

SUBJECT: CPO West Side 5A Request:
(Proposal to hold a Neighborhood Mtg. on November 15, 1989)

At a recent CPO West Side Neighborhood Council 5A meeting, an amendment to amend the DUGAN CENTRE COMMUNITY UNIT PLAN was considered. There were several area residents in attendance who expressed opposition and the Council ultimately voted 8-0 to recommend **disapproval**.

Listed below are excerpts from the Council's minutes.

"Brent Wooten, agent, added that the applicants would be paying \$180,000 to signalize and make improvement to the Mid-Continent Drive and Taft Street intersection in 1990. This information came as a surprise to the Council."

"The Council empathized with the applicants' financial situation, expressed frustration with the overall commercial development scheme or lack thereof, and is appalled with the resultant traffic problems. The Council directed staff to invite the City Manager, Mayor, District City Council member, applicants, business representatives and area residents to a future CPO neighborhood meeting to be held on Wednesday, November 15. The Council feels strongly that a comprehensive plan needs to be developed and shared pertaining to the area in question."

After consultation with Stan Scott, CP Coordinator, perhaps an in-house meeting would be helpful prior to the scheduled neighborhood hearing. Problems with area traffic, especially at Mid-Continent and Taft are frustrating area residents and CPO Council members.

Please advise.

cc: Steve Lackey, Public Works
Marvin Krout, Planning
Bill McKinley, Traffic Engineer
Carl Gibson, Special Projects/Freeway, Public Works
Mike Lindebak, Public Works
Stan Scott, CP Coordinator

BLC:blc
27-Oct-1989 Fri 09:58

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David McClure David McClure, representing property owner Jack Hunt, spoke in opposition to the inconsistency of how the benefit district was drawn. Mr. Hunt felt it was unfair that different criteria was used on the north side as opposed to the south side.

Pauline Beavers Pauline Beavers, 516 West MacArthur, property owner at 516, 520, and 524 West MacArthur, voiced concern regarding her understanding of how the project was to be funded and the amounts to be assessed.

Tom Powell Director of Law advised that the City's Policy on an arterial street is to assess the adjacent land owners on the basis of the cost of a residential street.

Council Member Kamen Council Member Kamen inquired as to whether CPO meetings which concern owner of land and benefit districts could be taped for a more encompassing record.

Mike Lindebak City Engineer responded that these meetings could be taped.

Motion -- Ferris moved that the project be approved and the Resolution be adopted. Motion -- carried carried 7 to 0.

RESOLUTION

472 81863 Resolution of findings of advisability and Resolution authorizing improving of MacArthur Road from the east line of Seneca to 129.20 feet east of the east line of Maco and necessary intersection modifications and transitions in the City of Wichita, Kansas, pursuant to findings of advisability made by the Governing Body of the City of Wichita, Kansas, presented. Ferris moved that the Resolution be adopted. Motion carried 7 to 0. Yeas: Ferris, Gooch, Kamen, Martinez, Ojile, Wall, Knight. 472 81863

EXTENSION OF DUGAN ROAD OR JULIA (Taft to Maple)
Proposed Extension of Dugan Road or Julia (Taft to Maple).
Steve Lackey

Director of Public Works reviewed the Item for the City Council.
Agenda Report No. 89-399.

Area residents and businessmen requested additional access from the north into the area bounded by Maple on the north, Wichita-Valley Center Floodway on the east, Kellogg on the south, and Ridge Road/MidContinent Road on the west. CPO Council SA recommended that "Dugan be constructed, having two lanes, extended from Taft to Maple, and the City-at-large fund the project." The Traffic Commission recommended "...that Julia be constructed as a four lane street, from Taft to Maple, and upgrading the two intersections at Taft and at Maple." The Planning Commission recommended that improvements to Kellogg and to the intersection of Ridge/Taft be undertaken as rapidly as possible."

Staff was requested to review alternatives of extending Dugan Road, Julia, or Hoover. The Traffic Engineering order of preference is: (1) Dugan Road; (2) Julia; (3) Hoover. When considering the impact to the neighborhood, the Department of Public Works would recommend Julia as the best alternative to serve traffic and the neighborhood.

If Julia is extended from Taft to Kellogg, additional right-of-way would have to be acquired from Maple to approximately 100' south which would require the purchase of a home and a couple of out buildings. Since Julia would have direct access to property abutting the street, it is recommended this roadway be constructed to a minimum of 40', providing for two moving lanes with parking. As the roadway approaches Maple, parking would be removed to provide two lanes northbound and one lane southbound.

Either project would consist of paving Dugan Road or Julia, from Taft to Maple. In addition, the project would include widening of Maple, signalization and additional right-of-way. The following table illustrates the cost of each option by streets:

Dugan Road/Julia Options:

- Option 1 Two lanes with left turn lane at Maple
- Option 2 Two lanes with left turn lane at both Maple and Taft
- Option 3 Two lanes with parking or three lanes
- Option 4 Four lanes, no parking

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ANAL 144

Dugan Road

| | Paving Cost | Maple Widening | Signal- ization | Right- Of-Way | Total |
|----------|----------------|-------------------|--------------------|------------------|-----------|
| Option 1 | \$140,000 | \$55,000 | \$75,000 | \$10,000 | \$280,000 |
| Option 2 | 145,000 | 55,000 | 75,000 | 10,000 | 285,000 |
| Option 3 | 200,000 | 55,000 | 75,000 | 15,000 | 345,000 |
| Option 4 | 245,000 | 55,000 | 75,000 | 70,000 | 445,000 |

Julia

| | Paving Cost | Maple Widening | Signal- ization | Right- Of-Way | Total |
|----------|----------------|-------------------|--------------------|------------------|-----------|
| Option 1 | \$140,000 | \$55,000 | \$75,000 | \$50,000 | \$320,000 |
| Option 2 | 145,000 | 55,000 | 75,000 | 50,000 | 325,000 |
| Option 3 | 200,000 | 55,000 | 75,000 | 50,000 | 380,000 |
| Option 4 | 245,000 | 55,000 | 75,000 | 75,000 | 450,000 |

JULIA/DUGAN ROAD FINANCING OPTIONS

OPTION 1: Construct two-lane roadway on Dugan Road, with left turn lanes at Taft and at Maple, and left turn lane on Maple.

City pay for right-of-way, widening of Maple and traffic signalization. Adjacent improvement district pay the cost of paving Dugan Road.

| | |
|------------------------|------------------------------|
| Total Cost - \$285,000 | |
| City of Wichita | \$ 140,000 |
| Property Owners | 145,000 (\$0.41 per sq. ft.) |

OPTION 2: Construct collector-width street on Julia and left turn lane on Maple.

City pay for right-of-way, widening of Maple and traffic signalization. Adjacent improvement district pay the cost of paving Julia.

| | |
|------------------------|------------------------------|
| Total Cost - \$380,000 | |
| City of Wichita | \$ 180,000 |
| Property Owners | 200,000 (\$0.53 per sq. ft.) |

OPTION 3: Construct Dugan Road or Julia as in Options 1 or 2.

City pays for right-of-way, with remainder of cost to be assessed to the benefiting properties south of Taft, based on the number of trips generated.

| | Dugan Road | Julia |
|-----------------------|---------------|-----------|
| City of Wichita | \$ 10,000 | \$ 50,000 |
| Improvement District: | 275,000 | 330,000 |
| Total Cost | \$285,000 | \$380,000 |

OPTION 4: Same as Option 3, except the portion of the cost to be assessed is based on area.

OPTION 5: Same as Option 4, except the portion to be assessed is based on the area and the distance from the proposed improvement.

| | Area | Dugan Road Distance | Area | Julia Distance |
|-----------------------|-----------|------------------------|-----------|-------------------|
| City of Wichita | \$10,000 | \$10,000 | \$50,000 | \$50,000 |
| Improvement District: | 275,000 | 275,000 | 330,000 | 330,000 |
| Total Cost | \$285,000 | \$285,000 | \$380,000 | \$380,000 |

Discussion

Discussion was had and consensus was that there was no Council support of the Dugan Road extension.

RECESS

Council recessed at 10:20 A.M. and reconvened at 10:30 A.M. Council Members Gooch, Kamen, and Wall were momentarily absent.

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Mayor Knight
Dale Knobloch
Sam Jones
Bill Dinduska
Les Donovan
Bill Conley
Virgil Simons
Tom Powell

Mayor Knight inquired if anyone wished to be heard.

Dale Knobloch, 6501 Maple, spoke in opposition to the Dugan Road extension. Mr. Knobloch suggested that the sewer line be deeded back to the owners for their use.

Sam Jones, 6023 Maple, expressed opposition to a traffic light being installed at Maple and Julia due to traffic back up on Maple.

Bill Dinduska, 453 Meadowhaven, spoke in favor of opening Julia to Maple.

Les Donovan, Prestige Pontiac-Cadillac, requested access to the north be returned.

Bill Conley, General Manager of Sam's, supported the opening of Julia. He stated Wal-Mart is willing to pay their share to get this accomplished.

Virgil Simons, 455 Maple Lane, spoke against the opening of Dugan Road.

Director of Law, in response to a suggestion that only the business owners be assessed, stated that a benefit district, to be passed by Resolution, as opposed to a 100 percent Resolution, would have to include all the land that benefits from the project. The highest and best use of the land would have to be taken into consideration, not the present use of the land. Unless a 100 percent Petition could be obtained, it would be difficult to exclude the land adjacent to Julia.

The Director of Law recommended that the benefit district be negotiated and that the businesses that would agree to be in the benefit district present a petition, signed by those businesses, that would set forth the benefit district and would also set forth the method of assessment that might be negotiated.

Motion --
Amendment --
-- carried

Ferris moved that the Staff recommended concept to extend a three-lane Julia from Taft to Maple be approved; sales tax money be appropriated to pay for the cost of Maple widening and the right-of-way acquisition; Staff be instructed to negotiate with the property and business owners in that area an appropriate benefit district and method of assessment, based on the distance and the traffic generation of that area which would not include the residential neighborhood in the benefit district; and a report be returned to the City Council with the property owners' response to determine whether this course of action should be proceeded with.

Wall moved an amendment to the motion that Staff give consideration to closing dangerous street accesses. Amendment carried 7 to 0.

Motion, as amended, carried 7 to 0.

PILOT COMPOST PROGRAM

Pilot Compost Program

Mayor Knight

Mayor Knight reviewed the item for the City Council.

Agenda Report No. 89-400.

On May 2, 1989, the City Council approved the study of the development of a composting program to recycle yard waste in Wichita. Staff worked with the Mayor to identify a broad based group of citizens to study the development of a community-wide composting program.

A Committee held a series of weekly meetings to study the nature the yard waste problem locally, how other communities have addressed the operation of a composting program, and to make recommendations on how to proceed in this area.

Karen Gale

Karen Gale, Chairperson for the committee, reviewed the committee findings:

1. How much yard waste is currently going into the Brooks Landfill is not well known.
2. Other communities operating composting programs across the country report a wide range of costs for each ton of yard waste processed.
3. Most communities began their compost programs on a pilot scale to gain firsthand local experience and cost data upon which to base the design of a community-wide program.

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

INFORMAL AGENDA

MAY 11, 1989
12:00 NOON
10th FLOOR

1. Downtown Plan - Nat Griffin (12:15)
2. Julia/Dugan - Dave Peterson (1:00)
3. Other Matters.

Marvin S. Krout
Secretary

Lunch will be provided from the Rock Island Cafe. We have attached a menu for your convenience. Please call Ruby Eubanks (268-4454) by Tuesday, May 9, 1989, to give your selection and to inform her whether you will be attending the 12:00 Noon and the 1:30 p.m. meetings.

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION

AGENDA

May 11, 1989

The regular meeting of the Wichita-Sedgwick County Metropolitan Area Planning Commission will be held on Thursday, May 11, 1989, in the First Floor City Council Chambers, 455 N. Main, Wichita, Kansas, beginning at 1:30 p.m.

The following items will be considered:

-
1. Consideration of Subdivision Committee Recommendations from their meeting of May 4, 1989. GOEBEL and MILES were present.

All votes were unanimous. (Copies of their recommendations furnished to the Planning Commission.)

NOTE: ITEMS 1-1 THROUGH 1-8 MAY BE TAKEN IN ONE MOTION, UNLESS THERE ARE QUESTIONS OR COMMENTS.

- 1-1. V-1605 - Christopher Steel, Inc. requests vacation of street right-of-way, legally described as:

Ohio Street from the southeast corner of Murdock Street and Ohio Street south to the northeast corner of Ohio Street and Elm Street, west across Ohio Street to the south line of Lot 29 of Carpenter Addition, north to the southwest corner of Murdock Street and Ohio Street;

and

The 16-foot alley beginning at the northeast corner 140 feet south from the southeast corner of Wabash and Murdock running east 185 feet to Ohio within Tillinghasts Addition, Wichita, Sedgwick County, Kansas.

Ohio Street between Murdock and Elm and the 16-foot alley between Wabash and Ohio just south of Murdock.

- 1-2. S/D 89-15 - Final Plat of PRAIRIE VIEW ADDITION, located 1-1/2 miles west of Goddard at the northeast corner of 23rd Street South and 231st Street West.

Engineer: Poe & Associates
Acreage: 20
Total Lots: 3

- 1-3. S/D 89-23 - Final Plat of CORPORATE LAKES ADDITION, located at the northwest corner of Central and Webb Road.

Engineer: P.E.C., P.A.
Acreage: 11
Total Lots: 48

- 1-4. S/D 89-27 - Final Plat of SCHLOTZSKY'S ADDITION, located at the southeast corner of Woodlawn and Central.

Engineer: Baughman Co.
Acreage: .3
Total Lots: 1

- 1-5. S/D 88-15 - Final Plat of BEACON VILLAGE, located north of 21st Street North and east of Oliver.

Engineer: Mid-Kansas Engineering Con.
Acreage: 40.4
Total Lots: 152

- 1-6. S/D 89-29 - Final Plat of THE VILLAGE AT WATERFORD, located south of Mainsgate and West of Gouverneur.

Engineer: Mid-Kansas Engineering Con.
Acreage: 3.14
Total Lots: 15

- 1-7. D-1569 - L & L Van Lines, Inc. dedicate additional utility easement legally described as:

The south 20 feet of Lot 4, Block B, Northridge Industrial Park, Wichita, Sedgwick County, Kansas,

AND

The south 20 feet of the west 20 feet of Lot 3,
Block B, Northridge Industrial Park, Wichita,
Sedgwick County, Kansas.

In an area south of 37th Street North and east of Poplar
Street.

- 1-8. D-1570 - James & Patricia Kastens dedicate additional
utility easement, legally described as:

The east 2 feet of the west 10 feet of Lot 2, the
west 2 feet of the east 10 feet of Lot 2, and the
north 2 feet of the south 10 feet of Lot 2, all in
Block A, Kastens Addition to Wichita, Kansas.

In an area south of 13th Street North between Sheridan and
Custer.

ZONING:

2. Case No. SCZ-0606
Request: "R" to "BB"
Location: North of 53rd St. N., approximately ¼-mile
west of Ridge Road.
3. Case No. SCZ-0607
Request: "R" to "R-1"
Location: West side of 311th St. W., in an area south of
39th St. S.
4. Case No. SCZ-0608
Request: "R" to "E"
Location: Northeast corner of 3rd Street and Avenue F,
Furley, Kansas.
5. Case No. DR 89-9
Request: Special Use Permit to establish an underground
vault for telephone switching equipment.
Location: East side of Valleyview St. between Cornelison
& 20th Streets.

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6. Case No. DR 89-10
Request: Special Use Permit to establish an above ground metal cabinet for telephone switching equipment.
Location: West side of 103rd St. approximately 3/4-mile north of 53rd Street N.

7. Case No. DR 89-11
Request: Special Use Permit to establish a temporary asphalt mixing plant.
Location: North side of 77th St. N. in an area west of Hydraulic.

8. Consideration of extending either Dugan or Julia from Taft to Maple (Traffic Commission memorandum previously furnished to the Planning Commission).

9. Consideration of Sedgwick County 1989-1993 Capital Improvement Program (Memorandum previously furnished to the Planning Commission).

10. Other Matters.

Marvin S. Krout
Secretary

EXCERPT FROM PLANNING COMMISSION MINUTES OF MAY 11, 1989

8. Consideration of extending either Dugan or Julia from Taft to Maple.

KROUT stated that this item has been referred by the Traffic Commission who voted last month to recommend the extension of Julia on the west part of the city between Taft Street and Maple as a relief trafficway for mostly traffic generated by the commercial development in the west Kellogg corridor west of the floodway from the Julia/Dugan area. This has also been reviewed by the CPO which originally recommended extending Julia, and in the second vote, has recommended that the Dugan alignment be utilized for a road extension. He said that the Traffic Commission, last month, voted by a 5-3 vote to recommend that Julia be extended from Taft to Maple. He said that some analysis of traffic projections based on future development in that area give an indication of how much traffic might be attracted to a Julia or Dugan alignment. He said that the Commission was briefed earlier this afternoon on some of the land use impact and other impacts of the two alternatives, as well as the alternative of the Hoover Road extension that would go up to the floodway at the intersection with the Maple bridge.

WILLIAM VINDUSKA, 453 Meadowhaven, stated that he has lived here for eight years, and is the block captain for the neighborhood watch area of Meadowhaven, Garst and Taft. He said that he has drafted and circulated a petition to close Taft at Julia, which is now closed temporarily, and they are enjoying the reduction of this traffic and will until they can get a more suitable remedy for the traffic situation in their area, namely until Julia is opened to Maple. VINDUSKA said that since the MAPC has been directed to study their area before further action is considered, the residents of Garst and Meadowhaven would like to offer some ideas. They recognize that they are not professionals in this field, but feel that these ideas may help to alleviate the pains of a frustrating situation. They believe that these changes will provide a pocket of seclusion and reduce the city's expenses for street maintenance. First, they would like to open and pave Julia to Maple with traffic lights and left turn lanes. The Central Community Church could have a driveway on the opposite side of the intersection reducing their need for traffic police. Second, the dangerous intersection at Carlton and Maple would be terminated. The potential dangerous intersection and the funds to incorporate it into the new bridge could be appropriated for a safer intersection at Julia and Maple. Third, Carlton would be terminated at Taft and northbound traffic, and the land returned to the Valley Center Flood Control project. Carlton would also be terminated southbound at Carlton Circle. Fourth, Carlton Circle would be open at Taft, thus making Carlton Circle open at both ends. Fifth, University would be open to Julia, thus giving those who live at the north end of the neighborhood an easy accessible way in and out. VINDUSKA

said that there are many benefits to be derived from this design; for the neighborhood they could return to a more peaceful existence. The only traffic on Carlton, Meadowhaven, Garst or University would be local residential traffic. They would have easy access to their neighborhood and the need for paving their residential streets would be gone. They would still have the dust and excessive traffic on Taft until a developer builds on the south, but the street situation is remedied, the prospects of any development along Taft or Julia, commercial or residential, is doubtful. He said that they recognize that a Julia opening may not benefit the businesses on the south side of Kellogg quite as much as Dugan, but there would be less residential disturbance in the restructuring the way they are proposing. There are only two houses on Julia, plus one on Maple, that would be directly affected. Of those two, one is a rental property whose owners do not live in the state, and the other is hopeful that the improvements will lead to higher land values. He said that the land values would be raised for the potential light commercial zoning and the possibility of growth restored to a stagnant area. Of the house on Maple, which would have to be removed, they ask that the Commission treat the McCallahans fairly and equitably. VINDUSKA continued that the commercial traffic that is generated in their area is looking for a way to go northeast. Until it is given an alternative route, it will continue to traverse their neighborhood. With a Dugan street through to Maple, they will still receive commercial traffic. With Julia opened there will be a convenient opening to the northeast, commercial growth would again be encouraged, the neighborhoods could be buffered from the ill-effects of that increased traffic. He said that they know there is a need for an intersection at Maple, but considering the difference of elevation between Carlton and the bridge, and the angle of Carlton's approach, the end of the bridge cannot be a good place for it. The same funds that would have gone to building such a dangerous intersection would be better spent on a safer Julia intersection. VINDUSKA and the residents agree that these changes will benefit the entire area, not just the neighborhood, and would like the city officials to give it serious consideration.

VINDUSKA added that it would be difficult to impress upon the Commission the conditions that they have lived with before the barricade was installed. Even now, in the still of the night, the flying road dust hangs in the air like an ill fog. It clings to everything. Everything around them is filthy from dust. They need to find a way to reroute the traffic around their neighborhood. He said that he has heard that Dugan and Kellogg is the second worst intersection in Wichita. He did not see the sense in adding more traffic to that intersection just because it is there. When Kellogg is revised, a Julia/Dugan intersection would lessen the congestion that a single Dugan intersection has created. He said that he has heard some ideas to leave the Carlton and Maple intersection open with no left

turns. He said that no one he has interviewed in the neighborhood is in favor of that idea.

MOTION: That Mr. Vinduska be permitted one additional minute to finish his presentation. Parsons moved, Sherman seconded and it carried unanimously. Fairbanks and Gardner were absent. One vacancy.

VINDUSKA continued that it would still invite traffic into their neighborhood and would restrict their movement in and out. As he sees it, and the neighbors agree, they need to be separated from the main flow of traffic. He said that he besieged the Commission to consider the plan that he brought to them in January. These improvements would serve the entire area, open Julia through to Maple, remove the terribly dangerous intersection of Maple and Carlton, close the unneeded section of Carlton, and open University. He said that if they truly wanted to benefit the entire area, this plan will work.

DALE KNOBELOCK, 6501 Maple, stated that he personally felt that the Traffic Commission and Traffic Engineer should have explained to the Planning Commission what they wanted to do so that they would not have been confused while the public is trying to tell them what they want.

CROCKETT stated that the Commission had a briefing before they started this meeting.

KNOBELOCK said that he personally felt that the public is fighting a losing battle because the Commission usually decides among themselves what they think is best, they do not listen to people. He said that he lives where Dugan will come out at Maple on the west side. His property line is about 13 feet from his house, a 40-foot easement would be enough for a 3-lane road. He did not think a 3-lane road is adequate, but with a 4-lane, it would result in the removal of his house. He said that he bought his house three years ago, and if the road is put in, there is no way they could live there for safety matters and noise pollution. He wanted to stress that the situation should be studied at every angle possible because it is going to affect a lot of people to go with Dugan, whereas on Julia, one house would have to be removed. **KNOBELOCK** said that they were talking about relocating one of his driveways, relocating one off of Maple and putting it on Dugan. He said that he would not want his driveway there because people would be cutting through his yard. He said that Dugan, trafficwise, would probably be better than Julia because you can get to the south side of Kellogg. **KNOBELOCK** said that at the CPO meeting, the majority of the members voted for Dugan, and the residents did not feel that the CPO represented them. The CPO also proposed that the city-at-large pay for the extension of Dugan, or the people who would benefit from it, which is the businesses.

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MILES commented to Mr. Knoblock that his house was brought up today as one of the matters to discuss. It was discussed and there is a little bit of a problem on Dugan. He asked that if what Mr. Knoblock is saying is that Dugan is the best location for the road if his house was not there.

KNOBLOCK said yes, and he would also recommend moving some other houses too and putting up a brick wall on both sides.

BRINEGAR assured Mr. Knoblock that this has been looked into by a number of different subcommittees and various committees of the city, and people are not being ignored. He said that there is more than one group to consider; the property owners in the area are certainly one and a very valid one, and no one is being ignored in the total overall review of this project.

GLEN WIENS, 428 Garst, stated that he thinks that the city would see lower maintenance cost for the streets in that area there would never be any reason for anyone to be in that area unless they live there, or were visiting that area. It would also lower the cost of construction of the Maple Street bridge. He said if any access is eliminated from Carlton, you would eliminate any bays or turn areas on the bridge, which would be a fairly good cost savings. It would also increase the safety factor of that bridge in that area having a turn or even just a right turn onto a bridge seems to him to be a safety problem. It would also retain that residential area in some pocket of seclusion.

REX JOHNSTON, 432 South Winterset Court, stated that they previously sent a petition to the Traffic Commission, the Planning Commission and the City Council on this subject. He read the following for the record:

"We the undersigned resident taxpaying property owners and registered voters in Wichita, Sedgwick County, Kansas, do herewith petition the rejection of the proposal to extend Dugan Road from Taft to Maple. Many of us attended the CPO meeting one February 1989 where this proposal along with two others were discussed. The CPO unilaterally recommended the option of Dugan Road from Taft to Maple be adopted. The CPO did not represent the majority opinion expressed at that meeting. The majority were opposed to any through streets from Taft to Maple, and of the three proposals, fewer favored Dugan than Julia, or Hoover Road. In fact, an overwhelming majority opposed the Dugan Road proposal. The CPO asked for a show of hands on each of the proposals, but chose to ignore the results. Our reasons for opposition to the CPO recommendation are:

- "1. All abutting properties to Dugan Road extension already have access to Maple

by roads in front of their homes, and do not need or desire an additional street in their back yard.

- "2. Large traffic volumes, probably 90 percent commercial, would detract from their quality of life due to noise, air pollution, vibration and trash thrown from vehicles.
- "3. Safety and security of our families would be jeopardized by the density of commercial traffic in our private back yard recreational environment.
- "4. The alternate proposals of Julia or Hoover would be less receptive to a fewer number of homes than Dugan since there are 17 homes along the Dugan right-of-way. A 40-foot right-of-way is not adequate to build a four-lane arterial road.

"We settled in this area for the express purpose of rearing our children, living in a quiet residential neighborhood, and I am strongly oppose to efforts to create a commercial industrial area with busy thoroughfares and arterials.

"This petition was signed by 50 some odd owners that lives immediately adjacent to Dugan Road proposed extension."

SHERMAN said that maybe he was confused, but it seemed like two speakers have indicated that the CPO recommended Dugan, but the Commission's literature says that it recommended Julia.

KROUT explained that the CPO originally recommended Julia, and then in February they changed their minds and recommended Dugan. He added that the Traffic Commission recommended Julia.

GOEBEL asked Mr. Johnston if he remembered Dugan being platted as a street behind his house.

JOHNSTON said that Dugan was on the plat when he bought the house.

GOEBEL asked Mr. Johnston what he thought the purpose at that time for Dugan to be platted.

JOHNSTON said that he was told by the Township Trustee and some city officials that there probably would never be any extension of that road. The other addition was unplatted and

already built along Maple Lane, and there was no dedication of property from that area.

SAM JONES, 6023 Maple, stated that there are a couple of things they need to consider. One is that they have to consider who wants this street and why. He felt that it was pretty clear that it is going to be a commercial route. It is not the desire of any of the neighborhood residents that this street be there. He said that if they look at it seriously and ask who wants Julia Street and who wants Dugan, you will find that 100 percent of one group wants one, and 100 percent of the other group wants it to be in the other people's neighborhood. It is not that anybody wants this street, it is that nobody wants it in their neighborhood. JONES felt that one of the things that has not been considered that concerns him is that if they put this through Julia, and a stop light is put there, there are about 5 or 6 car lengths off of the bridge and the weather is bad in the winter, you have a chance for about two cars to stop safely and the rest of them are going to look like cordwood. That was the problem with putting Hoover up there because people would have to stop on the bridge. He felt that there is a real safety factor here aside from all of the emotional factors that have been brought up.

JONES felt that he could state for all of the people here that they would not feel that this is a benefit to their area in any way; there are a lot of negative benefits. If you look at the value of your property as a home value, not a commercial value, it certainly has no good impact on that, and it certainly would reduce their access of getting on Maple which is very limited now. JONES continued that on Maple, because of the high assessments for the payment of Maple Street, there are a lot of people that have their homes for sale; they are trying to get out of that; they are not selling well. It is a very difficult situation. It is a situation where if there was a benefit district, they would be paying for so many benefits that a lot more of them would have to move. He said that the people who benefit are really the commercial people.

JONES felt that there are several things that need to be considered. One is they need to develop a plan that does not have any safety hazards. Two, they need to develop a plan that does not destroy people's homes, go through people's houses, or tear up the neighborhood. He felt that an inconvenience, such as noise pollution, is much different than losing your home. He felt that they need to develop a plan that has the least impact on the community's way of life as a whole, not just one element in the community and make it convenient for some and inconvenient for others. JONES said that from a community standpoint, the best way is to figure out a way to run it up Hoover, which is a mile line and which is where the street ought to be. The other options might be to take Dugan and waive the sidewalk requirements, put up a 6-foot security fence that would be a

sound barrier, and open that to four lanes with no walkways, as just a commercial route down through the area.

BARBARA UNRUH, 6524 University, stated that like Mr. Johnston she has been a resident of this area since long before it was part of the City of Wichita, and her concern is not necessarily so much for her house which is one block away from Maple, and one block away from the proposed addition on Dugan. She said that her problem in discussing this comes with not being privy to the information that the Commission was given before the meeting started. She did not know whether it was presented to the Commission as strictly as these are the alternatives, or that one was presented in a stronger light than the other. She said that one thing that she has not heard mentioned today is the row of homes on the west side of Maple Lane who will be surrounded on both sides by traffic. She said that her understanding at the CPO meeting was that the motion to use Dugan Road was made based on the estimate that it would be a less expensive route, but she was also under the impression that the less expensive route was only for two lanes, and she feels that two lanes, one going each way, would not provide the kind of traffic that is needed for this commercial area. She felt that she was present more to ask questions than to present an argument one way or the other. UNRUH said that as she listened to her neighbors speak, she hears that the people who are proposing the Julia area have come to grips with a possible solution; she hears very little solution for the Dugan street. She mentioned that University is not now a through street; it does not go from Winterset through to Arapaho and Brummett. She said that they feel that this is a very good thing to remain because it would discourage people from taking shortcuts through the residential area if Dugan was chosen as the street. She said that even if Julia was chosen as the street, she would be concerned that University not be opened up and made a through trafficway for people who drive very fast on an unpaved road.

GOEBEL asked Krout what information the notification district received.

DAVE PETERSON, Senior Planner, stated that the information that was provided to the Planning Commission was a cover memo with a memo from the Traffic Engineer explaining why Hoover should be closed, and also a memo staff sent to the Traffic Commission on April 14, 1989 explaining staff's evaluation of the area. The area that notices were sent to was from Maple on the north down to Kellogg, and from Mid-Continent Road from the west side all the way to the Big Ditch, and also included Sheplers. The notices only included a description of the item and the date and time of the meeting.

PARSONS asked if the notification area received notice of the informal meeting today.

KROUT stated that hearings are posted and information provided to the press.

BRINEGAR asked Krout if he was not correct that basically most of the information that the Planning Commission received is a summation of things that have been gone over in the past on public agendas and that it is given to the Commission more in a summation form on the items that is sent to the Commission at the noon meeting.

KROUT said that was correct.

ELEANOR WALKER, 6525 University, stated that she has attended all of the meetings and has listened to all that has been said by the residents, businessmen, church men, City Traffic Engineer, CPO board members, and Traffic board members, so today she wants to express her opinion. She said that if the alley is opened up at the north end of Dugan Road from Taft to Maple, it will be like a bursting dam, and the two-lane street will be clogged with cars and trucks. She felt that few drivers will use the nice new four-lane street of Taft and travel west to Ridge Road; there is no light there so that makes it difficult to turn left on Ridge to go south to the airport interchange at Kellogg, which that intersection takes you easily east back into the city, or west into the county. She said that opening up the alleyway of Dugan Road could very well turn into a monstrous problem that will demand new solutions and more money. WALKER said that she has lived in her home 31½ years and has traveled the streets in this area and knows what route to take at certain hours of the day for safety, but even though knowing the area is an advantage, she still needs to be very, very alert. She has watched the wrecks and near wrecks occur on Kellogg and Dugan Road. She said that nobody has eyes on all sides of their head, but at that intersection they need them. She has watched people driving along Kellogg, obviously first timers in the area, trying to figure out how to get off of Kellogg so that they can get a hamburger or find a motel or buy some cowboy boots, a Cadillac, or new tires, and if it is daytime, it is bad; if it is night time, it is worse, and these drivers look so helpless. They are a hazard to themselves and to other drivers. She said that what is needed is not more traffic at Dugan and Kellogg, but less traffic, and opening up Dugan alley is a make shift solution and a dangerous solution. She said that in her opinion, it is no solution; it is repeating what has been going on for years in that area, just letting the area grow like "Topsy". WALKER felt that today the Commission has the opportunity to make the correct decision by approving a four-lane street on Julia.

GENE REED, 402 Julia, stated that although he is the rental property owner on Julia that two previous speakers have alluded to, and currently lives in Denver, he is not really here by choice. He said that his wife has attended some of the meetings, and he drove in from Denver this morning for this meeting. He

said that he really does not know what is going on other than he can see what it really boils down to is "who's ox is being gored". REED said that he has been a neighbor with Mr. Jones who spoke previously, and he and Mr. Jones think a lot alike and he is in complete agreement with what Mr. Jones says. REED said that he hates to say put the street somewhere else because he owns property on Julia, but that is the way he feels. He said that he has no proposal as to where the street should go. He even questions the need for the street. REED said that the house they own on Julia was built by him 12 years ago, and the reason they built it there was because they had grade a street in there through a field just to go to the house. They were virtually on a dead end street which is the way they really liked it. He wanted to go on record as being opposed to the paving of Julia.

LES DONOVAN, owner of Prestige Pontiac-Cadillac, stated that he hesitates to come up before any one of the groups again. He has been before every one all the way to the City Council because the neighbors always look at him as though he stirred up the whole problem. He would like to answer to that a little bit. He said that as a business owner, and he is speaking for himself and all of the people who signed the petition to ask for some relief of the traffic. He is sitting out there with 50 employees and \$2 or 3 million worth of inventory that they are paying interest on. He said that there used to be 15 different streets and road to get in and out, now through whatever rules or petitions that came down, 11 of these exits have been closed. The people in the neighborhood says that they do not want the traffic through their street, but they have to understand that they cannot make an island out of a business or a group of businesses. He said that the letter that he sent to the different business people pointing out that the group that signed the petition are responsible for approximately \$200 million dollars a year in sales, and that is only two Boeing 747's on the cheap side, but it represents hundreds of jobs, hundreds of people that make their living and live in Wichita and pay taxes in Wichita, and they need a way to facilitate their customers. He said that their customers happen to be a lot of the people present or could be. He said that he could understand the CPO doing a flip-flop on which one they recommended because people in this room have done flip-flops on what they recommended. He said that it is not the business people that are the only ones that need entrance and exit to get out, it is the neighbors also. They cannot be happy with the barricaded streets. If they had never barricaded any of the streets, the traffic would be spread evenly across the area. He said that there will be more traffic because Wal-Mart brings in a lot of people. He referred to the tragedy that happened at a Wal-Mart on the south side of town, and stated that had that been at this Wal-Mart and the police were called, they could not respond in time. He discussed what could possibly have happened if the police could not have gotten there, and that is a bad situation that exists there today. He said that it is a dangerous situation in dry weather, and in icy weather it could

be a real problem. DONOVAN said that the businessmen did not care which street goes through; it is obvious to him that Julia is the only possible one that will work under the circumstances. The other right-of-way is not wide enough.

PARSONS commented that in his opinion the whole Kellogg ingress and egress situation is terribly ill-conceived. If the ingress and egress situation from Kellogg were such that the businesses could be serviced, both in and out, PARSONS asked if then Mr. Donovan saw the need for the road going from Taft to Maple.

DONOVAN stated that there are two problems that exists. One, they want to make Kellogg a freeway; they want limited access; they want to zip across town and get people to Arizona as fast they can, and the other thing is that it happens to be the major business thoroughfare in Wichita and they want to have it easy to get on and off so that they can spend money and pay taxes. Both of those do not agree with each other, but there is a mile of mostly residential and commercial property from the Big Ditch to the old Airport Road that has no access north and south. There is not another city this size that has a mile stretch that has no north-south road; it is ridiculous and dangerous.

PARSONS asked if that kind of situation existed, is there a need for the back door.

DONOVAN said yes. People are convenience-minded. They will not drive a mile out of their way to go somewhere.

MILES commented that in about three years there is more of the ground that is going to be developed, and if they think they have a problem now, it is going to be worse. He said that a back door has got to be found.

SANDRA HOBBS, 6701 West Maple, did not feel that the area should be opened up at all. She said that she lives on Maple and it is a nightmare. Her children cannot play in the front yard; people throw bottles and trash. She said that there is so much traffic now that she cannot get in or out of her home. HOBBS said that she has had her house on the market for a year and a half and she could not sell her home and had to drop her property by \$30,000. She said that if the area is needed for right-of-way then they should buy the homes at market value, if that is the answer, because she has not heard a good answer to this point on any of the proposals that she has heard.

NORMA JOHNSTON, 432 South Winterset Court, stated that she lives on the west side of the 40-foot easement and is opposed to extending Dugan from Taft to Maple. The homes on the west side were built 25 to 30 years ago. They are all on 1/2-acre lots. She said that they chose to build there so that they would not be crowded next to other homes. They have a safe place for their

children to play, and space for gardening, and also a rural atmosphere. JOHNSTON said that these lots are inside lots; they are not on a main street, but on courts. The people on these inside lots chose to live here because they did not want to be on the street. Now they learn that the city is going to put a street right through their residential area. The houses on the east side of the easement will be sandwiched between two streets. She said that Julia on the other hand has only two houses on it. If this road is made into a thoroughfare, future developers of homes or businesses will know that they are going to be on a busy street, and the owners will have the right to make a decision as to whether they want to live on a busy street or not. She felt that homeowners should be able to choose whether they want to be on a busy street; this seems to her to be the fair and just way.

HORACE MEDLIN, 445 Maple Lane, stated that he was opposed of trying to put Dugan Road through because when they were at the Traffic Commission meeting, the gentleman that sat on the board said if they are going to do it right, do it right the first time instead of going and doing it half way and have to go back in and redo it later. MEDLIN said that if they are going to do it right, then condemn all of the property on Maple Lane and build a four-lane and everything would be fine. He said that Mr. Donovan says that he has all of these people's signatures, and he believes that he does of these businesses, then why are they not here stating what they want. MEDLIN said that Mr. Donovan is the only one that he has seen from any of the places other than one time the man from the Sheraton was at a meeting wanting to get one of the other streets open. He said that he has not heard anybody from Mid-Continent Road to the Big Ditch saying that they want a road through or their streets opened up; it is all of the businesses. If it is so bad, why did Builders locate there, Sams go ahead and stay there, why did the Scotsman and some of the others go ahead and build there. It is obvious they are not the ones really wanting it or they would be here trying stating their preference.

GOEBEL, speaking to McKinley, stated that there were a lot of people talking about the two-lane Julia, and apparently there were comments in the Traffic Commission meeting. He asked McKinley to highlight the 40-foot right-of-way for Dugan, and whether it was adequate or inadequate.

MCKINLEY pointed out the proposal recommended by the Traffic Commission if they chose Dugan as the proposal. He said that this would accommodate 7,000 cars at the north end, and it would accommodate level service "B" which is a good level of service. It does require a two-lane facility between Maple and Taft that is widened out to a three-lane facility as you approach Maple and also Taft. There would be two lanes northbound just south of Maple; one lane would be a left turn, the other lane would be a right turn. The proposal here would be also to widen Maple for a five-lane facility so that there would be left turns that could

be made from the east to go south on Dugan Road. In order to accomplish this within the existing right-of-way, they are proposing that there be no access by the abutting property owners or through University. It would require fencing of the right-of-way for noise abatement. He said that additional right-of-way would be needed on the north side of Taft, on the east side of Dugan to align the intersection as you go from the south to the north. MCKINLEY pointed out on the sketch where additional property from the two corners would be needed, and possibly some right-of-way from one or the other houses, and a change of one of the property owner's driveway to give him access to Dugan, or eliminate the one access point to Maple and have no access to Dugan.

GOEBEL asked McKinley to go over the Julia alternative.

MCKINLEY stated that going through on Julia, existing today, as you go north from Taft is a gravel street from Taft up to University. Still pointing to the slide, MCKINLEY said from University half way up to Maple is dedicated right-of-way.

GOEBEL asked McKinley to address the Maple Street question about the proximity to the bridge from the safety and traffic point of view.

MCKINLEY pointed out on the slide and said that the Carlton connection would be right at the bridge itself.

BRINEGAR felt that created a real traffic problem even with other than doing a third lane on the bridge.

GOEBEL stated that there has been a lot of talk about the Traffic Commission and the 40 feet on Dugan not being adequate, and he was hearing a little different story from McKinley, and asked McKinley to comment.

MCKINLEY stated that based upon the traffic volumes that were projected, 7,000 cars on Dugan and Maple, and 5,000 on Julia and Maple, the three-lane facility with a left turn accommodation on Maple will handle the traffic at level service "B".

GOEBEL said that those figures were for the year 2000 and they were based on an I-235/Maple interchange.

MCKINLEY said that he believed that it was the year 2000 with full development in the area. It did include an interchange at Maple and I-235.

BRINEGAR stated that one of the problems he has with this whole situation is that he does not understand whether they are going backwards on this or not, and until he can see where a major intersection might be built on Kellogg, either at Dugan, Julia or wherever it might be located, to him it's kind of

academic as to which one of these streets that you use for the north access to Maple. For instance, if you later build your major interchange on Dugan, but now you might decide to put the north access on Julia, then you are creating another problem. If you do it conversely and put the interchange on Kellogg at Julia and then Dugan north, then you will have another situation. He said to him it kind of depends on where you are going to put the major point of access on Kellogg to be somewhat of a deciding factor as to what you extend north from Taft to Maple.

MCKINLEY said that all he can tell them at this time is that, on the Kellogg proposed plans that are being reviewed by a local consultant, two out of the three proposals would accommodate an interchange at either Julia or Dugan, and none of them will accommodate an interchange at Hoover Road; all three of them will accommodate one or the other. He said that if they pick a point and it is not the right one, such as Julia and an interchange is built at Dugan, then you would have the problem of people having to come up Dugan and jog over to Julia and go over to Maple. It would be a paved roadway and an out. It would serve no matter where you picked it. They would prefer to have it serve where the interchange is.

PARSONS asked why was the discussion dropped on Maple Lane.

MCKINLEY stated that basically because it has been fully developed. There are a lot more houses on the east side. It was paid for by adjacent property owners. He said that he would feel some obligation to the residents if it was opened up.

SHERMAN commented that the situation here reminds him of the situation they had at Central and Douglas and north of Towne East. He said that with all of the talk back and forth, no one has convinced him they need to construct street between Taft and Maple. He felt the problem was Kellogg and the access to it, and maybe the problem is Taft and Mid-Continent and doing something over there. He said that Mr. Donovan said that he did not know anywhere where there was a situation like this, but he has seen them all over the place; it happens a lot of time with heavy commercial along the major road and you do not have back access. You have Taft where it would have some access to Mid-Continent. He felt that they needed to get moving on Kellogg and get something done out there to improve all of that access and forget about the ones through the neighborhoods.

GOEBEL stated that everybody has heard of win-win situations, and felt that this was one of those lose-lose situations. He said that they have heard a lot of people today, and heard people basically in favor of all of the options, including doing nothing. They have heard from people opposed to everyone of the items also. He felt that this situation is going to get worse before it gets better. You wonder where they went wrong, who's at fault. It goes a lot of different places, from

the streets being closed to the heavy commercial zoning to the city CIP being a little bit underfunded so that these projects get backed up so far that they have a bad situation with Kellogg. He felt that if they decide against Dugan they might want to do something with the ground, maybe give it back to the people who deeded it in the first place. He said that he knows some of the neighbors in that area; none of the streets are paved. They tried to get a paving petition and could not come up with one. They do not want the streets paved; they do not want to pay for the streets to be paved, and he felt that was apparent long before this took place. He said that if they did not want to pay for the streets when they were their own residence, he did not think that they would want to pay for a collector. GOEBEL felt that funding should exclude the residential area. He felt that a lot of the problems are caused by the city-at-large. He thought that the one big benefit area would be the business people. There should be some sort of split between the business owners and the City of Wichita at large. GOEBEL said that Carlton has been dangerous for a long time, and no matter which way they go, they need to address the closing of Carlton. He felt that they need to send a message to the City Council that something needs to be done with Kellogg; it needs to be on the top burner. It has been a problem that has been brewing; it is going to get worse before it gets better. They need to take care of both of these streets and the businesses out there, and felt that the state funding with certainly help that. GOEBEL said that from a planning perspective generally that commercial property that borders Kellogg takes it access from Kellogg and felt that the early plans probably were that some of the traffic could go north; it has been all eliminated at this point. He felt that they need some sort of relief up there. He said that if he lived there he would not want that traffic on his street especially since it is gravel and rural.

PARSONS stated that if it is determined that they need a new street, he did not think they should change funding policies in the middle of the road. He felt that there has got to be a better way. If they are going to take one of the two, it seemed to him that Julia may be the better of the two; there would be less displacement and a little better right-of-way situation; they would be able to handle traffic better. He said that he has a hard time believing that the traffic count will be 5,000 to 7,000 by the year 2000. He said that Kellogg needs to be a top priority, which he knows that it is. That situation has to be dealt with, if not first, certainly simultaneously. He said that maybe if they make a decision now it will move the Kellogg project along a little bit, or at least help the Kellogg project to become more solidified. The other possibility is maybe opening some of the existing streets, or one of the existing street, and that may or may not be too exciting to the people who live there, but it would certainly be a less disruptive situation, it certainly would be a less displacing situation and maybe less expensive.

MILES commented that as he thinks back, there was a drainage problem around West Street and it seemed like the city changed the policy in the middle of the road. He did not think that it would hurt for the city to change the policy on these streets. He would suggest the Dugan extension. He added that if the businesses wanted this bad enough, since they are the ones who will benefit, they might pick up some of the tab.

MOTION: That the Planning Commission recommend to the City Council that Dugan be opened and Carlton be closed. Miles moved, Moore seconded.

BRINEGAR commented that he still has some reservations about which street to open. He said that the diamond interchange on Kellogg eliminates some of the problem. He said that he has some real reservations about opening a street up there without knowing what they are going to do on Kellogg, at least on the design plan. He said for that reason he could not support saying Dugan is the one to be constructed.

SHERMAN said that he would vote against the motion because he still did not think that they needed to go through the neighborhood. If the City Council sees that they must do something and they must do it now, Dugan would be the way he would go.

VOTE ON THE MOTION: It failed by a vote of 3 in favor (Miles, Moore and Goebel) and 4 opposed (Brinegar, Crockett, Parsons and Sherman). Fairbanks and Gardner were absent. One vacancy.

MOTION: That the Planning Commission recommend to the City Council that neither Julia nor Dugan be extended north from Taft to Maple in the area north of West Kellogg and west of the Big Ditch. Rather, that improvements to Kellogg and to the intersection of Ridge/Taft be undertaken as rapidly as possible. Sherman moved, Parsons seconded and it carried with a vote of 5 in favor (Sherman, Parsons, Brinegar, Crockett and Moore) and 2 opposed (Goebel and Miles). Fairbanks and Gardner were absent. One vacancy.

High
Rise Fire

On Monday, May 8, the Fire Department contained a fire in a hotel room on the 19th floor of the Wichita Plaza Hotel. Thirty-four firefighters were used to combat the blaze. Crews were able to restrict the fire to the room in which the blaze started, and had the situation under control a half-hour after the fire was reported. The rest of the 19th floor received some smoke damage, and crews had to force-ventilate the smoke to prevent further damage to the remaining floors. The estimated loss from damage is approximately \$50,000. The cause of the fire is undetermined, but careless smoking is considered the primary cause.

Wal-Mart
Comes to Wichita

Wal-Mart signed a contract with Century II last week to have a regional Trade Show/Conference in Wichita in February of 1990. The conference will last for one week (with an additional week needed for preparations and clean-up) and will host approximately 1,400 management personnel. It is hoped Wal-Mart will return to Wichita for this annual conference for the next five years. This trade show will account for approximately 5,000 room nights. According to the Convention and Visitors Bureau, this will have a direct economic impact of \$520,000. Rental revenue to Century II will be around \$40,000.

MAPC
Recommendations

The Metropolitan Area Planning Commission (MAPC) voted to recommend that neither Julia nor Dugan be extended north from Taft to Maple in the area north of West Kellogg and west of the Big Ditch. Rather, they suggested that improvements to Kellogg and to the intersection of Ridge/Taft be undertaken as rapidly as possible. MAPC comments, along with those of the Traffic Commission and the CPOs, will now be forwarded to Council.

Meetings
Set

The MAPC has called a first meeting of the Steering Committee that will oversee the updating of the Comprehensive Plan for Tuesday, May 16. The MAPC has also selected 21 members of the community to serve on this special committee. The Committee will first review staff's proposed work plan before they send it to the Council and County Commissioners for their endorsement.

In a separate issue, the MAPC voted to authorize staff to set and advertise a public hearing to consider formal approval of the Downtown Plan as an official element of the Comprehensive Plan. The public hearing has been set for next month.

WICHITA TRAFFIC COMMISSION LUNCHEON
Wednesday, April 19, 1989
12:00 Noon

An informal luncheon will be held in the Executive Dining Room (adjacent to the cafeteria) on the Second Floor of City Hall, 455 North Main, Wichita, Kansas. Mr. Bob Mielke, Associate Traffic Engineer, will continue the discussion of the high accident locations, specifically reviewing injury accidents and fatalities.

AGENDA
WICHITA TRAFFIC COMMISSION MEETING
Wednesday, April 19, 1989
1:30 P.M.

The Wichita Traffic Commission will hold its regularly scheduled meeting in the City Council Meeting Room, First Floor of City Hall, 455 North Main, Wichita, Kansas.

* Roll Call

* Approve the March 15, 1989 Meeting Minutes of the Wichita Traffic Commission

1. Review of the Ninety-Day Trial Period of the Barricading of Taft, east of Julia

As you will recall, in November, 1988, you approved a ninety-day trial period of barricading Taft, east of Julia. Staff will review the effect the barricade has had on traffic for that area.

Area residents have been notified that this item will be discussed.

2. Public Hearing Regarding the Possible Extension of Either Dugan Road or Julia, from Taft to Maple

Area businessmen and residents have requested consideration be given to providing additional access to the north in the area between Hoover Road and Ridge Road, north of Kellogg. Two streets have the possibility of being extended at this time - Julia or Dugan Road.

The Planning Department has analyzed what effect traffic-wise the extending either of these streets would have in the area. The Planning report will be reviewed, depicting projected traffic for the area.

Area residents have also been notified that this item will be discussed.

3. Evaluation of the Four-Way Stop Controlled Intersections of 33rd Street South at Gold and Osage

In April 1988, Traffic Commission approved the installation of four-way stop signs at the above locations with the stipulation that these locations be reviewed at the end of one year.

Staff will review the effect the four-way stop has had on traffic in the area.

CITY OF WICHITA
Slip
(PLEASE CIRCLE DESTINATION)

Airport Authority
Art Museum
City Council
City Manager
Citizen R & S
CPO
Personnel
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CENTURY II
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Emergency Comm.
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DP/OA
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Contracts Admn.
Controller
Purchasing
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Fire Department
Health Department
Housing/Econ. Dev.
Central Inspection
Economic Development
Energy Resources
Wichita Housing
Authority
Human Services
Admn. Services
Neighborhood Serv.
Planning/Eval.
Law Department
Library
M.T.A.
Municipal

Park Department
Planning Dept.
Graphics
Police Dept.
S & S Services
Public Works
Engineering
Fleet & Bldgs.
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Water Dept.
Admn. & Acct.
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Mains & Services
Sewer Maint.
Water Pol. Control
Waste Processing

RECEIVED

MAY 01 1989

METROPOLITAN PLANNING
ROUTE 1

For Dave Peterson

For your information For your comments
MESSAGE:

Signed
#00-013 APRIL 87

Spinder

Date

4/28

MINUTES
WICHITA TRAFFIC COMMISSION

April 19, 1989

The Wichita Traffic Commission met on Wednesday, March 19, 1989, at 1:30 P.M. in the City Council Meeting Room, First Floor of City Hall, 455 North Main, Wichita, Kansas.

ROLL CALL

President Lund called the meeting to order. The following commissioners were in attendance: William Bell, Judi Brinton, Robert Bulman, Maurice Coulson, Jim Loveland, Vernon McIntyre and Sally Roth. Commissioners Brad Riley and Art Wilhite were absent.

Staff members present included: Bill McKinley, Traffic Engineer, Dave Peterson, Transportation Division of the Planning Department, and Glenda Ruiz, Recording Secretary.

Approval of the March 15, 1989 Meeting Minutes as Mailed

Commissioner Brinton moved that the March 15, 1989 meeting minutes of the Wichita Traffic Commission be approved as mailed. Motion was seconded by Commissioner Bell and passed unanimously.

Review of the Ninety-Day Trial Period of the Barricading of Taft, east of Julia

Mr. McKinley reviewed slides which showed the location of the barricade and the various streets in the area. Traffic counts were taken before and after the installation of the barricade: On Taft, just to the east of Julia, there were approximately 2,000 vehicles per day prior to the barricade; after the barricade, this traffic count becomes almost non-existent. Traffic counts on Meadow Haven were up to 800 vehicles per day prior to the barricade; now the traffic counts are 200 to 250 vehicles per day. The barricade has effectively reduced the traffic.

Mr. McKinley advised that staff is recommending leaving the barricade in place until such time as development occurs to the east and Taft is paved to the east.

Mr. William Vinduska, 453 Meadow Haven, pointed out that there is 100% support for the barricade between Julia and Carlton, and Taft and Maple. Please leave the barricade up until a suitable remedy for the entire area is found. The "quick fix" that residents asked for (the barricade) has worked, although its effectiveness is wearing down. The barricade is not the final solution. The residents want the Traffic Commission to look at the total sum of the problem and insulate the residents from the intrusion of higher and higher traffic volumes in the neighborhood.

Mr. Vinduska also pointed out that a plan was presented in January that would make several improvements which would serve the entire area: remove the terribly dangerous intersection of Maple and Carlton, open Julia through to Maple, close the unneeded section of Carlton, and open University. If the Traffic Commission wants to truly benefit the entire area, this plan will work.

Commissioner Loveland asked about the barricade not being effective? Mr. Vinduska replied that more and more people are starting to find a path - there is a way to get through. The residents did not want to completely block themselves in, so Meadow Haven was left open down to Hendryx so residents could get out that way. A lot of people are finding that they too can go that way and more and more people are coming down the street.

Mr. Charles Marsolf, 339 Meadow Haven, stated that before that barricade was put up, the residents had a continuous dust storm from about 9:00 A.M. until late at night. This barricade has kept down the dust in the area. He is in favor of leaving the barricade up until other arrangements can be made.

Mr. Charles Harrison, 452 Meadow Haven, pointed out that he lives on the corner and he gets the dust storm there. It is almost an intolerable situation. Mr. Harrison was a signer of the petition that was circulated by Mr. Vinduska. Hopefully an extension will be made for the barricade until such time a decision has been made by the commission.

Ms. Melissa Williams, 428 Garst, advised that since the barricade has been put up, it is safer for her child to play and the dust has been cut down. She has noticed that the road conditions have started getting worse - people are now cutting from Hendryx to Hoover. Ms. Williams is in favor of still trying to get a open roadway that will go north/south from Kellogg to Maple but she is also in favor of leaving the barricade up.

Mr. Kenneth Ast, 514 Julia, stated that he is not in favor of the barricade. He has not wanted the barricade from the start. There has been a lot of problems because of the cars going through private property. If Julia were put through all the way, then there would not be any need for that barricade; nobody would go down a dirt street when they could go down a paved street anyhow.

Mr. Fred W. Illgner, Jr., 354 Fairhaven, pointed out that from about 4:30 P.M. on it is impossible to go west on Maple. There will have to be something done so the people that live from Ridge Road to the Big Ditch can get out on Maple. If the road is put in from Kellogg to Maple, there will be more cars coming that way. There will have to be a signal or something to stop the traffic and if the bridge across the Big Ditch is improved, the traffic will increase that much more.

MOTION:

Commissioner Bell moved that the Traffic Commission approve leaving the barricade on Julia, east of Taft, until such time as other arrangements are made. Motion was seconded by Commissioner Coulson and passed unanimously.

Public Hearing Regarding the Possible Extension of either Dugan Road or Julia, from Taft to Maple

Mr. Dave Peterson, Planning Department, advised that staff has analyzed the area as to how much traffic could be generated in the area in the future. If Kellogg is upgraded to a six-lane freeway with an interchange at Dugan/Julia and an interchange is constructed at Maple and I-235 and a north - south road is extended to Maple, at Dugan it is expected that 22,000 vehicles per day at the Kellogg/Dugan/Julia interchange and 7,000 cars per day at the Maple/Dugan intersection. If Julia

is constructed, by year 2000, it is expected 24,000 vehicles per day at the Kellogg/Julia/Dugan interchange and 5,000 vehicles per day at the Maple and Julia interchange.

Mr. Peterson stated that the property that is fronting Julia is zoned "AA" family and is primarily undeveloped. Julia is unpaved between Taft and University. The major impacts if Julia were constructed would be that it would provide improved access to the commercial area south of Taft and help relieve traffic congestion at the Dugan intersection with Kellogg. The majority of the properties along Julia are unimproved and, therefore, with fewer existing homes to be affected by the noise and traffic of a new street. Also assuming increased traffic in the area, staff believes there will be pressure to rezone the area to either higher density residential or office along Julia. The street improvement would require the acquisition of at least one house and the surrounding property in the north part.

Mr. Peterson then explained that the property along the proposed extension of Dugan is currently zoned "AA" one family and is residentially developed. The improved roadway would have to be constructed within a 40' right-of-way. Improving Dugan to Maple would provide direct access to the commercial areas to the south; however, sixteen residences would be affected because their properties back on to the right-of-way. The street improvement may require the acquisition of portions of some lots at the intersection of Taft and Maple. Also if Dugan was constructed within the existing right-of-way, at the intersection with Maple, the house on the west would be just 12' from the curb.

Mr. Peterson pointed out if the freeway on Kellogg is built, then within a reasonable timeframe, a need for a collector to Maple is reduced. However, if the decision is made to go ahead with constructing Julia or Dugan, then planning staff suggests that Hoover, north of Taft, be closed to prevent access to either Maple or Taft and the benefiting commercial properties be assessed for a major share of this project.

Mr. McKinley reviewed slides of the area that also showed the suggested improvements: On Dugan, providing a roadway from Taft north to Maple; three lanes at the south and north ends of the project - one lane northbound and two lanes southbound with the two southbound lanes further divided into a left turn lane and a through and right turn lane approaching Taft; additional right-of-way would be needed from two properties on the east side - approximately 10' in width; left turn lane on Maple for westbound traffic. With the Dugan proposal, staff is recommending no access for pedestrians or vehicular traffic between Taft and Maple and fencing the roadway with a privacy fence. On Julia, providing a roadway from Taft north to Maple; there is 60' right-of-way from Taft to one-half block north of University and if 60' right-of-way were available all the way through, then a four lane roadway could be constructed (three lane approach at both ends, two lanes in the middle); left turn lane on Maple for westbound traffic. Residents proposal, if Julia alignment was picked, close Carlton/Hoover combination south of Maple, eliminating Hoover/Carlton connection north of Taft; providing access by way of University, from Meadow Haven over to Julia.

Mr. McKinley advised the estimated paving costs for either Julia or Dugan are: Option 1: two lanes with left turn lane at Maple - \$140,000; Option 2: two lanes with left turn lane at both Maple and Taft - \$145,000; Option 3: two lanes with parking or three lanes - \$200,000; Option 4 - four lanes - \$245,000. An additional estimate of \$55,000 for turn lane on Maple at either intersection would also be

included. Costs for right-of-way or drives are not included in these estimates. Also, the possibility of at least Dugan and possibly Julia requiring signalization with an approximate cost of \$75,000. Of course, could also look at putting both Julia and Dugan through, which would be double the money. In summary, total cost for either Julia or Dugan would run between \$270,000 to \$375,000 plus right-of-way.

Mr. McKinley also stated that he checked on the proposals for a Kellogg freeway. Under one proposal, an interchange can be improved at Kellogg and I-235 (increase radii of the cloverleafs so they could accommodate 25MPH speed) and interchange could be built at Julia. Another proposal would be to make the cloverleaf at Kellogg and I-235 into a half cloverleaf and half directional interchange, taking out the two southern cloverleafs and making it a fully directional interchange and an interchange could be built at Dugan. A third proposal would be to change the total configuration of the interchange at I-235 and Kellogg into a platform diamond interchange which would basically have Kellogg on the ground, have a platform one level up for all traffic movements between Kellogg and I-235 and a third level where I-235 would go over both Kellogg and the platform. Under this proposal, an interchange could be built at Dugan or Julia or a combination of both.

Mr. McKinley pointed out that from a purely traffic point of view, the one that best fits the traffic demands out there would be Dugan. It would be on the one-half mile line; in other words, one-half mile from Hoover or from Mid-Continent Road.

Mr. William Vinduska, 453 Meadow Haven, presented ideas that residents of Garst and Meadow Haven have formulated: (1) open and pave Julia to Maple with a traffic light and left turn lanes; (2) the intersection of Carlton at Maple would be terminated; (3) Carlton would be terminated at Taft to northbound traffic and the land returned to the Wichita - Valley Center Flood Control Project; (4) Carlton Circle would be opened at Taft (Carlton Circle would be opened at both ends); (5) University would be opened to Julia thus giving those who live at the north end of the neighborhood an easy, accessible way in and out. The only traffic on Carlton, Meadow Haven, Garst or University would be local residential traffic. Residents would have easy access to the neighborhood and the need for paving the residential streets would be gone. The Julia opening may not benefit Shepler's quite as much as Dugan, but there would be less residential disturbance.

Mr. Virgil Simons, 455 Maple Lane, pointed out that if Dugan was put through, he would be losing part of his backyard. He does not feel it would be fair to take any of the right-of-way for his lot. If in the future that road was possibly improved to four lanes, that would totally wipe out his septic system and he does not plan to go on City sewer. He is against the Dugan proposal for any of the plans.

Mr. Horace Medlin (who lives next door to Mr. Simons) pointed out: if three lanes are put in, he would lose part of his backyard and if four lanes were put in, his house would be about 21' from the road. It will just tear things up.

Ms. Norma Johnston, 432 South Winterset Court, stated she is definitely against Dugan Road. In the first place, it does not give any advantage to any of the residents that live on either side of it. We do not need access to it and we will not have access to it. What will happen in a couple of years when it is found that

two lanes is not enough, then people will be wiped out on one side because their lots are not as large as those on the other side and the road will be right next to their back doors. Ms. Johnston does not think Dugan Road's the place to put a four lane or any street opening to Maple.

Ms. Anita George, 401 Maple Lane, advised that if Dugan is put in, that will take part of the yards eventually and disrupt all of the residents. If Julia is put in, that will help the people that are having the problems and need the help. She is against the paving of Dugan Road.

Mr. Bill Knoblauch, 6501 Maple, pointed out that the road will come out on the east side of his house, 12' from a bedroom window and if 10' were taken off the west side of his house, then Dugan would only be 5' away. There would not be any room for the airconditioner, let alone walking through and getting to the backyard. Also, the proposed three lanes at the end would not be adequate; it would be like the bridge on Maple, it would just be a bottleneck. He is totally against Dugan Road.

Mr. Les Donovan, owner of Prestige Pontiac and Cadillac, 5800 East Kellogg, reviewed a letter that was circulated in November representing businessmen up and down Kellogg, mostly on the north side but also Shepler's, with over \$200 million per year in retail sales and employ well over 1,500 people. That is really the problem - customers are looking for a way to get in and out of the businesses and are getting more and more frustrated. Mr. Donovan's proposal would be to take Julia all the way through. He also advised that the people that own the house on the end where Julia would go through to Maple called him the other day and told him that they not only would sell the house, they would like to sell the house. There is a problem with a two lane Dugan - he does not think it is going to handle the traffic.

Mr. Donovan pointed out there is another problem and that is when people leave the businesses, a lot of them want to go back east. It is a difficult situation to go east; not even difficult, it is almost impossible. The farther east a through road is constructed, the more it will facilitate turning east. So, Julia is the best alternative, although either one would help.

Commissioner Coulson stated that Dugan crosses Kellogg, Julia does not. Do you see that as a problem? Mr. Donovan advised that it was mentioned earlier that one of the solutions would be to open both of the streets. With the long range flyover that is proposed, both Julia and Dugan Road would be open underneath Kellogg. Kellogg will flyover both streets sooner or later, with enough traffic. That's going to have to happen because one intersection cannot handle all that traffic.

Mr. Jack Edwards, General Manager, Heritage Inn (Hoover and Kellogg), advised that Hoover is the best answer to the problem. At 5 o'clock, people are looking for an escape mechanism to get over to Maple or some other way out. Mr. Edwards is quite certain that the traffic engineers can make an intersection there safe (Hoover and Maple). A lot of the traffic that is bottlenecking at Dugan would use this as an escape mechanism to go elsewhere.

Mr. Greg Hayes, 432 Garst, pointed out that he sees the problem everyday. Whatever the commission comes up with there will be another problem to follow it. If Julia is put in, the access roads will be turned off and the high speed motorists will be

in a rush to get to Maple to get away from the Dugan intersection. The best solution is not a possible solution - that is a proper Kellogg with access on and off to the businesses that are located there. The access is to the northwest. Julia is the most logical one, outside of improving Kellogg and all the interchanges, and that is probably the one that he would choose. However, he would not be happy with any of them. His preference would be to do nothing and let the businesses go broke and go back the way it was. But that's not practical either.

Ms. Melissa Wiens, 428 Garst, stated that she is opposed to Hoover going through to Maple. It was her understanding that part of that road actually is not even owned by the City. Mr. McKinley advised that part of the road is on Floodway right-of-way.

Ms. Wiens also stated that she is concerned about the safety of the turn off at the end of a bridge and if it is rebuilt, motorists coming from the east going west would not be able to turn into the neighborhood - would have to go clear down to Ridge Road. So she is opposed to the Hoover/Carlton opening and in favor of the Julia opening.

Mr. Donovan reiterated that a road is needed to go north and east. Mr. Donovan's proposal is that Julia be completed through to Maple - whether it's two, three or four lanes would be the engineer's responsibility along with the signal on Maple to let the people in and out. Then the cost be spread to the 50% to the whole area and let the City pick up 50% of the cost, including the part that is already done. Between the taxes for the improvements being completely put upon the businesses and the reappraisal, the timetable for going broke and moving out of the neighborhood would be moved up quite a few years.

Following input from residents, the following points were made by the Traffic Commissioners:

Commissioner Bulman: Everyone here realizes that there is a problem and something needs to be done. That area is going to continue to grow. His recommendation would be a tentative go ahead with the study for a cost completing Julia through to Maple as a four lane.

Commissioner Lund: He is in favor of the Julia proposal mostly because of all the opposition of the residents to the Dugan proposal, even though it would make sense from a purely traffic standpoint to be able to go south of Kellogg on Dugan.

Commissioner McIntyre: He tends to agree with Julia for a couple of reasons: (1) is the wider right-of-way that would allow a wider street and would cause the least amount of displacement; and (2) if the traffic coming through the area is forced to jog a block on Taft to get over to Dugan, then cross on to Kellogg it would be less of an incentive to come through that area which would lessen the traffic in the neighborhood. Commissioner McIntyre also liked the study that Mr. Vinducka's group put together - it seems to indicate a lot of thought.

Commissioner Brinton: Also favors opening Julia; would like for a four lane be looked at rather than a two or three lane roadway.

Commissioner Bulman: Pointed out that some consideration should be given to parking on Julia during the off-hours.

Commissioner Coulson: It comes to a difficult decision where we want to preserve a neighborhood and where the expansion of the City and industries that are here needs to be considered also. From the standpoint of traffic control, Dugan intersects Kellogg. If Julia is improved, the driver would have to jog a block or one-fourth mile to continue north. So logic would say that Dugan is the one street that should be improved and that is tempered by the hope and desires to keep the neighborhood in tact. This is a classic illustration of the problems that comes about when a city like Wichita expands and while this area is critical, this problem arises all over the City in one form or another.

Commissioner Loveland: Also supports Commissioner Coulson and the ideas he expressed. He can see a through crossing on to the south. No one has been heard from the south side of Kellogg at this meeting and he thinks they have need to have access across there and that jog will cause additional traffic problems for people wanting to get through. The people along Dugan are affected mainly by their backyards and along Julia it's the front area of the homes. Commissioner Loveland believes Dugan is enough further west to be better access for both getting off the new bridge and I-235 construction at Maple.

Commissioner Roth: Also leaning towards Dugan because of the long term. She feels that many years down the road that will be more efficient road route to take and if Julia were to be opened, it would create a problem for more traffic within a residential area which then would bring residents complaining about traffic lights, stop lights. It will just create congestion. She feels with I-235 future plan, with the Kellogg future plan, that the long range effect would be to make Dugan Road three lanes, perhaps even four, but put it in correctly, do it once and not go back and have to do it again.

Commissioner Bell: Will also go along with Dugan. It already has an intersection at Kellogg while Julia just opens up on to a service road. He is also in favor of Commissioner Roth's proposal that Dugan be done right with four lanes and not having to come back and redo it later.

MOTION:

Commissioner Brinton moved that the Traffic Commission recommend that Julia be constructed as a four lane street, from Taft to Maple, and upgrading the two intersections at Taft and at Maple. This motion was seconded by Commissioner McIntyre and passed 5 to 3 (Commissioners Coulson, Loveland and Roth voting no).

Mr. McKinley pointed out that this item will be heard by the Planning Commission in a couple of weeks and then sent ultimately to the City Council for final recommendation. The Planning Department will notify area residents of these upcoming meetings.

Since there were no other items for discussion, the meeting was adjourned.

Dave

Krout

CITIZEN PARTICIPATION ORGANIZATION
WEST SIDE NEIGHBORHOOD COUNCIL 5A

Agenda
Wednesday, February 1, 1989

CPO West Side 5A
Monday, February 1, 1989
Agenda - Page 2

The regular meeting of CPO West Side Neighborhood Council 5A will be held at 7 p.m. at the American National Bank, 10222 West Central (Central & Maize Road) in the "Ben Franklin Room", second floor.

Call to order.

Approval of the January 18, 1989 minutes.

Approval of the agenda.

PUBLIC AGENDA

The Public Agenda contains requests for members of the public who desire to present matters to the Council. Presentations to the Council are limited to a period of five minutes for each presentation, a total of thirty minutes for the public agenda unless extended by a vote of a majority of the Council. Hearing on the public agenda will commence shortly after 7 p.m.

No items have been submitted.

SECRETARIAL AGENDA

- 1. DISCUSSION OF PROPOSED ROADWAY CONFIGURATIONS FROM THE POSSIBLE EXTENSION OF EITHER JULIA OR DUGAN, FROM TAFT TO MAPLE.

City Staff will be present to discuss various proposed roadway configurations from the possible extension of either Julia or Dugan, from Taft to Maple.

RECOMMENDED ACTION: Make recommendation to the City Council.

- 2. CONSIDERATION OF PROPOSED WATER AND PAVING PROJECTS IN AN AREA GENERALLY LOCATED WEST OF TYLER AND NORTH OF 21ST STREETS.

City staff will be present to discuss the specifics of the captioned requests. There will be special assessments associated with this proposed benefit district.

RECOMMENDED ACTION: Make recommendation to the City Council.

- 3. NOMINATION OF AREAS FOR THE 1989 NEIGHBORHOOD IMPROVEMENT PROGRAM.

Council members will be provided information pertaining to the nomination of areas for the 1989 Neighborhood Improvement Program. Criteria to follow in suggesting areas include:

- (1) Area has blighted influences with a minimum of 30% noncompliance dwellings, primarily.
- (2) Area should not encompass more than 4-6 square blocks.
- (3) Willingness of neighborhood to support NIP efforts within given time frame. Strong neighborhood support with sponsoring group to work with City (including contact persons).
- (4) Eligibility of area for targeted CDBG funding (staff will bring map illustrating eligible areas).

RECOMMENDED ACTION: 1) Nominate NIP areas.
2) Identify sponsoring group contact persons.

- 4. FIFTEENTH YEAR COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM.

The City of Wichita has initiated planning for the 15th Year Community Development Block Grant (CDBG) Program. As in past years, CPO Councils may wish to submit proposals for the use of 15th Year CDBG funds. An estimated \$2.632 million is expected to be available for eligible activities. Deadline for submittal of project proposals to the Contracts Administration Office is 3 p.m., Friday, February 17, 1989.

Council members will be provided a list of basic eligibility requirements and the 15th Year application schedule. In addition to meeting basic CDBG eligibility requirements, each activity must meet the criteria of: 1) benefiting low and moderate income persons; and 2) aiding in the prevention or elimination of slum and blight.

RECOMMENDED ACTION: Take such action as the Council deems appropriate.

- 5. 1989 CPO ELECTIONS

It's time to file for election to your CPO Neighborhood Council! Filing deadline is Noon, Tuesday, February 28, 1989. Candidates may file either paying a \$10 filing fee or having a petition signed by at least 25 residents of their Council area. According to CPO Bylaws, "Candidates must be 18 years of age or older as of the date of the election, shall be a resident of the area in which they seek election, shall be a citizen of the United States of America, and shall be a registered voter."

RECOMMENDED ACTION: File for election.

CFO West Side 5A
Monday, February 1, 1989
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COUNCIL AGENDA

1. STAFF REPORTS

CP staff will report on items of recent concern to the Council.

ACTION: Receive and file.

2. OTHER MATTERS

INCLUDES REQUESTS FROM COUNCIL MEMBERS FOR FUTURE AGENDA ITEMS, AND REQUESTS FOR CP STAFF TO INVESTIGATE COUNCIL INQUIRIES AND/OR COMPLAINTS.

Adjourn.

BLC:blc

TO: Dave Paterson
FROM: Bill Carroll

CITIZEN PARTICIPATION ORGANIZATION
WEST SIDE NEIGHBORHOOD COUNCIL 5A

Minutes
Wednesday, February 1, 1989

The regular meeting of CPO West Side Neighborhood Council 5A was held at 7 p.m. at the American National Bank, 10222 West Central (Central & Maize Road) in the "Ben Franklin Room", second floor.

Members Present

Richard Schopf
Sandi Denner
Eve Palmer
Bob Baker
Connie Goodner

Members Absent

Denise Bruce, resigned
Charlene Pickard
Denice Denning
Rick Ensz

Public Attendance

(Approximately -100/See Attachment)

The meeting was called to order at 7 p.m. by President Sandi Denner.

Motion by Baker(Schopf) to approve the January 18, 1989 minutes. Motion carried 5-0.

Motion by Palmer (Schopf) to approve the agenda. Motion carried 5-0.

PUBLIC AGENDA

No items were submitted.

SECRETARIAT AGENDA

1. DISCUSSION OF PROPOSED ROADWAY CONFIGURATIONS FROM THE POSSIBLE EXTENSION OF EITHER JULIA OR DUGAN, FROM TAFT TO MAPLE.

Bill McKinley, Public Works, was present to discuss various proposed roadway configurations from the possible extension of either Julia or Dugan, from Taft to Maple. The October, 1988, the Council recommended that Julia be extended to Maple.

Mr. McKinley displayed various aerial photographs, charts and maps which delineated the various configurations.

There were approximately 100 area residents in attendance. There was a mixed reaction to the proposals; some citizens supported the Dugan option, some the Julia, some opposed both.

There was a business man, who represented an automobile dealership, who expressed support for both the Dugan and Julia projects. This individual read a prepared statement expressing support which had signatures of the major business owners in the area.

CPO West Side 5A
Wednesday, February 1, 1989
Minutes - Page 2

Staff and members urged those present to also appear before the Traffic Commission and City Council when this issue will again be considered.

After considerable discussion and review of the proposals, a motion was made by Schopf (Goodner) that CPO West Side 5A recommend that Dugan be constructed to two-lanes, extended from Taft to Maple and that the project be funded by the City-at-large. Motion carried 5-0.

2. CONSIDERATION OF PROPOSED WATER AND PAVING PROJECTS IN AN AREA GENERALLY LOCATED WEST OF TYLER AND NORTH OF 21ST STREETS.

Gene Rath was present to discuss the specifics of the captioned requests. Mr. Rath explained that there will be special assessments associated with this proposed benefit district.

Dick Linn, representing the Ritchie Construction Company, and Rick Marney, Village Charters, were in attendance as well.

Mr. Linn expressed support while Mr. Marney expressed opposition. Mr. Marney did not think the water project proposal was a "practical approach" and would pose a hardship.

Following discussion, a motion was made by Denner (Goodner) that CPO West Side 5A recommend approval of the both the water and paving projects. Motion carried 5-0.

3. NOMINATION OF AREAS FOR THE 1989 NEIGHBORHOOD IMPROVEMENT PROGRAM.

Council members had been provided information pertaining to the nomination of areas for the 1989 Neighborhood Improvement Program. Criteria to follow in suggesting areas include:

- (1) Area has blighted influences with a minimum of 30% noncompliance dwellings, primarily.
- (2) Area should not encompass more than 4-6 square blocks.
- (3) Willingness of neighborhood to support NIP efforts within given time frame. Strong neighborhood support with sponsoring group to work with City (including contact persons).
- (4) Eligibility of area for targeted CDBG funding (staff will bring map illustrating eligible areas).

The members elected to stand by their recommendations made at a previous meeting.

4. FIFTEENTH YEAR COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM.

The City of Wichita has initiated planning for the 15th Year Community Development Block Grant (CDBG) Program. As in past years, CPO Councils may wish to submit proposals for the use of 15th Year CDBG funds. An estimated \$2.632 million is expected to be available for eligible activities. Deadline for

CPO West Side 5A
Wednesday, February 1, 1989
Minutes - Page 3

submission of project proposals to the Contracts Administration Office is 3 p.m., Friday, February 17, 1989.

Council members were provided a list of basic eligibility requirements and the 15th Year application schedule. In addition to meeting basic CDBG eligibility requirements, each activity must meet the criteria of: 1) benefiting low and moderate income persons; and 2) aiding in the prevention or elimination of slum and blight.

The members elected to not submit any proposal.

5. 1989 CPO ELECTIONS

It's time to file for election to your CPO Neighborhood Council! Filing deadline is Noon, Tuesday, February 28, 1989. Candidates may file either paying a \$10 filing fee or having a petition signed by at least 25 residents of their Council area. According to CPO Bylaws, "Candidates must be 18 years of age or older as of the date of the election, shall be a resident of the area in which they seek election, shall be a citizen of the United States of America, and shall be a registered voter."

The members elected to receive and file.

COUNCIL AGENDA

1. STATUS REPORTS

- 1) Future Agenda Request: Staff noted that Cindy Martinez had requested that to before the Council on March 19 to discuss the feasibility of building a Westside WPD Substation.

2. OTHER MATTERS

- 1) Coordinating Board Follow-up Report: Goodner provided members with a brief report. Goodner asked for staff to provide additional information regarding "ineligible CDBG proposals."

There being no further business, a motion was made by Palmer (Baker) that the meeting be adjourned at 9:15 p.m. Motion carried 5-0.

Respectively submitted,

Barry L. Carroll
Barry L. Carroll
Administrative Aide III

CITIZEN PARTICIPATION ORGANIZATION WEST SIDE NEIGHBORHOOD COUNCIL 5A

Public Attendance
Wednesday, February 1, 1989

| | |
|----------------------------|--------------------------|
| Martin Agnes Bowman | 341 Vinterset |
| Eleanor Walker | 6525 University |
| Judith Metzger | 6514 University |
| Daryleem Allen | 428 S. Vinterset Court |
| George Allen | 428 S. Vinterset Court |
| Charles Marsoff | 339 Meadow Haven |
| Don & Midred Franz | 421 S. Fairhaven Road |
| Ray Parks | 454 S. Summitlawn Drive |
| Les Horn | 453 S. Summitlawn |
| Bell Freind | 424 Vinterset |
| Nellen Goebel | 305 Howe |
| Samuel R. Jones | 6023 Maple |
| Eli R. and Phobe McClenhan | 5929 Maples |
| G. Schuesslen | 5922 Tait |
| Zelma Faye Shouse | 455 South Fairhaven Road |
| H.E. Medlin | 455 Maple Lane |
| S. Jordan | |
| Walt Gorge | 401 Maple Lane |
| Barbara Unruh | 6524 University |
| Mark Seffenbacher | 6100 V. Maple |
| Jamie Olick | 6100 V. Maple |
| Mr. & Mrs. Desmond Stanton | 421 Vinterset Lane |
| Ginny Clements | 4600 V. Kellogg |
| Mr. & Mrs. Ralph Teter | 6514 Vinterset Court |
| Judie & Dave Ellis | 400 S. Summitlawn |
| Robert Beld | 6107 Maple |
| Mr. & Mrs. Vin | 453 Meadow Haven |
| Mr. & Mrs. Les Donovan | 5800 West Kellogg |
| Ray Cotton | 6100 Maple |

MAPC

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some platted and developed lots and subdivisions, and also some parcels that are undeveloped and unplatted. He said that there will be a public hearing at the end of January at the City Council to consider the annexation request with notification to property owners at that time. He said that what staff needs, according to state law, is the finding that this annexation is in conformance with the urban growth area of the Comprehensive Plan.

MOTION: That the Planning Commission finds the annexation proposed to be presented to the City Council is compatible to the Comprehensive Plan elements for the metropolitan area. Brinegar moved, Fairbanks seconded and it carried unanimously. Parsons was not present. Gardner and Moore were absent.

The Chairman declared a five-minute recess. The meeting reconvened with all commissioners present except Gardner, Moore and Parsons.

8. Consideration of extending Julia Street from Taft to Maple.

DAVE PETERSON, Senior Planner, pointed out the area on the aerial, and stated that the adopted land use plan shows that the appropriate use for the area is residential. He said that if Julia was paved, it would provide direct access to the commercial areas. When the Maple Street bridge is constructed, Julia will prove to be a better intersection than Hoover would. A Hoover/Maple intersection would be more difficult to design because of the angle at which Hoover joins Maple and there would have to be a left turn lane added onto the Maple bridge which would be an additional cost of \$288,000. He said that the CPO Council voted in favor of the four-lane Julia. PETERSON said that he received a call from a property owner at 453 Meadowhaven, who said that he was in charge of collecting signatures for the closing of Taft, and the people he talked to and who signed the petition, were in favor of the construction of Julia. PETERSON mentioned that he had also received a letter from an area property owner living in Colorado who was opposed to the construction of Julia.

CROCKETT asked Krout if this was a public hearing on this item.

KROUT responded that notices were sent to the property owners in the area so that the Commission could take public comments; it was not advertised in the newspaper.

BRINEGAR commented that it was his understanding originally, through the Traffic Commission, that they were just

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talking about the Julia and Carlton options, and now that they are bringing up Dugan as a further option, he asked if that would extend the notification district.

PETERSON stated that the people were notified from Winterset, which is west of Dugan, over to the floodway.

WILLIAM J. FROW, 424 Winterset, stated that if Julia were to be extended, there would be much traffic confusion on Maple. A new church has been built to the north which will cause more traffic confusion. The only one that would benefit by this would be Wal-Mart.

SAM JONES, 6023 Maple, stated that he lives on the corner of Maple and Brummett, and if the four-lane is put in, he will be on the corner of Maple and Julia. He said that this has been their home and neighborhood for 24 years; this action will destroy their neighborhood and disrupt their lifestyle, and it will curtail their freedom which has already been curtailed by the new church, which is a beautiful edifice, but he cannot get in their driveway on a Sunday morning. He cannot get out of his driveway in the morning unless he leaves for work very early. He said that if the road is put in, they will never be able to get out going west. A traffic light will probably have to be put in, and the traffic will back up past his street which will completely limit the access to Maple for him. JONES said that he was sure this is a benefit to the businesses on Kellogg, but it is certainly no benefit to the landowners or to his neighbors, especially the ones they are going to lose. They have already had a major sewer project to the two blocks to the south that benefited some builders; the neighborhood paid for that, but it was not to their benefit. He said that they already have four lanes on Maple which they did not need; they paid for that but it was not for their benefit. He felt that they have had just about all of the benefits they can afford in this neighborhood.

GLEN WEINS, 428 Garst, stated that when he was in this room last time there was some discussion about barricading Taft as a temporary measure to eliminate some of the traffic problems and dangerous traffic situations in the area. He asked is that not an issue before this group.

KROUT said no, that is not the issue. The Traffic Commission has recommended that Taft be temporarily closed. He felt that with any one of these alternatives of a street going north to Maple, Taft would still be closed temporarily, but that has yet to go before the City Council.

WEINS said that he lives on Garst that used to be a quiet street. They, along with other streets in the area that provide an access from Taft to Maple, get considerable traffic, which is of concern both as to health and danger. He said that regardless of the approach you use to tie in Maple to the commercial area that is developing, there are going to be problems. An ideal,

and what seems to be a simple solution, might be to use the Carlton/Hoover approach, although that does present a problem at the interchange where the bridge is proposed.

ELI McCLEMMAN, 5929 Maple, stated that if this road is brought through, it would go right through his house. He said that he could see no advantage to bringing this through. It will cause a traffic pile up. He said that if he had to relocate, he was on a fixed income and something would have to be done to take care of him. He also said that he was against this project.

PARSONS returned to the meeting.

HAROLD WOOD, 125 South Ridge Road, stated that he was present because his daughter owns a lot on Garst and she is in Lawrence going to school. He said that he has not heard anybody say yet what problem it is that they are trying to solve. They want to build a road, but what's the point?

GOEBEL stated that probably the best answer to that is to hear from Bill McKinley, Traffic Engineer. That is how the issue came to the Planning Commission.

WOOD said that he looked at the plan and cannot understand why they want to get a tie in from Maple to Kellogg. He lives on Ridge Road and he gets to Wal-Mart, to Sam's and to everything else, just by coming down Ridge Road and going east on Taft. There is no problem and no traffic tie up, and he really fails to see the point of the whole thing.

LES DONOVAN, owner of Prestige Pontiac Cadillac, said his is one of the businesses on Kellogg that would be affected by this tremendously. He said that he spent the last 30 or 45 days putting together a letter. He said that every one of the businesses along Kellogg on the north side agreed with his interpretation of the problem, and also Shplers on the south side. He said that he did not have enough time to go all the way down the other side, but he was sure that the motels would have agreed with him. DONOVAN said that if you happen to be in his dealership or in either motel on either side, Wal-Mart, Sam's, or any of the places at 4:30 or 5:00 p.m. on any day, you would see what the problem is. The traffic backs up so much on Kellogg going west that anyone wanting to leave one of the businesses on this side of the street does not have a chance. That is the main problem. The intersection at Dugan Road and Kellogg where there is a light obviously cannot handle the traffic. He said that he has talked with the Fire Department and Police Department, and they all tell him the same thing; that if they had an emergency situation there and they were east on Maple and had to come that way, there is no way they can get there in a hurry. The big problem the businesses have is that if anyone that has a customer or employee that needs to leave their place of business and go back east, you have three choices. One, you can go down the access road to the slip-on, but then you will immediately have to

get over into the left lane by going across two lanes of traffic on Kellogg, which is normally packed, to get in the left hand lane to make a U-turn at Dugan, then go back east. One other option is to go down the access road to Dugan Road where there is a mandatory right turn, go into one of the parking lots, turn around in the parking lot, which he could not believe anybody would think is a normal option, but this is one of the options that was discussed several months ago, make a turn around, get back on Dugan Road, wait in line about 3 or 4 lights so that you can get across, take a left, and go back east on Kellogg. The other option is to turn on Julia, go north to Taft, go west to Mid-Continent, then either go south back to Kellogg or north to Maple, and go back east. You are going a mile the wrong direction to go east. Or you can take your life in your hands, shorten the life of your automobile considerably by going over to Hoover which turns into Carlton and intersects with Maple.

DONOVAN said that he got the letter put together, and the businesses that signed the letter, signed without any question. They represent over \$200,000,000 in sales per year; employ between 200-300 employees, and that is probably very conservative, with numerous customers. He said that without a doubt they need some relief back to Maple. When the City saw fit to barricade off all of those streets that go north from Taft, and he understands because if he lived on one of those dirt roads he would not want the traffic with all of the dust either, but those people have to be concerned that they have to go through these gyrations to go back to get to Kellogg. He said that the options that he laid out were four; Dugan Road was one of them. The problem with Dugan Road is the narrow right-of-way. It is easy to see that they do not have room to put a four-lane street in there. Julia was the best option that he could see because most of the right-of-way is already there; they decided to stop it before it got to Maple and he has no idea why. The other one would be Carlton, and then the other option would be to open up all of the streets and pave them all.

GOEBEL said that Mr. Donovan made a point that the businesses were the ones needing that trafficway to Maple, and they are talking about having to pave something that would not be necessarily needed by the homeowners. He asked Mr. Donovan if he would care to make any comments as to any financial implications that he would be interested in helping with.

DONOVAN stated that for the Julia extension that has been constructed from Kellogg back to Taft, he was certain that he would be financially participating in that; he did not have any idea how much, but based on the way he understands the formula works, that whole street paving is going to be paid for by the benefit district. He said that he would pick up approximately 30 to 40 percent of that particular piece of paving, and the benefit to him at this point is not only a zero, it is more or less a problem. When the traffic is backed up to where his customers cannot come in and buy a product or service, then it is not a

benefit to him, it has actually hurt his business because the traffic has been so bad in front of the store. He said that if they are ever going to consider adding on employees, increasing his business and building more buildings, they are going to take a long hard look at spending any more money in that part of town to improve and add jobs and employees.

BROWN stated that there is 40 feet of right-of-way through on Dugan, and with another 10 feet, they probably could come in with a 3 or 4 lane street. If both of those options were available (Julia and Dugan), he asked Mr. Donovan which would be his preference.

DONOVAN said that he would prefer Julia on a basis of 10 to 9. If the right-of-way had been laid out originally the way it should have been, Dugan Road would be the best option.

MILES asked if he understood Mr. Donovan to say that he did not think that the merchants would come up with money to help this project.

DONOVAN said that when they are speaking of Wal-Mart, Wal-Mart picked up 50 percent of the tab on Julia, the part that is built now; the people on the east side picked up the other 50 percent, and he happened to own a big chunk of that. The benefit district goes two lots deep when you are talking residential lots, but in his case, it goes all the way to the end of his property which is about 4 or 5 lots deep, so he will bear a much larger share of the cost of that than a lot of owners. He said that he did not sign the petition agreeing to that, but he did not object to it either. He said that he could not speak for other businesses. He said that he heard talk of them enlarging the benefit district to take in some of the businesses that normally would not fall within the district. He said that when he put the letter together there was no mention in there that he was telling them that when they sign the letter, they would agree to pay for extra road. This is a road that is necessary, and he felt that the whole thing should be paid for by the city. It is not for the benefit of his or of Wal-Mart 100 percent, it is for the benefit of the customers and for the people who live in the neighborhood that travel back and forth from Kellogg to Maple.

MILES said that he realizes that it is beneficial to some of the neighbors to a point, but it is also beneficial to the businesses out there, getting people in and out a little quicker.

A tenant at 6005 West Maple stated that he really could not say very much except that he would like to buy the house on this property and it is going to be gone with the street going through, so he is obviously opposed to the street going through. He said that if the access was as bad or worse before now, he did not know why the man who spoke before put his business on this street.

WOOD, speaking again, stated that they have completely discarded in all of the conversation that they have got the road down the side of the Big Ditch down to the motel on Kellogg; they have Taft going through there, and part of them want to break Taft off and stop it, and other people say to run Taft on through. He said that it would seem to him that it would benefit the people that have businesses on Kellogg to be able to dump people on Taft to go east and west, and north and south on the road by the Big Ditch. The fact that there is a bridge that comes out is purely an engineering problem. They have a two-lane bridge and a four-lane road on each side, and obviously they are going to put a four-lane bridge there. It looks like an engineering problem to make a decent access from the Maple bridge going south with a stop light in there. It does not make sense to run a road through a residential district when they have the other option.

FRON, speaking again, said that taking Dugan all the way through would not benefit Motel 6, because people staying there would want to get back on the interstate. They would still have to go down to Ridge Road. The safe route would be to go to Taft and come back to 235 to go east or west.

BILL MCKINLEY, Traffic Engineer, pointed out that there were four options and then they would have to decide what they are going to let happen in the future. Today, zoned south of Taft from Julia over to Ridge Road is over a million square feet of potential commercial development. The area from Julia over to Hoover is yet to be fully developed and some of the residential will probably go commercial. There are 120,000+ square feet developed today. The potential there is pretty large for what you could generate there in the way of traffic into an alley area. Looking to the future, he said that he looks at Kellogg as becoming a freeway with probably an interchange either at Julia or Dugan, or a combination Julia-Dugan interchange. Also looking into the future, he felt there possibly could be an interchange at Maple and I-235. In discussing the impact in this area with some of the developers that are out there today, and he has discussed it with numerous ones from motels to Sam's to Wal-Mart, they have indicated a desire to have a back door entrance into their area and out of their area for commercial development. They are looking towards one or two solutions, either Julia or Dugan. They do not feel like the Hoover/Carlton is feasible. The problem with that one is basically the bridge and where the roadway comes out onto Maple in relationship to the bridge. He said that Dave Peterson indicated to the Commission that to design a bridge that would accommodate a left turn there would probably cost about \$300,000. The Dugan extension is limited with 40 feet of right-of-way. You could build at least a two-lane facility, maybe widen it out to a three-lane facility at Maple. He felt that either one of these would function for that area and provide a release in that area. In summary, MCKINLEY said that there were four solutions: (1) do nothing; (2) pave Taft, Hoover, and Carlton, and solve the problem with the

bridge; (3) push Julia through; and (4) pave Dugan. He felt that either Julia or Dugan would work.

BRINEGAR asked McKinley if there would be any advantage to taking Taft on east to Hoover/Carlton, at least opening that up and going south down to Kellogg.

McKINLEY said that actually that would be an advantage, and he would like to see that as soon as development occurs there. He said that Hoover is paved almost up to Taft now, and it would not take much more to finish to Taft, and then build Taft back over to Julia. The traffic counts on Kellogg have gone from about 40,000 to 42,000 a day to about 50,000 to 54,000 a day at that location. He said that they have pulled the plug basically at two major intersections, Kellogg and Vine and at Kellogg and West, and that has attracted additional traffic to Kellogg. The problem of it is, where did it go? It gets stopped at the first signalized intersection as you leave, and that is Kellogg and Dugan. He said that the volume of traffic on Kellogg is too great to have signalized intersections along there, and they cannot design an intersection out there today that will handle it until they go to a freeway design. He said that they have been doing some band-aid type effects out there to try to handle it as best as possible, but that is not the overall solution.

PARSONS asked McKinley, regarding the Hoover Road/bridge situation, is it the financial situation that is the primary reason he is looking at that in the negative.

McKINLEY responded that he did not like to see an intersection that close off the end of a bridge, especially a major intersection like that. He said that bridges tend to ice up quicker, and you would have to stop right at the end of the bridge to make left turn or stop for the light.

KROUT asked McKinley if Kellogg was at freeway standards today, did he think that this need for this back door approach would still be there, or is that mostly a result of the backup at Dugan today.

McKINLEY said that probably there would not be nearly as great a demand for this back door but some demand would still be there. In talking to one motel operator, he felt there was a need to get in and out of the area to the north, and also to get to Towne West shopping center. He also indicated that he would support that financially.

PARSONS commented that they have looked at this quite a bit today, and he would like to see the Traffic Engineer, although he has started some preliminary plans and looked at some things that might be feasible, bring back a number of alternatives, not only with alignments, but with costs and with takings that would be required and let the Planning Commission consider the matter at that time. He did not feel that the Planning Commission could

sit here without that kind of information and make a well-founded recommendation to the governing body. He felt that the CPOs should be involved and the businesses on Kellogg involved.

MOTION: That the Planning Commission defer this matter for 90 days for further information from the Planning staff and Traffic Engineer regarding costs and alternatives. Parsons moved, Brinegar seconded.

BRINEGAR commented that certainly with the inclusion of the Dugan area as a potential alternate as presented by staff, that the notice area was certainly not large enough in his opinion to encompass this whole issue.

PARSONS hoped that whoever was going to put the recommendations together, that certainly the considerations would look at more than just Dugan or Julia or Hoover Road, and to look at other things. There certainly must be other alternatives.

SHERMAN stated that they have acknowledged that there is a major problem which is going to do nothing but get worse. There is a giant parcel to the west with a proposed project there that will be a high traffic generator. He said that the whole thing needs to be looked at real well, and to him the solution does not seem to be creating another Armour from Douglas to Central which seems to him they are starting to do.

PARSONS said that there is one thing that he keeps hearing McKinley say, and he agrees with him, that Kellogg needs to be looked at as a freeway, and there needs to be limited access, but you need to be able to serve those businesses that are already there, both ingress and egress.

VOTE ON THE MOTION: It carried unanimously. Gardner and Moore were absent.

9. Consideration of 1989 Calendar of Meeting Dates.

MOTION: That the Planning Commission adopt the calendar as prepared. Parsons moved, Fairbanks seconded and it carried unanimously. Gardner and Moore were absent.

10. Other Matters.

KROUT reminded the Commission that they are amending the 1988 meeting schedule to have the meeting, which would normally be two weeks from today, on Wednesday, December 21 at 1:00 p.m. It will begin with a joint workshop with the Traffic Commission

CITY OF WICHITA
 R Slip
 (PLEASE CIRCLE DESTINATION)

Airport Authority
Art Museum
City Council
City Manager
 Citizen R & S
 CPO
 Personnel
 Public Affairs
CENTURY II
 Omnisphere
Credit Union
Emergency Comm.
Finance
 Budget & Mgmt.
 DP/OA
 City Clerk
 Contracts Admn.
 Controller
 Purchasing
 Microfilm
 Print Shop
 Stores/Mail
 Ret. & Ins.
 Treasury

Fire Department
Health Department
Housing/Econ. Dev.
 Central Inspection
 Economic Development
 Energy Resources
 Wichita Housing
 Authority
Human Services
 Admn. Services
 Neighborhood Serv.
 Planning/Eval.
Law Department
Library
M.T.A.
Municipal Court

Park Department
Planning Dept.
 Graphics
Police Dept.
 S & S Services
Public Works
 Engineering
 Fleet & Bldgs.
 Maintenance
Water Dept.
 Admn. & Acct.
 Filter Plant
 Mains & Services
 Sewer Maint.
 Water Pol. Control
County Data Processing
Court House

Dave
 1-101 See minutes
 RE Tapt.

For *Martin Kiviat*

_____ For your information _____ For your comments
 MESSAGE:

Signed _____
 #000-013 APRIL 87

12/9
 Date

NOTE: The Wichita Traffic Commission will hold an informal luncheon at 12:00 Noon in the Executive Dining Room (adjacent to the cafeteria) on the Second Floor of City Hall. Bill McKinley will review the "1988 Annual Reports of Councils, Boards and Commissions."

AGENDA
FOR
JOINT MEETING OF THE
WICHITA TRAFFIC COMMISSION
AND THE
METROPOLITAN AREA PLANNING COMMISSION
1:00 P.M. - Wednesday, December 21, 1988

A Joint Meeting of the Wichita Traffic Commission and the Metropolitan Area Planning Commission will be held on Wednesday, December 21, 1988, at 1:00 P.M. in the Board Room, First Floor of City Hall, 455 North Main, Wichita, Kansas.

1. Rail Service and Facilities Plan

The Rail Service and Facilities Plan has been completed by Parsons, Brinckerhoff, Quade & Douglas, Inc. for the Wichita - Sedgwick County Area. The project was undertaken primarily to determine if some of the tracks in the inner city could be abandoned or relocated. The results of this study will be presented the City Council and the Sedgwick County Board of County Commissioners on Tuesday, December 20, 1988. (This report will be provided to you next week.)

Following the presentation, the Traffic Commission is requested to approve the report and/or make appropriate comments.

2. "Draft - 1988 Comprehensive Bicycle Plan for the Wichita Metropolitan Area"

The Bicycle Task Force, which was created by the City Council last year, has prepared the above-noted bicycle plan. This report has been provided to you for your review and comments.

A member of the Bicycle Task Force will be available to answer any questions concerning the draft report.

Adjournment of the Joint meeting.

RECEIVED

DEC 09 1988

METROPOLITAN PLANNING
ROUTE _____

The regularly scheduled meeting of the Wichita Traffic Commission will reconvene, in the City Council Meeting Room, at 2:30 P.M. to discuss the remaining agenda items:

Roll Call

Approval of the November 16 Meeting Minutes as Mailed

1. Cul-de-Sacing University Avenue east of Meridian

City staff and Friends University have been jointly working on the design of the Maple/Meridian intersection. As part of this project, consideration was also given to the intersection of University Avenue and Meridian. In the past, this has been a location of concern for safety as well as access to Friends University.

Staff will present a proposed design for terminating University Avenue, east of Meridian. Dr. Richard Felix, President of Friends University will review future plans for the university.

2. North Central Neighborhood Association's concerns about traffic and other safety problems in the general vicinity of 13th Street and Hydraulic

City staff has met with the North Central Neighborhood Association and reviewed their concerns about traffic and pedestrian safety in the area of 13th Street, east and west of Hydraulic. A traffic study was conducted in this area on September 7, 1988.

The neighborhood association is requesting the Traffic Commission to review their concerns and take appropriate action. A spokesperson of the neighborhood association will also attend this meeting.

3. Review of the handicapped crosswalk at 21st Street and Battin

The Traffic Commission, at its September meeting, approved the installation of warning flashers in advance of the crosswalk for the handicapped on 21st Street at approximately Battin. Increased enforcement of the speed limit and the crosswalk signal on 21st Street was also requested. The City Council, on October 11, 1988, did not approve the warning flashers but moved that police enforcement first be tried, the matter studied, and then brought back before the City Council in three months.

4. Crosswalks in the 100 blocks of North Emporia and North St. Francis

The Traffic Engineering Section has been asked to review the need for the existing marked but unsignalized mid-block pedestrian crosswalks in the 100 blocks of North Emporia and North St. Francis.

These crosswalks were originally approved by the Traffic Commission in September and December of 1983 respectively. Since that time, the congested area as defined in the City Code has been changed such that jay-walking is permitted on both Emporia and St. Francis.

MINUTES

WICHITA TRAFFIC COMMISSION

November 16, 1988

The Wichita Traffic Commission met on Wednesday, November 16, 1988 at 1:30 PM in the City Council Meeting Room, First Floor of City Hall, 455 North Main, Wichita, Kansas.

ROLL CALL

President Lund called the meeting to order. The following commissioners were in attendance: William Bell, Judi Brinton, Maurice Coulson, Jim Loveland, Sally Roth and Art Wilhite; Commissioners Bulman and McIntyre were absent (one vacancy).

Staff members present included: Bill McKinley, Traffic Engineer, and Glenda Ruiz, Recording Secretary.

Approval of the October 26, 1988 Traffic Commission Minutes as mailed

Commissioner Wilhite moved that the October 26, 1988 Traffic Commission Minutes be approved as mailed. Commissioner Bell seconded the motion and the motion passed unanimously.

Continuation of Public Hearing - Petition to Close or Pave Taft, east of Julia

Mr. McKinley went over the slides of the area pointing out those streets that have been cul-de-saced, streets going to the commercial developments, and ways to get in and out of the area. The petition that has been submitted requested closing Taft east of Julia or paving Taft. Since the last Traffic Commission meeting, staff has looked at the possibility of pushing Julia north to Maple (Julia is improved from Taft to Kellogg). Slides were reviewed of this proposal.

Mr. McKinley advised at the request of the Traffic Commission in October, paving costs were to be provided as well as possible assessments to area property owners. For a paving project similar to Taft east of University which is a 49' roadway, the residential equivalent assessments were about \$6,000 per lot; the arterial equivalent would be \$2,000 per lot maximum assessment; assessments on a square foot basis, and possibly including a commercial district, could be as low as \$1,500 per lot. A lot is defined as 120'x150' which is the size of a normal lot that has been platted in this general area. The estimated cost of building a roadway (Julia), from Taft to Maple, would be about \$200,000 plus right-of-way which has not been costed out and about \$50,000 to make roadway improvements on Maple such as a left turn bay for westbound traffic to turn and go south on Maple, possibly a right turn bay for eastbound traffic to turn south on Julia and maybe a right turn deceleration lane. Driveways could be an additional \$500 - \$700 assessment. Assessments are up to fifteen years.

Mr. McKinley pointed out two projects that could affect the area and the traffic that may be brought into the area: (1) Kellogg is envisioned to be a freeway in the segment from Hoover out to the Ridge Road Interchange and at that time there be an interchange considered for either Julia or Dugan; and (2) a preliminary design has been prepared for an interchange at Maple and I-235. Everything north of Taft is residential and the developing south of Taft has been commercial. If these road improvements are made, it would encourage higher density development along

Julia which would be a detriment to the residential area if the area develops south of Taft to a density of commercial, it will generate even more traffic out of that area.

Mr. William Vinduska, 453 Meadow Haven, advised that he had presented the petition in October to either close Taft east of Julia or pave Taft which came from 90% of the residents in the Neighborhood Watch Area, that being the residents of Meadow Haven, Garst and Taft. The residents who signed the petition would like different solutions: 40% would like to pave the streets; 25% would like to close Meadow Haven - it depends on which end of the street the resident lives on.

Mr. Vinduska pointed out several problems the residents have encountered: illegal dumping; late night parking and partying; palm plastered ceilings cracking because of shifting foundations that come from vibrations coming from heavy traffic hitting the deep ruts in the street; fences hit by cars; dirt streets become wider as drivers try to avoid the deep ruts in the street.

Mr. Vinduska believes that the paving of Julia through to Maple would be the perfect solution. Also, Carlton should have been paved years ago. Hopefully the City can find the funding for these two projects. The residents believe an effective barricade can be made and that will greatly reduce the excessive traffic that the residents are now enduring.

Mr. Everett Fettis, attorney, advised that he was speaking on behalf of a number of businesses located in the West Kellogg area, and had brought in a petition which was distributed to the Traffic Commission. The problems in the area are severe today and are going to become worse as the business traffic increases on West Kellogg. There are four options listed on his petition with the extension of Julia to be the most logical solution; paving Hoover/Carlton to Maple does not seem very practical nor does the other two options - paving Brummett to Maple with right and left turn lanes on both streets and opening Maple Lane to Maple with right and left turn lanes on both streets - does seem to be less desirable than the extension of Julia.

Mr. Fettis pointed out that there is a severe situation today without a traffic outlet going north of Taft to Maple.

President Lund asked how the businessmen in the area feel about temporarily closing Taft east of Julia? Mr. Fettis stated that the traffic is so situated out there today that it is very difficult to close anything because of the traffic congestion that does exist at this point in time. To talk about closing Taft, east of Julia, today is really counterproductive because there is one way of getting out of there.

Ms. Elizabeth Segard, 420 South Meadow Haven, was wanting to know if Hoover/Maple with the bridge had been addressed. There are no residential properties and the only commercial property existing would be right on Kellogg. Ms. Segard has seen cars in the ditch because if the driver does not watch the road real close, the car just tapers off into the ditch.

Ms. Segard pointed out she is really concerned about the numerous drivers on her street; there are nine houses on her street and 800 cars that go up and down the street. The dust is a real problem. There will be major traffic in December, January and February - Wal-Mart, Sam's and Builder's Square all draw more traffic than the piano store or your average garage type of place. This is traffic that should be counted.

Mr. Glenn Wiens, 428 South Garst, thinks the area is probably in a transition phase; we're seeing growth and not fully able to deal with it at this time. He is recommending that any solution be something that would be effective for a number of years so it does not have to go under construction again. If Julia is added at Maple, that could present additional problems (such as traffic from the church).

Robert Donovan, representing Prestige Pontiac-Cadillac, pointed out not only will it relieve the traffic and the burden of the people who live over there by cutting a road through there (Julia) and paving it but it is also going to relieve the intersection at Dugan Road and Kellogg by allowing traffic to go east another way. As far as future accommodation, and it has been discussed, is whether making Julia a four-lane or a two-lane road. If it is a four-lane road, it can handle the traffic; if it is a two-lane road, may have to go back in ten or fifteen years and increase the size of it.

Mr. Bill Connley, representing Sam's Wholesale Club, stated if Taft is blocked off, it is going to increase the traffic flow. The way we are going right now, everything is going back on to Kellogg. The people have not found Taft going to Ridge Road yet - but they are starting to. On Thursdays, Fridays, Saturdays and Sundays, cars are lined up trying to get back on to Ridge Road (ten - fifteen cars deep) and it is going to require a light there sometime if it keeps going that way. We've got to eliminate the traffic pressure on Kellogg at Dugan Road and Julia would be the best for all of the area.

Mr. Kenneth Ast, 514 Julia, advised that he is not particularly fond of Julia going all the way through because his main concern right now is the no parking signs that are up in front of his house. He disagrees that the intersection of Maple and Carlton is a totally unacceptable outlet. He lives right across from the new Wal-Mart Store. In discussions from Mr. McKinley, when the bridge is constructed, maybe there could be a place for an outlet. He agrees that something needs to be done at that point.

Mr. Charles Marsolf, 339 Meadow Haven, pointed out that at busy times of the day, traffic on Ridge Road is trying to get on to Maple from Carlton Drive. It is almost impossible to make a left turn when sixteen - twenty cars are trying to get on to Maple and when the traffic is heavy, it is hard enough to make a right turn on to Maple going east. Carlton Drive is so rough (dirt street). The intersection of Carlton Drive and Maple is a bad situation any way you look at it.

Mr. Greg Hayes, 432 Garst, stated that he is in favor of closing Taft off at Julia. There is a 2' rise between the pavement and the dirt street which tends to washboard the area out and coming the other way, a lot of gravel gets out on to the concrete which causes a sliding problem when people try to stop quickly. In regard to the new bridge on Maple, if that has a left turn bay on to Carlton, then that be the preferred way by default into the area. The dust problem is a health hazard as it has killed trees.

Mr. Hayes pointed out there will be even more traffic in the area with Christmas upcoming and they will find this an ideal path to go. It is a near impossible problem at the Kellogg and Dugan intersection. When the CPO had the meeting on putting in a new Wal-Mart, a zoning change to make a larger street was asked for. The traffic study that was prepared by the consultant had to be done twice - they did not have a very good feel for the area. One thing that was not taken into

consideration by the consultant was the overpass on Kellogg would allow more and faster traffic to come into the area, making it harder to get on to Kellogg, forcing traffic along the commercial area to look for other paths out. Wal-Mart representatives brought out that most of the traffic is expected to come from the west. Based on that alone, Taft should be shut off at Julia since traffic is expected to come from the west.

Mr. Greg Schuessler, 5922 Taft, advised that a driver had lost control of a vehicle crashed through his fence, post and gate. This is not unusual since people coming from the concrete to the sand often lose control when hitting the soft sand. When fixing the damage the next week, there was a barrage of cars going by all day long and estimated about 50% of the cars doing well over the posted speed limit of 30 30MPH. While fixing the fence, Mrs. Schuessler came out to help and almost got hit by a car trying to avoid ruts in the street - she had to jump out of the way of the car.

Mr. Schuessler believes that Carlton cannot be paved because it is part of the Floodway and he does not think the residents would be interested in signing petitions to pave Taft at their expense at this time without any commercial property going in south.

Mr. Schuessler stated that the petition from the residents requested first and foremost the blocking of Taft east of Julia. The residents realize this may not be permanent as business develops but would urge the Traffic Commission to send a recommendation to the City Council to block it at this time, if only temporary, so that the residents can get back to a little more decent neighborhood; block some of the cars from going through it.

Mr. McKinley pointed out that he had received memos and phone calls concerning this item and the comments are as follows:

Marvin Krout, Director of Planning, stated his concern about the zoning of single family homes north of Taft. If Julia is constructed, from Taft to Maple, it will function as a collector street because of traffic generated by the commercial development south of Taft. It probably would encourage zoning along Julia to be upgraded from residential to higher density. If Taft is closed east of Julia, it should be only temporary. Also, if Julia is looked upon favorably to be extended, he recommends it go before the Metropolitan Area Planning Commission (MAPC) to review this issue. Mr. McKinley is recommending if this item goes before the MAPC, that the minutes for this meeting also go with the MAPC meeting minutes and have the item considered jointly by the City Council.

Rodger Young, Maintenance Engineer, indicated that the heavy traffic has been a little bit too much for Taft - either recommend closure of Taft or paving of Taft.

Robert Held, 6107 Maple, was for paving Taft. Recommends connection to Maple via Hoover/Carlton and cul-de-sac-ing Meadow Haven and Garst.

Katherine Mies, 801 Meadow Haven, wished something could be done before Christmas - closing of Taft to keep the Christmas traffic out of the area. Likes the idea of closing Taft at Julia and extending Julia to Maple. Bought house because it was a quiet neighborhood. Now it isn't.

Dennis King, 4013 Carlton Circle, would like Carlton, from Hoover to Maple, paved but the City or Wal-Mart pay for it. Carlton Circle was paved this summer and if Carlton Circle residents have to pay for Carlton, then keep it a dirt road. When Wal-Mart opened, started getting more traffic on Carlton. It is a dirt street and now it needs to be maintained more.

Karen Bradshaw, 428 Meadow Haven, is in favor of extending Julia, north of Taft. Will cut down traffic in the neighborhood. By extending Julia, it will be a clean shot from Maple to Wal-Mart.

Charles Harris, 425 Meadow Haven, is (1) in favor of closing Taft at Julia; (2) next, open Julia.

Jannessa Austin, 400 Meadow Haven, is in favor of closing Taft east of Julia or opening Julia by paving it - concerned about the children's safety in the area.

Charles Glascock, 412 Garst, likes having Garst go through. Would like to pave Taft, Carlton and Hoover. If not paved, close Taft.

Also talked to the manager of Motel 6 and he indicated they needed another way in and out and they would even be in favor of being in a benefit district if need be to provide access to Maple by either Julia or Carlton/Hoover extension.

Commissioner Loveland wanted to be sure he understood that the new bridge over Maple would have a turn off on Carlton/Hoover. Mr. McKinley advised that is one of the proposals that is being looked at for the bridge. The bridge will be let for contract probably this time next year and constructed probably over one or two construction seasons.

MOTION

Following discussion of access in to and out of the area, Commissioner Bell moved that the Traffic Commission recommend temporarily closing Taft for ninety days and restudy the area. Recommend to the Planning Commission that Julia be opened up to Maple as a four lane street. Motion was seconded by Commissioner Brinton and passed 7 to 0.

Request for removal of No Parking signs on the east side of Julia in the 500 block (between Taft and Hendryx)

Mr. McKinley went over a slide of the area and pointed out that when Julia was paved, from Kellogg frontage road to Taft, and Taft paved, from Julia to Dugan Road, parking was taken off of both of those streets. Taft is a four lane street and Julia is a two lane street. Specifically, the resident at 514 Julia is requesting that parking be reinstated in front of his home and a small area on the east side of Julia. Parking was taken off because of the traffic volumes that are being recorded on Taft and for circulation in to and out of Wal-Mart.

Commissioner Loveland asked if there was any access to the rear of Wal-Mart off of Taft? Mr. McKinley pointed out that vehicles can come by the way of Taft and down Julia and in to the facility. There is no driveway that exists in to Wal-Mart from Taft.

Commissioner Coulson asked if there was adequate room for an eighteen-wheeler to turn in to the Wal-Mart area? Mr. McKinley stated that with the parking off, it does make it a lot easier to get in to the facility. It would be extremely tight and would probably cut the corner radii of the driveway if the parking was allowed.

Mr. McKinley pointed out that counts were taken in the back and there are up to twenty-five big trucks or trailers setting there; a lot of them do not have cabs.

Commissioner Wilhite asked if parking could be removed on one side? Mr. McKinley advised that the first preference would be no parking. The next preference would be probably some peak hour restrictions on one side or allow open parking on one side. In that case, staff would recommend the east side only and not the Wal-Mart side.

Mr. Kenneth Ast, 514 Julia, stated that he has lived there for twenty years and feels like it is a terrible injustice that all of a sudden there is a road, there is a building and now the road is paved and he is not allowed to park on it. The driveway will accommodate three cars; that precludes anybody that comes to visit. If you're going to block off Taft anyhow, that is going to cut down on some of the traffic that is going through there right now. Additionally, these counts were taken during the initial time that the store was first opened and there was a lot of interest right at that time.

Mr. Ast pointed out that his driveway is directly across from Wal-Mart's driveway into the truck parking area. The trailers that are back there are storage trailers and there are a lot of them. There are trucks that go in there but there aren't nearly as many go in than when the store was first loading up or stocking up.

Ms. Ruby Ast, 514 Julia, wanted to point out that there is another access for the trucks off of Dugan Road. It is kind of like a service road that goes behind Sam's and the businesses along there.

MOTION

Commissioner Coulson moved that the no parking any time signs be removed from the east side of Julia, between Hendryx and Taft. Motion was seconded by Commissioner Loveland.

Commissioner Roth believes that assuming Julia opens up to Maple, Julia will have increased traffic - not decreased. The only reason parking was prohibited was not for traffic but to allow those trucks to initiate the turns, coming in and out.

Mr. McKinley wanted it understood that if the volumes are there and maybe an accident potential, staff would then have to take the parking off at some time or certainly recommend parking removal. There is the potential for more commercial development in the area.

Motion was put to vote and passed 5 to 2 (Commissioners Brinton and Roth voting no).

Since there were no additional items for discussion, the meeting was adjourned.

CITY OF WICHITA
CITY COUNCIL MEETING
July 25, 1989

AGENDA REPORT NO. _____

TO: Mayor and City Council Members

SUBJECT: Possible extension of either Dugan Road or Julia, from Taft to Maple

INITIATED BY: Department of Public Works *[Signature]*

AGENDA: City Manager

Recommendation: Approve the extension of Julia, from Taft to Maple.

Background: Area residents and businessmen had previously requested additional access from the north into the area bounded by Maple on the north, Wichita - Valley Center Floodway on the east, Kellogg on the south and Ridge Road/Mid-Continent Road on the west. This request was taken to CPO Council 5A on February 1, 1989 who recommended that "Dugan be constructed, having two lanes, extended from Taft to Maple, and the City-at-large fund the project." The Traffic Commission on April 19, 1989 recommended "...that Julia be constructed as a four lane street, from Taft to Maple, and upgrading the two intersections at Taft and at Maple." On May 11, 1989 the Planning Commission recommended "...that neither Julia nor Dugan be extended north from Taft to Maple in the area north of West Kellogg and west of the Big Ditch. Rather, that improvements to Kellogg and to the intersection of Ridge/Taft be undertaken as rapidly as possible."

Analysis: Staff was requested to review three possibilities for providing access to the north in the area. These alternatives were extending Dugan Road, Julia or Hoover. From a Traffic Engineering point of view, the order of preference is: (1) Dugan Road; (2) Julia; (3) Hoover. When considering the impact to the neighborhood, the Department of Public Works would recommend Julia as the best alternative to serve traffic and the neighborhood.

Previously staff submitted a workshop report on this subject. You may wish to refer to it for various advantages and disadvantages of the proposed alternatives.

Traffic Considerations: The Planning Department worked with the Kansas Department of Transportation to project traffic volumes in the area: If Kellogg is upgraded to a six-lane freeway with an interchange at Dugan/Julia and an interchange is constructed at Maple and I-235 and a north - south road is extended to Maple, at Dugan Road, it is expected that 22,000 vehicles per day at the Kellogg/Dugan/Julia interchange and 7,000 cars per day at the Maple/Dugan intersection. If Julia is constructed, by year 2000, it is expected 24,000 vehicles per day at the Kellogg/Julia/Dugan interchange and 5,000 vehicles per day at the Maple/Julia intersection. With the volumes projected for either Dugan Road or Julia being extended to Maple, the intersections of either of these streets with Maple would require signalization.

Dugan Road could be constructed within the 40' right-of-way as a two-lane access controlled facility, widening out to three lanes at the intersection of Maple and the intersection of Taft. When Dugan Road is widened out to accommodate the third lane, right-of-way will be required. To limit the impact of traffic in the residential area on either side of Dugan Road, it is suggested that the right-of-way be fenced with a minimum of 6' screening fence.

If Julia is extended from Taft to Kellogg, additional right-of-way would have to be acquired from Maple to approximately 300' south which would require the purchase of a home and a couple of cut buildings. Since Julia would have direct access to property abutting the street, it is recommended this roadway be constructed to a minimum of 40', providing for two moving lanes with parking. As the roadway approaches Maple, parking would be removed to provide two lanes northbound and one lane southbound.

Financial Considerations: Either project would consist of paving Dugan Road or Julia, from Taft to Maple. Paving configurations could vary from the two lanes with a left turn lane at Maple to a four lane street. In addition, the project would include widening of Maple, signalization and additional right-of-way. The following table illustrates the cost of each option by streets:

Dugan Road/Julia Options:

- Option 1 Two lanes with left turn lane at Maple
- X Option 2 Two lanes with left turn lane at both Maple and Taft
- X Option 3 Two lanes with parking or three lanes
- Option 4 Four lanes, no parking

Dugan Road

| | <u>Paving Cost</u> | <u>Maple Widening</u> | <u>Signal-ization</u> | <u>Right-Of-Way</u> | <u>Total</u> |
|----------|--------------------|-----------------------|-----------------------|---------------------|--------------|
| Option 1 | \$140,000 | \$55,000 | \$75,000 | \$10,000 | \$280,000 |
| Option 2 | 145,000 | 55,000 | 75,000 | 10,000 | 285,000 |
| Option 3 | 200,000 | 55,000 | 75,000 | 15,000 | 345,000 |
| Option 4 | 245,000 | 55,000 | 75,000 | 70,000 | 445,000 |

Julia

| | <u>Paving Cost</u> | <u>Maple Widening</u> | <u>Signal-ization</u> | <u>Right-Of-Way</u> | <u>Total</u> |
|----------|--------------------|-----------------------|-----------------------|---------------------|--------------|
| Option 1 | \$140,000 | \$55,000 | \$75,000 | \$50,000 | \$320,000 |
| Option 2 | 145,000 | 55,000 | 75,000 | 50,000 | 325,000 |
| Option 3 | 200,000 | 55,000 | 75,000 | 50,000 | 380,000 |
| Option 4 | 245,000 | 55,000 | 75,000 | 75,000 | 450,000 |

Alternatives for Funding: Attached is a separate report indicating various methods for possible funding of either Dugan Road or Julia.

Recommendation/Action: Approve the extension of Julia, from Taft to Maple.

JULIA/DUGAN ROAD FINANCING OPTIONS

The financing alternatives presented in the following options are based on the costs in the green agenda report identified as Dugan Road-Option 2, and Julia-Option 3.

OPTION 1: Construct two-lane roadway on Dugan Road, with left turn lanes at Taft and at Maple, and left turn lane on Maple.

City pay for right-of-way, widening of Maple and traffic signalization. Adjacent improvement district pay the cost of paving Dugan Road.

| | |
|------------------------|------------------------------|
| Total Cost - \$285,000 | |
| City of Wichita | \$ 140,000 |
| Property Owners | 145,000 (\$0.41 per sq. ft.) |

OPTION 2: Construct collector-width street on Julia and left turn lane on Maple.

City pay for right-of-way, widening of Maple and traffic signalization. Adjacent improvement district pay the cost of paving Julia.

| | |
|------------------------|------------------------------|
| Total Cost - \$380,000 | |
| City of Wichita | \$ 180,000 |
| Property Owners | 200,000 (\$0.53 per sq. ft.) |

OPTION 3: Construct Dugan Road or Julia as in Options 1 or 2.

City pays for right-of-way, with remainder of cost to be assessed to the properties south of Taft. Four different alternatives are presented for each street. Costs are broken down by area, by trips generated by existing businesses, by area and distance, and by trips generated and distance.

| | DUGAN ROAD | | | | JULIA | | | |
|---------------------------|------------------|------------------------------|------------------------------|------------------------------|------------------|------------------------------|------------------------------|------------------------------|
| | AREA METHOD | TRIP GENERATION METHOD | AREA & DISTANCE METHOD | TRIP & DISTANCE METHOD | AREA METHOD | TRIP GENERATION METHOD | AREA & DISTANCE METHOD | TRIP & DISTANCE METHOD |
| Dugan Centre Lot 4 | \$ 47,100 ✓ | \$ | \$ 44,800 ✓ | \$ | \$ 56,500 ✓ | \$ | \$ 24,700 | \$ |
| Builders Square | 24,600 | 40,900 ✓ | 39,000 ✓ | 68,700 ✓ | 29,500 | 49,100 ✓ | 17,400 | 32,500 |
| Dugan Centre Lots 6-9 | 6,800 | | 24,200 | | 8,400 | | 5,000 | |
| Western Auto | 4,100 | 12,700 | 3,500 | 11,600 | 4,900 | 15,200 | 2,500 | 8,700 |
| Wendy's | 2,000 | 17,200 | 1,800 | 16,400 | 2,400 | 20,600 | 1,400 | 13,000 |
| McDonalds | 3,400 | 17,200 | 3,100 | 16,600 | 4,100 | 20,600 | 2,600 | 14,800 |
| Sams | 29,400 | 59,800 ✓ | 34,500 | 74,600 ✓ | 35,200 | 71,800 ✓ | 29,500 | 67,700 |
| Walmart | 36,900 ✓ | 57,000 ✓ | 30,700 | 50,300 ✓ | 44,300 ✓ | 68,400 ✓ | 64,900 ✓ | 113,100 ✓ |
| Wichita Inn/Carrie B's | 7,900 | 9,400 | 6,600 | 8,500 | 9,400 | 11,300 | 8,900 | 12,100 |
| The Landing (Undeveloped) | 24,300 | | 43,300 ✓ | | 29,100 | | 35,900 | |
| Scotsman Inn | 4,500 | 5,900 | 2,600 | 3,700 | 5,400 | 7,100 | 5,700 | 8,500 |
| Prestige Pontiac | 13,400 | 14,700 | 6,700 | 7,900 | 16,100 | 17,600 | 15,800 | 19,500 |
| Motel 6 | 9,600 | 14,600 | 4,200 | 6,700 | 11,600 | 17,500 | 9,700 | 16,700 |
| Denny's | 2,900 | 9,000 | 1,100 | 3,700 | 3,500 | 10,900 | 2,500 | 8,700 |
| Phillips 66 | 3,500 | 16,600 | 1,200 | 6,300 | 4,200 | 19,900 | 2,700 | 14,700 |
| Garst Gardens | 52,300 ✓ | | 26,800 | | 62,700 ✓ | | 98,900 ✓ | |
| Garst Replat | 2,300 | | 900 | | 2,700 | | 1,900 | |
| City of Wichita | 10,000 | 10,000 | 10,000 | 10,000 | 50,000 | 50,000 | 50,000 | 50,000 |
| TOTAL | \$285,000 | \$285,000 | \$285,000 | \$285,000 | \$380,000 | \$380,000 | \$380,000 | \$380,000 |

WORKSHOP

JUNE 27, 1989

POSSIBLE EXTENSION OF
EITHER DUGAN ROAD OR JULIA, FROM TAFT TO MAPLE

PREPARED BY:

Traffic Engineering Section
Department of Public Works

June, 1989

Background

Area residents and businessmen voiced concern about the need for additional access into the area from the north. It was felt there were only three possible routes for extension through the area - Dugan Road, Julia or Hoover Road.

This concern was taken to CPO Council 5A on February 1, 1989, with this CPO Council recommending that "Dugan be constructed, having two lanes, extended from Taft to Maple, and the City-at-large fund the project." On April 18, 1989, the Traffic Commission recommended "...that Julia be constructed as a four lane street, from Taft to Maple, and upgrading the two intersections at Taft and at Maple." On May 11, 1989, the Planning Commission recommended "...that neither Julia nor Dugan be extended north from Taft to Maple in the area north of West Kellogg and west of the Big Ditch. Rather, that improvements to Kellogg and to the intersection of Ridge/Taft be undertaken as rapidly as possible."

Analysis

Staff was requested to review the three possibilities for providing access to the north from the area - the alternatives were extending Dugan Road, Julia or Hoover Road. From a Traffic Engineering point of view, the order of preference is: (1) Dugan Road; (2) Julia.

For your information, following are the advantages and disadvantages of each proposed extension:

Dugan

Advantages:

1. Centrally located between Hoover/Ridge Road/Mid-Continent Road.
2. Highest projected traffic volume.
3. Presently connects with the signalized intersection at Kellogg and Dugan Road.
4. Three of the highest traffic generators in this area are located along Dugan Road.

Disadvantages:

1. Additional right-of-way would have to be purchased.
2. Disturbs well-established residential area.
3. Requires removal of mature trees.
4. Also requires removal of out buildings.

Julia

Advantages:

1. Existing right-of-way is adequate.
2. Could build a 40' street (four lanes) within existing right-of-way.
3. Less residential property affected.
4. Existing graveled street would have to be paved.

- Disadvantages:
1. Would have to purchase a house and additional right-of-way.
 2. Not centrally located.
 3. Would be adjacent to only one of the major traffic generators.
 4. Limited access to Kellogg at Julia (right turns in and out).

Hoover

- Advantages:
1. Right-of-way exists if the roadway is constructed on Flood Control land.
 2. Least impact to residential neighborhood.
 3. Presently exists as a sand/gravel route to Maple.

- Disadvantages:
1. The intersection at Maple has poor horizontal and vertical alignment.
 2. The intersection is located at the west end of the Maple Bridge which limits the sight distance and can be a problem during certain weather conditions.
 3. Higher construction costs due to the fact that a left turn bay would need to be constructed on the bridge.

Traffic Considerations

The Planning Department worked with the Kansas Department of Transportation to project traffic volumes in the area: If Kellogg is upgraded to a six-lane freeway with an interchange at Dugan/Julia and an interchange is constructed at Maple and I-235, and a north - south road is extended to Maple, it is expected the following traffic volumes would be generated by the fully developed commercial area north of Kellogg:

If Dugan Road is constructed between Taft and Maple, there will be: 22,000 vehicles per day at the Kellogg/Dugan/Julia interchange and 7,000 vehicles per day at the Maple/Dugan intersection.

If Julia is constructed between Taft and Maple, there will be: 24,000 vehicles per day at the Kellogg/Julia/Dugan interchange and 5,000 vehicles per day at the Maple and Julia interchange.

If the Maple and I-235 interchange is not constructed, fewer vehicles would be attracted to north - south connection at Maple (5,000 vehicles if at Dugan; 3,000 vehicles if at Julia).

With the volumes projected for either Dugan Road or Julia being extended to Maple, the intersections of either of these streets with Maple would require signalization.

Dugan Road could be constructed within the 40' right-of-way as a two-lane access controlled facility, widening out to three lanes at the intersection of Maple and the intersection of Taft. When Dugan Road is widened out to accommodate the third lane, right-of-way will be required. It is estimated that this right-of-way will cost \$10,000 - \$15,000. To limit the impact of traffic in the residential area on either side of Dugan Road, it is suggested that the right-of-way be fenced with a minimum of 6' screening fence. (Refer to Exhibit 1).

If Julia is extended from Taft to Kellogg, additional right-of-way would have to be acquired from Maple to approximately 300' south which would require the purchase of a home and a couple of out buildings. It is estimated that this right-of-way could be purchased for \$50,000 - \$75,000. Since Julia would have direct access to property abutting the street, it is recommended this roadway be constructed to a minimum of 40', providing for two moving lanes with parking. As the roadway approaches Maple, parking would be removed to provide two lanes northbound and one lane southbound. (Refer to Exhibit 2).

A drawing of the Hoover Road alignment was not depicted because of the alignment problems associated with Hoover Road at the Maple Street Bridge crossing the Floodway.

Estimated Cost of Improvements

Either project would consist of paving Dugan or Julia from Taft to Maple. Paving configurations could vary from the two lanes with a left turn lane at Maple to a four lane street. In addition, the project would include widening of Maple, signalization and additional right-of-way. The following table illustrates the cost of each option by streets:

DUGAN

- Option 1 Two lanes with left turn lane at Maple
- Option 2 Two lanes with left turn lane at both Maple and Taft
- Option 3 Two lanes with parking or three lanes
- Option 4 four lanes no parking

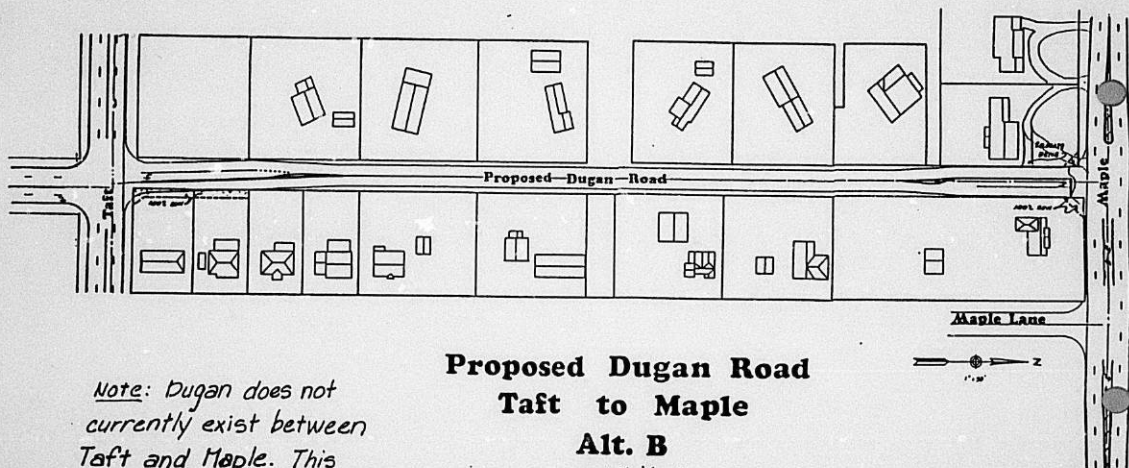
| | PAVING COST | MAPLE WIDENING | SIGNAL-IZATION | RIGHT-OF-WAY | TOTAL |
|----------|-------------|----------------|----------------|--------------|---------|
| Option 1 | 140,000 | 55,000 | 75,000 | 10,000 | 280,000 |
| Option 2 | 145,000 | 55,000 | 75,000 | 10,000 | 285,000 |
| Option 3 | 200,000 | 55,000 | 75,000 | 15,000 | 345,000 |
| Option 4 | 245,000 | 55,000 | 75,000 | 70,000 | 445,000 |

JULIA

- Option 1 Two lanes with left turn lane at Maple
- Option 2 Two lanes with left turn lane at both Maple and Taft
- Option 3 Two lanes with parking or three lanes
- Option 4 four lanes no parking

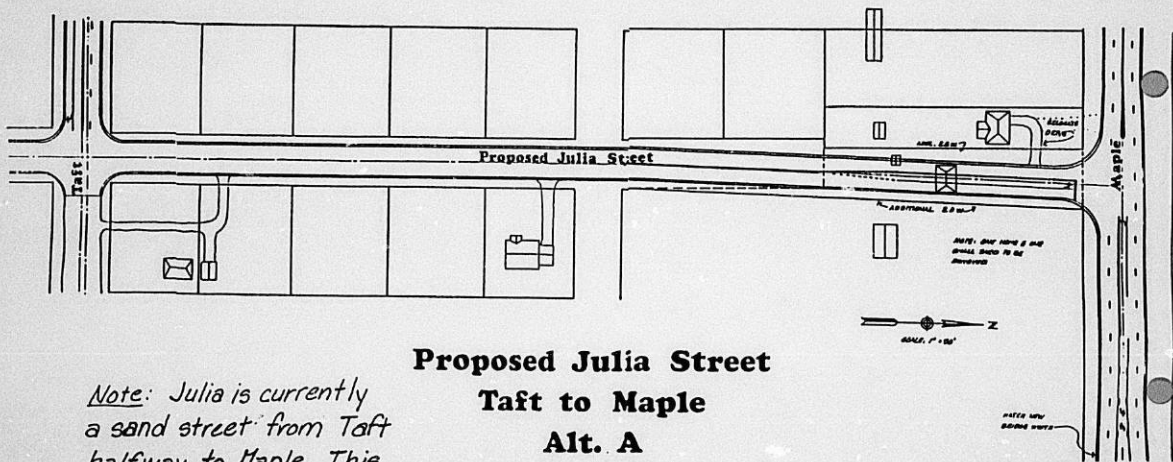
| | PAVING COST | MAPLE WIDENING | SIGNAL-IZATION | RIGHT-OF-WAY | TOTAL |
|----------|-------------|----------------|----------------|--------------|---------|
| Option 1 | 140,000 | 55,000 | 75,000 | 50,000 | 320,000 |
| Option 2 | 145,000 | 55,000 | 75,000 | 50,000 | 325,000 |
| Option 3 | 200,000 | 55,000 | 75,000 | 50,000 | 380,000 |
| Option 4 | 245,000 | 55,000 | 75,000 | 75,000 | 450,000 |

Staff would recommend Option 2 if Dugan is selected or Option 3 if Julia is selected.



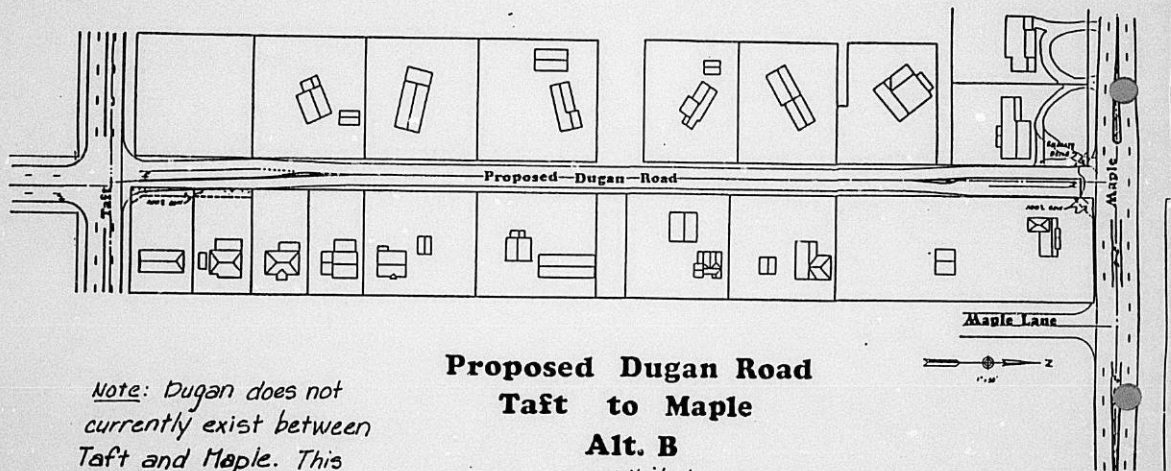
Note: Dugan does not currently exist between Taft and Maple. This entire area would be newly paved.

**Proposed Dugan Road
Taft to Maple
Alt. B
Exhibit 1.**



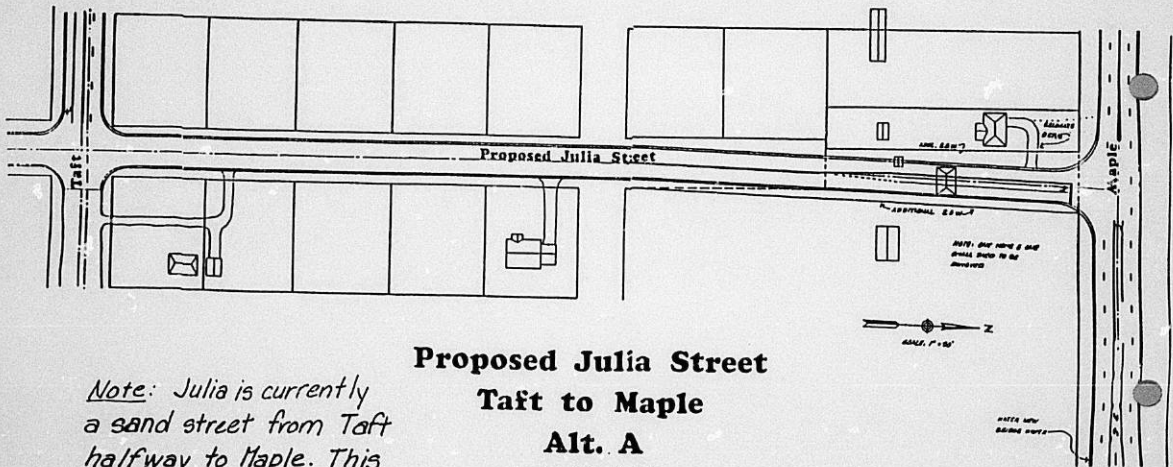
**Proposed Julia Street
Taft to Maple
Alt. A
Exhibit 2.**

Note: Julia is currently a sand street from Taft halfway to Maple. This entire area would be newly paved.



Note: Dugan does not currently exist between Taft and Maple. This entire area would be newly paved.

**Proposed Dugan Road
Taft to Maple
Alt. B
Exhibit 1.**



**Proposed Julia Street
Taft to Maple
Alt. A
Exhibit 2.**

Note: Julia is currently a sand street from Taft halfway to Maple. This entire area would be newly paved.

**CITIZEN PARTICIPATION ORGANIZATION
WEST SIDE NEIGHBORHOOD COUNCIL 5A**

**Minutes
Wednesday, February 1, 1989**

The regular meeting of CPO West Side Neighborhood Council 5A was held at 7 p.m. at the American National Bank, 10222 West Central (Central & Maize Road) in the "Ben Franklin Room", second floor.

Members Present

Richard Schopf
Sandi Denner
Faye Palmer
Bob Baker
Connie Goodner

Members Absent

Denise Bruce, resigned
Charlene Pichard
Denice Denning
Rick Enns

Public Attendance

(Approximately -100/See Attachment)

The meeting was called to order at 7 p.m. by President Sandi Denner.

Motion by Baker(Schopf) to approve the January 18, 1989 minutes. Motion carried 5-0.

Motion by Palmer (Schopf) to approve the agenda. Motion carried 5-0.

PUBLIC AGENDA

No items were submitted.

SECRETARIAT AGENDA

1. DISCUSSION OF PROPOSED ROADWAY CONFIGURATIONS FROM THE POSSIBLE EXTENSION OF EITHER JULIA OR DUGAN, FROM TAFT TO MAPLE.

Bill McKinley, Public Works, was present to discuss various proposed roadway configurations from the possible extension of either Julia or Dugan, from Taft to Maple. The October, 1988, the Council recommended that Julia be extended to Maple.

Mr. McKinley displayed various aerial photographs, charts and maps which delineated the various configurations.

There were approximately 100 area residents in attendance. There was a mixed reaction to the proposals; some citizens supported the Dugan option, some the Julia, some opposed both.

There was a businessman, who represented an automobile dealership, who expressed support for both the Dugan and Julia projects. This individual read a prepared statement expressing support which had signatures of the major business owners in the area.

CPO West Side 5A
Wednesday, February 1, 1989
Minutes - Page 2

Staff and members urged those present to also appear before the Traffic Commission and City Council when this issue will again be considered.

After considerable discussion and review of the proposals, a motion was made by Schopf (Goodner) that CPO West Side 5A recommend that Dugan be constructed to two-lanes, extended from Taft to Maple and that the project be funded by the City-at-large. Motion carried 5-0.

2. CONSIDERATION OF PROPOSED WATER AND PAVING PROJECTS IN AN AREA GENERALLY LOCATED WEST OF TYLER AND NORTH OF 21ST STREETS.

Gene Rath was present to discuss the specifics of the captioned requests. Mr. explained that there will be special assessments associated with this proposed benefit district.

Dick Linn, representing the Ritchie Construction Company, and Rick Marney, Village Charters, were in attendance as well.

Mr. Linn expressed support while Mr. Marney expressed opposition. Mr. Marney did not think the water project proposal was a "practical approach" and would pose a hardship.

Following discussion, a motion was made by Denner (Goodner) that CPO West Side 5A recommend approval of the both the water and paving projects. Motion carried 5-0.

3. NOMINATION OF AREAS FOR THE 1989 NEIGHBORHOOD IMPROVEMENT PROGRAM.

Council members had been provided information pertaining to the nomination of areas for the 1989 Neighborhood Improvement Program. Criteria to follow in suggesting areas include:

- (1) Area has blighted influences with a minimum of 30% noncompliance dwellings, primarily.
- (2) Area should not encompass more than 4-6 square blocks.
- (3) Willingness of neighborhood to support NIP efforts within given time frame. Strong neighborhood support with sponsoring group to work with City (including contact persons).
- (4) Eligibility of area for targeted CDBG funding (staff will bring map illustrating eligible areas).

The members elected to stand by their recommendations made at a previous meeting.

4. FIFTEENTH YEAR COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM.

The City of Wichita has initiated planning for the 15th Year Community Development Block Grant (CDBG) Program. As in past years, CPO Councils may wish to submit proposals for the use of 15th Year CDBG funds. An estimated \$2.632 million is expected to be available for eligible activities. Deadline for

CPO West Side 5A
Wednesday, February 1, 1989
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submittal of project proposals to the Contract Administration Office is 3 p.m.,
Friday, February 17, 1989.

Council members were provided a list of basic eligibility requirements and the
15th Year application schedule. In addition to meeting basic CDBG eligibility
requirements, each activity must meet the criteria of: 1) benefiting low and
moderate income persons; and 2) aiding in the prevention or elimination of slum
and blight.

The members elected to not submit any proposal.

5. CPO ELECTIONS

It's time to file for election to your CPO Neighborhood Council! Filing
deadline is Noon, Tuesday, February 28, 1989. Candidates may file either paying
a \$10 filing fee or having a petition signed by at least 25 residents of their
Council area. According to CPO Bylaws, "Candidates must be 18 years of age or
older as of the date of the election, shall be a resident of the area in which
they seek election, shall be a citizen of the United States of America, and
shall be a registered voter."

The members elected to receive and file.

COUNCIL AGENDA

1. STATUS REPORTS

- 1) Future Agenda Requests: Staff noted that Cindy Martinez had re-
quested that to before the Council on March 19 to discuss the
feasibility of building a Westside VFD Substation.

2. OTHER MATTERS

- 1) Coordinating Board Follow-up Report: Goodner provided members
with a brief report. Goodner asked for staff to provide addition-
al information regarding "ineligible CDBG proposals."

There being no further business, a motion was made by Palmer (Baker) that the
meeting be adjourned at 9:15 p.m. Motion carried 5-0.

Respectfully submitted,

Barry L. Carroll
Barry L. Carroll
Administrative Aide III

CITIZEN PARTICIPATION ORGANIZATION WEST SIDE NEIGHBORHOOD COUNCIL, 5A

Public Attendance
Wednesday, February 1, 1989

Martin Agnes Bowman
Eleanor Walker
Judith Metzger
Daryleen Allen
George Allen
Charles Marsolf
Don & Mildred Frans
Ray Parks
Les Horn
Bell Freind
Nellen Cosbel
Samuel R. Jones
Eli R. and Phobe McClenhan
C. Schuessien
Selma Faye Shouse
H.E. Hedlin
S. Jordan
Melt Gorge
Barbara Unruh
Mark Seffenbacher
Jamie Olick
Mr. & Mrs. Desmond Stanton
Ginny Clements
Mr. & Mrs. Ralph Teter
Judie & Dave Ellis
Robert Held
Mr. & Mrs. Vin
Mr. & Mrs. Les Donovan
Ray Cotton

341 Winterset
6525 University
6514 University
428 S. Winterset Court
428 S. Winterset Court
339 Meadow Haven
421 S. Fairhaven Road
454 S. Summitlawn Drive
453 S. Summitlawn
424 Winterset
305 Howe
6023 Maple
3929 Maple
3922 Taft
455 South Fairhaven Road
455 Maple Lane

401 Maple Lane
6524 University
6100 V. Maple
6100 V. Maple
421 Winterset Lane
4600 V. Kellogg
6514 Winterset Court
400 S. Summitlawn
6107 Maple
453 Meadow Haven
5800 West Kellogg
6100 Maple

MINUTES

WICHITA TRAFFIC COMMISSION

April 19, 1989

The Wichita Traffic Commission met on Wednesday, March 19, 1989, at 1:30 P.M. in the City Council Meeting Room, First Floor of City Hall, 455 North Main, Wichita, Kansas.

ROLL CALL

President Lund called the meeting to order. The following commissioners were in attendance: William Bell, Judi Brinton, Robert Bulman, Maurice Coulson, Jim Loveland, Vernon McIntyre and Sally Roth. Commissioners Brad Riley and Art Wilhite were absent.

Staff members present included: Bill McKinley, Traffic Engineer, Dave Peterson, Transportation Division of the Planning Department, and Glenda Ruiz, Recording Secretary.

Approval of the March 15, 1989 Meeting Minutes as Mailed

Commissioner Brinton moved that the March 15, 1989 meeting minutes of the Wichita Traffic Commission be approved as mailed. Motion was seconded by Commissioner Bell and passed unanimously.

Review of the Ninety-Day Trial Period of the Barricading of Taft, east of Julia

Mr. McKinley reviewed slides which showed the location of the barricade and the various streets in the area. Traffic counts were taken before and after the installation of the barricade: On Taft, just to the east of Julia, there were approximately 2,000 vehicles per day prior to the barricade; after the barricade, this traffic count becomes almost non-existent. Traffic counts on Meadow Haven were up to 800 vehicles per day prior to the barricade; now the traffic counts are 200 to 250 vehicles per day. The barricade has effectively reduced the traffic.

Mr. McKinley advised that staff is recommending leaving the barricade in place until such time as development occurs to the east and Taft is paved to the east.

Mr. William Vinduska, 453 Meadow Haven, pointed out that there is 100% support for the barricade between Julia and Carlton, and Taft and Maple. Please leave the barricade up until a suitable remedy for the entire area is found. The "quick fix" that residents asked for (the barricade) has worked, although its effectiveness is wearing down. The barricade is not the final solution. The residents want the Traffic Commission to look at the total sum of the problem and insulate the residents from the intrusion of higher and higher traffic volumes in the neighborhood.

Mr. Vinduska also pointed out that a plan was presented in January that would make several improvements which would serve the entire area: remove the terribly dangerous intersection of Maple and Carlton, open Julia through to Maple, close the unneeded section of Carlton, and open University. If the Traffic Commission wants to truly benefit the entire area, this plan will work.

Commissioner Loveland asked about the barricade not being effective? Mr. Vinduska replied that more and more people are starting to find a path - there is a way to get through. The residents did not want to completely block themselves in, so Meadow Haven was left open down to Hendryx so residents could get out that way. A lot of people are finding that they too can go that way and more and more people are coming down the street.

Mr. Charles Marsolf, 339 Meadow Haven, stated that before that barricade was put up, the residents had a continuous dust storm from about 9:00 A.M. until late at night. This barricade has kept down the dust in the area. He is in favor of leaving the barricade up until other arrangements can be made.

Mr. Charles Harrison, 452 Meadow Haven, pointed out that he lives on the corner and he gets the dust storm there. It is almost an intolerable situation. Mr. Harrison was a signer of the petition that was circulated by Mr. Vinduska. Hopefully an extension will be made for the barricade until such time a decision has been made by the commission.

Ms. Melissa Williams, 428 Garst, advised that since the barricade has been put up, it is safer for her child to play and the dust has been cut down. She has noticed that the road conditions have started getting worse - people are now cutting from Hendryx to Hoover. Ms. Williams is in favor of still trying to get a open roadway that will go north/south from Kellogg to Maple but she is also in favor of leaving the barricade up.

Mr. Kenneth Ast, 514 Julia, stated that he is not in favor of the barricade. He has not wanted the barricade from the start. There has been a lot of problems because of the cars going through private property. If Julia were put through all the way, then there would not be any need for that barricade; nobody would go down a dirt street when they could go down a paved street anyhow.

Mr. Fred W. Illgner, Jr., 354 Fairhaven, pointed out that from about 4:30 P.M. on it is impossible to go west on Maple. There will have to be something done so the people that live from Ridge Road to the Big Ditch can get out on Maple. If the road is put in from Kellogg to Maple, there will be more cars coming that way. There will have to be a signal or something to stop the traffic and if the bridge across the Big Ditch is improved, the traffic will increase that much more.

MOTION:

Commissioner Bell moved that the Traffic Commission approve leaving the barricade on Julia, east of Taft, until such time as other arrangements are made. Motion was seconded by Commissioner Coulson and passed unanimously.

Public Hearing Regarding the Possible Extension of either Dugan Road or Julia, from Taft to Maple

Mr. Dave Peterson, Planning Department, advised that staff has analyzed the area as to how much traffic could be generated in the area in the future. If Kellogg is upgraded to a six-lane freeway with an interchange at Dugan/Julia and an interchange is constructed at Maple and I-235 and a north - south road is extended to Maple, at Dugan it is expected that 22,000 vehicles per day at the Kellogg/Dugan/Julia interchange and 7,000 cars per day at the Maple/Dugan intersection. If Julia

is constructed, by year 2000, it is expected 24,000 vehicles per day at the Kellogg/Julia/Dugan interchange and 5,000 vehicles per day at the Maple and Julia interchange.

Mr. Peterson stated that the property that is fronting Julia is zoned "AA" family and is primarily undeveloped. Julia is unpaved between Taft and University. The major impacts if Julia were constructed would be that it would provide improved access to the commercial area south of Taft and help relieve traffic congestion at the Dugan intersection with Kellogg. The majority of the properties along Julia are unimproved and, therefore, with fewer existing homes to be affected by the noise and traffic of a new street. Also assuming increased traffic in the area, staff believes there will be pressure to rezone the area to either higher density residential or office along Julia. The street improvement would require the acquisition of at least one house and the surrounding property in the north part.

Mr. Peterson then explained that the property along the proposed extension of Dugan is currently zoned "AA" one family and is residentially developed. The improved roadway would have to be constructed within a 40' right-of-way. Improving Dugan to Maple would provide direct access to the commercial areas to the south; however, sixteen residences would be affected because their properties back on to the right-of-way. The street improvement may require the acquisition of portions of some lots at the intersections of Taft and Maple. Also if Dugan was constructed within the existing right-of-way, at the intersection with Maple, the house on the west would be just 12' from the curb.

Mr. Peterson pointed out if the freeway on Kellogg is built, then within a reasonable timeframe, a need for a collector to Maple is reduced. However, if the decision is made to go ahead with constructing Julia or Dugan, then planning staff suggests that Hoover, north of Taft, be closed to prevent access to either Maple or Taft and the benefiting commercial properties be assessed for a major share of this project.

Mr. McKinley reviewed slides of the area that also showed the suggested improvements: On Dugan, providing a roadway from Taft north to Maple; three lanes at the south and north ends of the project - one lane northbound and two lanes southbound with the two southbound lanes further divided into a left turn lane and a through and right turn lane approaching Taft; additional right-of-way would be needed from two properties on the east side - approximately 10' in width; left turn lane on Maple for westbound traffic. With the Dugan proposal, staff is recommending no access for pedestrians or vehicular traffic between Taft and Maple and fencing the roadway with a privacy fence. On Julia, providing a roadway from Taft north to Maple; there is 60' right-of-way from Taft to one-half block north of University and if 60' right-of-way were available all the way through, then a four lane roadway could be constructed (three lane approach at both ends, two lanes in the middle); left turn lane on Maple for westbound traffic. Residents proposal, if Julia alignment was picked, close Carlton/Hoover combination south of Maple, eliminating Hoover/Carlton connection north of Taft; providing access by way of University, from Meadow Haven over to Julia.

Mr. McKinley advised the estimated paving costs for either Julia or Dugan are: Option 1: two lanes with left turn lane at Maple - \$140,000; Option 2: two lanes with left turn lane at both Maple and Taft - \$145,000; Option 3: two lanes with parking or three lanes - \$200,000; Option 4 - four lanes - \$245,000. An additional estimate of \$55,000 for turn lane on Maple at either intersection would also be

included. Costs for right-of-way or drives are not included in these estimates. Also, the possibility of at least Dugan and possibly Julia requiring signalization with an approximate cost of \$75,000. Of course, could also look at putting both Julia and Dugan through, which would be double the money. In summary, total cost for either Julia or Dugan would run between \$270,000 to \$375,000 plus right-of-way.

Mr. McKinley also stated that he checked on the proposals for a Kellogg freeway. Under one proposal, an interchange can be improved at Kellogg and I-235 (increase radii of the cloverleaves so they could accommodate 25MPH speed) and interchange could be built at Julia. Another proposal would be to make the cloverleaf at Kellogg and I-235 into a half cloverleaf and half directional interchange, taking out the two southern cloverleaves and making it a fully directional interchange and an interchange could be built at Dugan. A third proposal would be to change the total configuration of the interchange at I-235 and Kellogg into a platform diamond interchange which would basically have Kellogg on the ground, have a platform one level up for all traffic movements between Kellogg and I-235 and a third level where I-235 would go over both Kellogg and the platform. Under this proposal, an interchange could be built at Dugan or Julia or a combination of both.

Mr. McKinley pointed out that from a purely traffic point of view, the one that best fits the traffic demands out there would be Dugan. It would be on the one-half mile line; in other words, one-half mile from Hoover or from Mid-Continent Road.

Mr. William Vinduska, 453 Meadow Haven, presented ideas that residents of Garst and Meadow Haven have formulated: (1) open and pave Julia to Maple with a traffic light and left turn lanes; (2) the intersection of Carlton at Maple would be terminated; (3) Carlton would be terminated at Taft to northbound traffic and the land returned to the Wichita - Valley Center Flood Control Project; (4) Carlton Circle would be opened at Taft (Carlton Circle would be opened at both ends); (5) University would be opened to Julia thus giving those who live at the north end of the neighborhood an easy, accessible way in and out. The only traffic on Carlton, Meadow Haven, Garst or University would be local residential traffic. Residents would have easy access to the neighborhood and the need for paving the residential streets would be gone. The Julia opening may not benefit Shepler's quite as much as Dugan, but there would be less residential disturbance.

Mr. Virgil Simons, 455 Maple Lane, pointed out that if Dugan was put through, he would be losing part of his backyard. He does not feel it would be fair to take any of the right-of-way for his lot. If in the future that road was possibly improved to four lanes, that would totally wipe out his septic system and he does not plan to go on City sewer. He is against the Dugan proposal for any of the plans.

Mr. Horace Medlin (who lives next door to Mr. Simons) pointed out if three lanes are put in, he would lose part of his backyard and if four lanes were put in, his house would be about 21' from the road. It will just tear things up.

Ms. Norma Johnston, 432 South Winterset Court, stated she is definitely against Dugan Road. In the first place, it does not give any advantage to any of the residents that live on either side of it. We do not need access to it and we will not have access to it. What will happen in a couple of years when it is found that

two lanes is not enough, then people will be wiped out on one side because their lots are not as large as those on the other side and the road will be right next to their back doors. Ms. Johnston does not think Dugan Road's the place to put a four lane or any street opening to Maple.

Ms. Anita George, 401 Maple Lane, advised that if Dugan is put in, that will take part of the yards eventually and disrupt all of the residents. If Julia is put in, that will help the people that are having the problems and need the help. She is against the paving of Dugan Road.

Mr. Bill Knoblauch, 6501 Maple, pointed out that the road will come out on the east side of his house, 12' from a bedroom window and if 10' were taken off the west side of his house, then Dugan would only be 5' away. There would not be any room for the airconditioner, let alone walking through and getting to the backyard. Also, the proposed three lanes at the end would not be adequate; it would be like the bridge on Maple, it would just be a bottleneck. He is totally against Dugan Road.

Mr. Les Donovan, owner of Prestige Pontiac and Cadillac, 5800 East Kellogg, reviewed a letter that was circulated in November representing businessmen up and down Kellogg, mostly on the north side but also Shepler's, with over \$200 million per year in retail sales and employ well over 1,500 people. That is really the problem - customers are looking for a way to get in and out of the businesses and are getting more and more frustrated. Mr. Donovan's proposal would be to take Julia all the way through. He also advised that the people that own the house on the end where Julia would go through to Maple called him the other day and told him that they not only would sell the house, they would like to sell the house. There is a problem with a two lane Dugan - he does not think it is going to handle the traffic.

Mr. Donovan pointed out there is another problem and that is when people leave the businesses, a lot of them want to go back east. It is a difficult situation to go east; not even difficult, it is almost impossible. The farther east a through road is constructed, the more it will facilitate turning east. So, Julia is the best alternative, although either one would help.

Commissioner Coulson stated that Dugan crosses Kellogg, Julia does not. Do you see that as a problem? Mr. Donovan advised that it was mentioned earlier that one of the solutions would be to open both of the streets. With the long range flyover that is proposed, both Julia and Dugan Road would be open underneath Kellogg. Kellogg will flyover both streets sooner or later, with enough traffic. That's going to have to happen because one intersection cannot handle all that traffic.

Mr. Jack Edwards, General Manager, Heritage Inn (Hoover and Kellogg), advised that Hoover is the best answer to the problem. At 5 o'clock, people are looking for an escape mechanism to get over to Maple or some other way out. Mr. Edwards is quite certain that the traffic engineers can make an intersection there safe (Hoover and Maple). A lot of the traffic that is bottlenecking at Dugan would use this as an escape mechanism to go elsewhere.

Mr. Greg Hayes, 432 Garst, pointed out that he sees the problem everyday. Whatever the commission comes up with there will be another problem to follow it. If Julia is put in, the access roads will be turned off and the high speed motorists will be

in a rush to get to Maple to get away from the Dugan intersection. The best solution is not a possible solution - that is a proper Kellogg with access on and off to the businesses that are located there. The access is to the northwest. Julia is the most logical one, outside of improving Kellogg and all the interchanges, and that is probably the one that he would choose. However, he would not be happy with any of them. His preference would be to do nothing and let the businesses go broke and go back the way it was. But that's not practical either.

Ms. Melissa Wiens, 428 Garst, stated that she is opposed to Hoover going through to Maple. It was her understanding that part of that road actually is not even owned by the City. Mr. McKinley advised that part of the road is on Floodway right-of-way.

Ms. Wiens also stated that she is concerned about the safety of the turn off at the end of a bridge and if it is rebuilt, motorists coming from the east going west would not be able to turn into the neighborhood - would have to go clear down to Ridge Road. So she is opposed to the Hoover/Carlton opening and in favor of the Julia opening.

Mr. Donovan reiterated that a road is needed to go north and east. Mr. Donovan's proposal is that Julia be completed through to Maple - whether it's two, three or four lanes would be the engineer's responsibility along with the signal on Maple to let the people in and out. Then the cost be spread to the 50% to the whole area and let the City pick up 50% of the cost, including the part that is already done. Between the taxes for the improvements being completely put upon the businesses and the reappraisal, the timetable for going broke and moving out of the neighborhood would be moved up quite a few years.

Following input from residents, the following points were made by the Traffic Commissioners:

Commissioner Bulman: Everyone here realizes that there is a problem and something needs to be done. That area is going to continue to grow. His recommendation would be a tentative go ahead with the study for a cost completing Julia through to Maple as a four lane.

Commissioner Lund: He is in favor of the Julia proposal mostly because of all the opposition of the residents to the Dugan proposal, even though it would make sense from a purely traffic standpoint to be able to go south of Kellogg on Dugan.

Commissioner McIntyre: He tends to agree with Julia for a couple of reasons: (1) is the wider right-of-way that would allow a wider street and would cause the least amount of displacement; and (2) if the traffic coming through the area is forced to jog a block on Taft to get over to Dugan, then cross on to Kellogg it would be less of an incentive to come through that area which would lessen the traffic in the neighborhood. Commissioner McIntyre also liked the study that Mr. Vinduska's group put together - it seems to indicate a lot of thought.

Commissioner Brinton: Also favors opening Julia; would like for a four lane be looked at rather than a two or three lane roadway.

Commissioner Bulman: Pointed out that some consideration should be given to parking on Julia during the off-hours.

Commissioner Coulson: It comes to a difficult decision where we want to preserve a neighborhood and where the expansion of the City and industries that are here needs to be considered also. From the standpoint of traffic control, Dugan intersects Kellogg. If Julia is improved, the driver would have to jog a block or one-fourth mile to continue north. So logic would say that Dugan is the one street that should be improved and that is tempered by the hope and desires to keep the neighborhood in tact. This is a classic illustration of the problems that comes about when a city like Wichita expands and while this area is critical, this problem arises all over the City in one form or another.

Commissioner Loveland: Also supports Commissioner Coulson and the ideas he expressed. He can see a through crossing on to the south. No one has been heard from the south side of Kellogg at this meeting and he thinks they have need to have access across there and that jog will cause additional traffic problems for people wanting to get through. The people along Dugan are affected mainly by their backyards and along Julia it's the front area of the homes. Commissioner Loveland believes Dugan is enough further west to be better access for both getting off the new bridge and I-235 construction at Maple.

Commissioner Roth: Also leaning towards Dugan because of the long term. She feels that many years down the road that will be more efficient road route to take and if Julia were to be opened, it would create a problem for more traffic within a residential area which then would bring residents complaining about traffic lights, stop lights. It will just create congestion. She feels with I-235 future plan, with the Kellogg future plan, that the long range effect would be to make Dugan Road three lanes, perhaps even four, but put it in correctly, do it once and not go back and have to do it again.

Commissioner Bell: Will also go along with Dugan. It already has an intersection at Kellogg while Julia just opens up on to a service road. He is also in favor of Commissioner Roth's proposal that Dugan be done right with four lanes and not having to come back and redo it later.

MOTION:

Commissioner Brinton moved that the Traffic Commission recommend that Julia be constructed as a four lane street, from Taft to Maple, and upgrading the two intersections at Taft and at Maple. This motion was seconded by Commissioner McIntyre and passed 5 to 3 (Commissioners Coulson, Loveland and Roth voting no).

Mr. McKinley pointed out that this item will be heard by the Planning Commission in a couple of weeks and then sent ultimately to the City Council for final recommendation. The Planning Department will notify area residents of these upcoming meetings.

Since there were no other items for discussion, the meeting was adjourned.

EXCERPT FROM PLANNING COMMISSION MINUTES OF MAY 11, 1989

8. Consideration of extending either Dugan or Julia from Taft to Maple.

KROUT stated that this item has been referred by the Traffic Commission who voted last month to recommend the extension of Julia on the west part of the city between Taft Street and Maple as a relief trafficway for mostly traffic generated by the commercial development in the west Kellogg corridor west of the floodway from the Juila/Dugan area. This has also been reviewed by the CPO which originally recommended extending Julia, and in the second vote, has recommended that the Dugan alignment be utilized for a road extension. He said that the Traffic Commission, last month, voted by a 5-3 vote to recommend that Julia be extended from Taft to Maple. He said that some analysis of traffic projections based on future development in that area give an indication of how much traffic might be attracted to a Julia or Dugan alignment. He said that the Commission was briefed earlier this afternoon on some of the land use impact and other impacts of the two alternatives, as well as the alternative of the Hoover Road extension that would go up to the floodway at the intersection with the Maple bridge.

WILLIAM VINDUSKA, 453 Meadowhaven, stated that he has lived here for eight years, and is the block captain for the neighborhood watch area of Meadowhaven, Garst and Taft. He said that he has drafted and circulated a petition to close Taft at Julia, which is now closed temporarily, and they are enjoying the reduction of this traffic and will until they can get a more suitable remedy for the traffic situation in their area, namely until Julia is opened to Maple. VINDUSKA said that since the MAPC has been directed to study their area before further action is considered, the residents of Garst and Meadowhaven would like to offer some ideas. They recognize that they are not professionals in this field, but feel that these ideas may help to alleviate the pains of a frustrating situation. They believe that these changes will provide a pocket of seclusion and reduce the city's expenses for street maintenance. First, they would like to open and pave Julia to Maple with traffic lights and left turn lanes. The Central Community Church could have a driveway on the opposite side of the intersection reducing their need for traffic police. Second, the dangerous intersection at Carlton and Maple would be terminated. The potential dangerous intersection and the funds to incorporate it into the new bridge could be appropriated for a safer intersection at Julia and Maple. Third, Carlton would be terminated at Taft and northbound traffic, and the land returned to the Valley Center Flood Control project. Carlton would also be terminated southbound at Carlton Circle. Fourth, Carlton Circle would be open at Taft, thus making Carlton Circle open at both ends. Fifth, University would be open to Julia, thus giving those who live at the north end of the neighborhood an easy accessible way in and out. VINDUSKA

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said that there are many benefits to be derived from this design; for the neighborhood they could return to a more peaceful existence. The only traffic on Carlton, Meadowhaven, Garst or University would be local residential traffic. They would have easy access to their neighborhood and the need for paving their residential streets would be gone. They would still have the dust and excessive traffic on Taft until a developer builds on the south, but the street situation is remedied, the prospects of any development along Taft or Julia, commercial or residential, is doubtful. He said that they recognize that a Julia opening may not benefit the businesses on the south side of Kellogg quite as much as Dugan, but there would be less residential disturbance in the restructuring the way they are proposing. There are only two houses on Julia, plus one on Maple, that would be directly affected. Of those two, one is a rental property whose owners do not live in the state, and the other is hopeful that the improvements will lead to higher land values. He said that the land values would be raised for the potential light commercial zoning and the possibility of growth restored to a stagnant area. Of the house on Maple, which would have to be removed, they ask that the Commission treat the McCallahans fairly and equitably. VINDUSKA continued that the commercial traffic that is generated in their area is looking for a way to go northeast. Until it is given an alternative route, it will continue to traverse their neighborhood. With a Dugan street through to Maple, they will still receive commercial traffic. With Julia opened there will be a convenient opening to the northeast, commercial growth would again be encouraged, the neighborhoods could be buffered from the ill-effects of that increased traffic. He said that they know there is a need for an intersection at Maple, but considering the difference of elevation between Carlton and the bridge, and the angle of Carlton's approach, the end of the bridge cannot be a good place for it. The same funds that would have gone to building such a dangerous intersection would be better spent on a safer Julia intersection. VINDUSKA and the residents agree that these changes will benefit the entire area, not just the neighborhood, and would like the city officials to give it serious consideration.

VINDUSKA added that it would be difficult to impress upon the Commission the conditions that they have lived with before the barricade was installed. Even now, in the still of the night, the flying road dust hangs in the air like an ill fog. It clings to everything. Everything around them is filthy from dust. They need to find a way to reroute the traffic around their neighborhood. He said that he has heard that Dugan and Kellogg is the second worst intersection in Wichita. He did not see the sense in adding more traffic to that intersection just because it is there. When Kellogg is revised, a Julia/Dugan intersection would lessen the congestion that a single Dugan intersection has created. He said that he has heard some ideas to leave the Carlton and Maple intersection open with no left

turns. He said that no one he has interviewed in the neighborhood is in favor of that idea.

MOTION: That Mr. Vinduska be permitted one additional minute to finish his presentation. Parsons moved, Sherman seconded and it carried unanimously. Fairbanks and Gardner were absent. One vacancy.

VINDUSKA continued that it would still invite traffic into their neighborhood and would restrict their movement in and out. As he sees it, and the neighbors agree, they need to be separated from the main flow of traffic. He said that he besieged the Commission to consider the plan that he brought to them in January. These improvements would serve the entire area, open Julia through to Maple, remove the terribly dangerous intersection of Maple and Carlton, close the unneeded section of Carlton, and open University. He said that if they truly wanted to benefit the entire area, this plan will work.

DALE KNOBELOCK, 6501 Maple, stated that he personally felt that the Traffic Commission and Traffic Engineer should have explained to the Planning Commission what they wanted to do so that they would not have been confused while the public is trying to tell them what they want.

CROCKETT stated that the Commission had a briefing before they started this meeting.

KNOBELOCK said that he personally felt that the public is fighting a losing battle because the Commission usually decides among themselves what they think is best, they do not listen to people. He said that he lives where Dugan will come out at Maple on the west side. His property line is about 13 feet from his house, a 40-foot easement would be enough for a 3-lane road. He did not think a 3-lane road is adequate, but with a 4-lane, it would result in the removal of his house. He said that he bought his house three years ago, and if the road is put in, there is no way they could live there for safety matters and noise pollution. He wanted to stress that the situation should be studied at every angle possible because it is going to affect a lot of people to go with Dugan, whereas on Julia, one house would have to be removed. KNOBELOCK said that they were talking about relocating one of his driveways, relocating one off of Maple and putting it on Dugan. He said that he would not want his driveway there because people would be cutting through his yard. He said that Dugan, trafficwise, would probably be better than Julia because you can get to the south side of Kellogg. KNOBELOCK said that at the CPO meeting, the majority of the members voted for Dugan, and the residents did not feel that the CPO represented them. The CPO also proposed that the city-at-large pay for the extension of Dugan, or the people who would benefit from it, which is the businesses.

MILES commented to Mr. Knobelock that his house was brought up today as one of the matters to discuss. It was discussed and there is a little bit of a problem on Dugan. He asked that if what Mr. Knobelock is saying is that Dugan is the best location for the road if his house was not there.

KNOBELOCK said yes, and he would also recommend moving some other houses too and putting up a brick wall on both sides.

BRINEGAR assured Mr. Knobelock that this has been looked into by a number of different subcommittees and various committees of the city, and people are not being ignored. He said that there is more than one group to consider; the property owners in the area are certainly one and a very valid one, and no one is being ignored in the total overall review of this project.

GLEN WIENS, 428 Garst, stated that he thinks that the city would see lower maintenance cost for the streets in that area there would never be any reason for anyone to be in that area unless they live there, or were visiting that area. It would also lower the cost of construction of the Maple Street bridge. He said if any access is eliminated from Carlton, you would eliminate any bays or turn areas on the bridge, which would be a fairly good cost savings. It would also increase the safety factor of that bridge in that area having a turn or even just a right turn onto a bridge seems to him to be a safety problem. It would also retain that residential area in some pocket of seclusion.

REX JOHNSTON, 432 South Winterset Court, stated that they previously sent a petition to the Traffic Commission, the Planning Commission and the City Council on this subject. He read the following for the record:

"We the undersigned resident taxpaying property owners and registered voters in Wichita, Sedgwick County, Kansas, do herewith petition the rejection of the proposal to extend Dugan Road from Taft to Maple. Many of us attended the CPO meeting one February 1989 where this proposal along with two others were discussed. The CPO unilaterally recommended the option of Dugan Road from Taft to Maple be adopted. The CPO did not represent the majority opinion expressed at that meeting. The majority were opposed to any through streets from Taft to Maple, and of the three proposals, fewer favored Dugan than Julia, or Hoover Road. In fact, an overwhelming majority opposed the Dugan Road proposal. The CPO asked for a show of hands on each of the proposals, but chose to ignore the results. Our reasons for opposition to the CPO recommendation are:

- "1. All abutting properties to Dugan Road extension already have access to Maple

by roads in front of their homes, and do not need or desire an additional street in their back yard.

- "2. Large traffic volumes, probably 90 percent commercial, would detract from their quality of life due to noise, air pollution, vibration and trash thrown from vehicles.
- "3. Safety and security of our families would be jeopardized by the density of commercial traffic in our private back yard recreational environment.
- "4. The alternate proposals of Julia or Hoover would be less receptive to a fewer number of homes than Dugan since there are 17 homes along the Dugan right-of-way. A 40-foot right-of-way is not adequate to build a four-lane arterial road.

"We settled in this area for the express purpose of rearing our children, living in a quiet residential neighborhood, and I am strongly oppose to efforts to create a commercial industrial area with busy thoroughfares and arterials.

"This petition was signed by 50 some odd owners that lives immediately adjacent to Dugan Road proposed extension."

SHERMAN said that maybe he was confused, but it seemed like two speakers have indicated that the CPO recommended Dugan, but the Commission's literature says that it recommended Julia.

KROUT explained that the CPO originally recommended Julia, and then in February they changed their minds and recommended Dugan. He added that the Traffic Commission recommended Julia.

GOEBEL asked Mr. Johnston if he remembered Dugan being platted as a street behind his house.

JOHNSTON said that Dugan was on the plat when he bought the house.

GOEBEL asked Mr. Johnston what he thought the purpose at that time for Dugan to be platted.

JOHNSTON said that he was told by the Township Trustee and some city officials that there probably would never be any extension of that road. The other addition was unplatted and

already built along Maple Lane, and there was no dedication of property from that area.

SAM JONES, 6023 Maple, stated that there are a couple of things they need to consider. One is that they have to consider who wants this street and why. He felt that it was pretty clear that it is going to be a commercial route. It is not the desire of any of the neighborhood residents that this street be there. He said that if they look at it seriously and ask who wants Julia Street and who wants Dugan, you will find that 100 percent of one group wants one, and 100 percent of the other group wants it to be in the other people's neighborhood. It is not that anybody wants this street, it is that nobody wants it in their neighborhood. JONES felt that one of the things that has not been considered that concerns him is that if they put this through Julia, and a stop light is put there, there are about 5 or 6 car lengths off of the bridge and the weather is bad in the winter, you have a chance for about two cars to stop safely and the rest of them are going to look like cordwood. That was the problem with putting Hoover up there because people would have to stop on the bridge. He felt that there is a real safety factor here aside from all of the emotional factors that have been brought up.

JONES felt that he could state for all of the people here that they would not feel that this is a benefit to their area in any way; there are a lot of negative benefits. If you look at the value of your property as a home value, not a commercial value, it certainly has no good impact on that, and it certainly would reduce their access of getting on Maple which is very limited now. JONES continued that on Maple, because of the high assessments for the payment of Maple Street, there are a lot of people that have their homes for sale; they are trying to get out of that; they are not selling well. It is a very difficult situation. It is a situation where if there was a benefit district, they would be paying for so many benefits that a lot more of them would have to move. He said that the people who benefit are really the commercial people.

JONES felt that there are several things that need to be considered. One is they need to develop a plan that does not have any safety hazards. Two, they need to develop a plan that does not destroy people's homes, go through people's houses, or tear up the neighborhood. He felt that an inconvenience, such as noise pollution, is much different than losing your home. He felt that they need to develop a plan that has the least impact on the community's way of life as a whole, not just one element in the community and make it convenient for some and inconvenient for others. JONES said that from a community standpoint, the best way is to figure out a way to run it up Hoover, which is a mile line and which is where the street ought to be. The other options might be to take Dugan and waive the sidewalk requirements, put up a 6-foot security fence that would be a

sound barrier, and open that to four lanes with no walkways, as just a commercial route down through the area.

BARBARA UNRUH, 6524 University, stated that like Mr. Johnston she has been a resident of this area since long before it was part of the City of Wichita, and her concern is not necessarily so much for her house which is one block away from Maple, and one block away from the proposed addition on Dugan. She said that her problem in discussing this comes with not being privy to the information that the Commission was given before the meeting started. She did not know whether it was presented to the Commission as strictly as these are the alternatives, or that one was presented in a stronger light than the other. She said that one thing that she has not heard mentioned today is the row of homes on the west side of Maple Lane who will be surrounded on both sides by traffic. She said that her understanding at the CPO meeting was that the motion to use Dugan Road was made based on the estimate that it would be a less expensive route, but she was also under the impression that the less expensive route was only for two lanes, and she feels that two lanes, one going each way, would not provide the kind of traffic that is needed for this commercial area. She felt that she was present more to ask questions than to present an argument one way or the other. UNRUH said that as she listened to her neighbors speak, she hears that the people who are proposing the Julia area have come to grips with a possible solution; she hears very little solution for the Dugan street. She mentioned that University is not now a through street; it does not go from Winterset through to Arapaho and Brummett. She said that they feel that this is a very good thing to remain because it would discourage people from taking shortcuts through the residential area if Dugan was chosen as the street. She said that even if Julia was chosen as the street, she would be concerned that University not be opened up and made a through trafficway for people who drive very fast on an unpaved road.

GOEBEL asked Krout what information the notification district received.

DAVE PETERSON, Senior Planner, stated that the information that was provided to the Planning Commission was a cover memo with a memo from the Traffic Engineer explaining why Hoover should be closed, and also a memo staff sent to the Traffic Commission on April 14, 1989 explaining staff's evaluation of the area. The area that notices were sent to was from Maple on the north down to Kellogg, and from Mid-Continent Road from the west side all the way to the Big Ditch, and also included Sheplers. The notices only included a description of the item and the date and time of the meeting.

PARSONS asked if the notification area received notice of the informal meeting today.

KROUT stated that hearings are posted and information provided to the press.

BRINEGAR asked Krout if he was not correct that basically most of the information that the Planning Commission received is a summation of things that have been gone over in the past on public agendas and that it is given to the Commission more in a summation form on the items that is sent to the Commission at the noon meeting.

KROUT said that was correct.

ELEANOR WALKER, 6525 University, stated that she has attended all of the meetings and has listened to all that has been said by the residents, businessmen, church men, City Traffic Engineer, CPO board members, and Traffic board members, so today she wants to express her opinion. She said that if the alley is opened up at the north end of Dugan Road from Taft to Maple, it will be like a bursting dam, and the two-lane street will be clogged with cars and trucks. She felt that few drivers will use the nice new four-lane street of Taft and travel west to Ridge Road; there is no light there so that makes it difficult to turn left on Ridge to go south to the airport interchange at Kellogg, which that intersection takes you easily east back into the city, or west into the county. She said that opening up the alleyway of Dugan Road could very well turn into a monstrous problem that will demand new solutions and more money. WALKER said that she has lived in her home 31½ years and has traveled the streets in this area and knows what route to take at certain hours of the day for safety, but even though knowing the area is an advantage, she still needs to be very, very alert. She has watched the wrecks and near wrecks occur on Kellogg and Dugan Road. She said that nobody has eyes on all sides of their head, but at that intersection they need them. She has watched people driving along Kellogg, obviously first timers in the area, trying to figure out how to get off of Kellogg so that they can get a hamburger or find a motel or buy some cowboy boots, a Cadillac, or new tires, and if it is daytime, it is bad; if it is night time, it is worse, and these drivers look so helpless. They are a hazard to themselves and to other drivers. She said that what is needed is not more traffic at Dugan and Kellogg, but less traffic, and opening up Dugan alley is a make shift solution and a dangerous solution. She said that in her opinion, it is no solution; it is repeating what has been going on for years in that area, just letting the area grow like "Topsy". WALKER felt that today the Commission has the opportunity to make the correct decision by approving a four-lane street on Julia.

GENE REED, 402 Julia, stated that although he is the rental property owner on Julia that two previous speakers have alluded to, and currently lives in Denver, he is not really here by choice. He said that his wife has attended some of the meetings, and he drove in from Denver this morning for this meeting. He

said that he really does not know what is going on other than he can see what it really boils down to is "who's ox is being gored". REED said that he has been a neighbor with Mr. Jones who spoke previously, and he and Mr. Jones think a lot alike and he is in complete agreement with what Mr. Jones says. REED said that he hates to say put the street somewhere else because he owns property on Julia, but that is the way he feels. He said that he has no proposal as to where the street should go. He even questions the need for the street. REED said that the house they own on Julia was built by him 12 years ago, and the reason they built it there was because they had graded a street in there through a field just to go to the house. They were virtually on a dead end street which is the way they really liked it. He wanted to go on record as being opposed to the paving of Julia.

LES DONOVAN, owner of Prestige Pontiac-Cadillac, stated that he hesitates to come up before any one of the groups again. He has been before every one all the way to the City Council because the neighbors always look at him as though he stirred up the whole problem. He would like to answer to that a little bit. He said that as a business owner, and he is speaking for himself and all of the people who signed the petition to ask for some relief of the traffic. He is sitting out there with 50 employees and \$2 or 3 million worth of inventory that they are paying interest on. He said that there used to be 15 different streets and road to get in and out, now through whatever rules or petitions that came down, 11 of these exits have been closed. The people in the neighborhood says that they do not want the traffic through their street, but they have to understand that they cannot make an island out of a business or a group of businesses. He said that the letter that he sent to the different business people pointing out that the group that signed the petition are responsible for approximately \$200 million dollars a year in sales, and that is only two Boeing 747's on the cheap side, but it represents hundreds of jobs, hundreds of people that make their living and live in Wichita and pay taxes in Wichita, and they need a way to facilitate their customers. He said that their customers happen to be a lot of the people present or could be. He said that he could understand the CFO doing a flip-flop on which one they recommended because people in this room have done flip-flops on what they recommended. He said that it is not the business people that are the only ones that need entrance and exit to get out, it is the neighbors also. They cannot be happy with the barricaded streets. If they had never barricaded any of the streets, the traffic would be spread evenly across the area. He said that there will be more traffic because Wal-Mart brings in a lot of people. He referred to the tragedy that happened at a Wal-Mart on the south side of town, and stated that had that been at this Wal-Mart and the police were called, they could not respond in time. He discussed what could possibly have happened if the police could not have gotten there, and that is a bad situation that exists there today. He said that it is a dangerous situation in dry weather, and in icy weather it could

be a real problem. DONOVAN said that the businessmen did not care which street goes through; it is obvious to him that Julia is the only possible one that will work under the circumstances. The other right-of-way is not wide enough.

PARSONS commented that in his opinion the whole Kellogg ingress and egress situation is terribly ill-conceived. If the ingress and egress situation from Kellogg were such that the businesses could be serviced, both in and out, PARSONS asked if then Mr. Donovan saw the need for the road going from Taft to Maple.

DONOVAN stated that there are two problems that exists. One, they want to make Kellogg a freeway; they want limited access; they want to zip across town and get people to Arizona as fast they can, and the other thing is that it happens to be the major business thoroughfare in Wichita and they want to have it easy to get on and off so that they can spend money and pay taxes. Both of those do not agree with each other, but there is a mile of mostly residential and commercial property from the Big Ditch to the old Airport Road that has no access north and south. There is not another city this size that has a mile stretch that has no north-south road; it is ridiculous and dangerous.

PARSONS asked if that kind of situation existed, is there a need for the back door.

DONOVAN said yes. People are convenience-minded. They will not drive a mile out of their way to go somewhere.

MILES commented that in about three years there is more of the ground that is going to be developed, and if they think they have a problem now, it is going to be worse. He said that a back door has got to be found.

SANDRA HOBBS, 6701 West Maple, did not feel that the area should be opened up at all. She said that she lives on Maple and it is a nightmare. Her children cannot play in the front yard; people throw bottles and trash. She said that there is so much traffic now that she cannot get in or out of her home. HOBBS said that she has had her house on the market for a year and a half and she could not sell her home and had to drop her property by \$30,000. She said that if the area is needed for right-of-way then they should buy the homes at market value, if that is the answer, because she has not heard a good answer to this point on any of the proposals that she has heard.

NORMA JOHNSTON, 432 South Winterset Court, stated that she lives on the west side of the 40-foot easement and is opposed to extending Dugan from Taft to Maple. The homes on the west side were built 25 to 30 years ago. They are all on 1/2-acre lots. She said that they chose to build there so that they would not be crowded next to other homes. They have a safe place for their

children to play, and space for gardening, and also a rural atmosphere. JOHNSTON said that these lots are inside lots; they are not on a main street, but on courts. The people on these inside lots chose to live here because they did not want to be on the street. Now they learn that the city is going to put a street right through their residential area. The houses on the east side of the easement will be sandwiched between two streets. She said that Julia on the other hand has only two houses on it. If this road is made into a thoroughfare, future developers of homes or businesses will know that they are going to be on a busy street, and the owners will have the right to make a decision as to whether they want to live on a busy street or not. She felt that homeowners should be able to choose whether they want to be on a busy street; this seems to her to be the fair and just way.

HORACE MEDLIN, 445 Maple Lane, stated that he was opposed of trying to put Dugan Road through because when they were at the Traffic Commission meeting, the gentleman that sat on the board said if they are going to do it right, do it right the first time instead of going and doing it half way and have to go back in and redo it later. MEDLIN said that if they are going to do it right, then condemn all of the property on Maple Lane and build a four-lane and everything would be fine. He said that Mr. Donovan says that he has all of these people's signatures, and he believes that he does of these businesses, then why are they not here stating what they want. MEDLIN said that Mr. Donovan is the only one that he has seen from any of the places other than one time the man from the Sheraton was at a meeting wanting to get one of the other streets open. He said that he has not heard anybody from Mid-Continent Road to the Big Ditch saying that they want a road through or their streets opened up; it is all of the businesses. If it is so bad, why did Builders locate there, Sams go ahead and stay there, why did the Scotsman and some of the others go ahead and build there. It is obvious they are not the ones really wanting it or they would be here trying stating their preference.

GOEBEL, speaking to McKinley, stated that there were a lot of people talking about the two-lane Julia, and apparently there were comments in the Traffic Commission meeting. He asked McKinley to highlight the 40-foot right-of-way for Dugan, and whether it was adequate or inadequate.

McKINLEY pointed out the proposal recommended by the Traffic Commission if they chose Dugan as the proposal. He said that this would accommodate 7,000 cars at the north end, and it would accommodate level service "B" which is a good level of service. It does require a two-lane facility between Maple and Taft that is widened out to a three-lane facility as you approach Maple and also Taft. There would be two lanes northbound just south of Maple; one lane would be a left turn, the other lane would be a right turn. The proposal here would be also to widen Maple for a five-lane facility so that there would be left turns that could

be made from the east to go south on Dugan Road. In order to accomplish this within the existing right-of-way, they are proposing that there be no access by the abutting property owners or through University. It would require fencing of the right-of-way for noise abatement. He said that additional right-of-way would be needed on the north side of Taft, on the east side of Dugan to align the intersection as you go from the south to the north. MCKINLEY pointed out on the sketch where additional property from the two corners would be needed, and possibly some right-of-way from one or the other houses, and a change of one of the property owner's driveway to give him access to Dugan, or eliminate the one access point to Maple and have no access to Dugan.

GOEBEL asked McKinley to go over the Julia alternative.

MCKINLEY stated that going through on Julia, existing today, as you go north from Taft is a gravel street from Taft up to University. Still pointing to the slide, MCKINLEY said from University half way up to Maple is dedicated right-of-way.

GOEBEL asked McKinley to address the Maple Street question about the proximity to the bridge from the safety and traffic point of view.

MCKINLEY pointed out on the slide and said that the Carlton connection would be right at the bridge itself.

BRINEGAR felt that created a real traffic problem even with other than doing a third lane on the bridge.

GOEBEL stated that there has been a lot of talk about the Traffic Commission and the 40 feet on Dugan not being adequate, and he was hearing a little different story from McKinley, and asked McKinley to comment.

MCKINLEY stated that based upon the traffic volumes that were projected, 7,000 cars on Dugan and Maple, and 5,000 on Julia and Maple, the three-lane facility with a left turn accommodation on Maple will handle the traffic at level service "B".

GOEBEL said that those figures were for the year 2000 and they were based on an I-235/Maple interchange.

MCKINLEY said that he believed that it was the year 2000 with full development in the area. It did include an interchange at Maple and I-235.

BRINEGAR stated that one of the problems he has with this whole situation is that he does not understand whether they are going backwards on this or not, and until he can see where a major intersection might be built on Kellogg, either at Dugan, Julia or wherever it might be located, to him it's kind of

academic as to which one of these streets that you use for the north access to Maple. For instance, if you later build your major interchange on Dugan, but now you might decide to put the north access on Julia, then you are creating another problem. If you do it conversely and put the interchange on Kellogg at Julia and then Dugan north, then you will have another situation. He said to him it kind of depends on where you are going to put the major point of access on Kellogg to be somewhat of a deciding factor as to what you extend north from Taft to Maple.

MCKINLEY said that all he can tell them at this time is that, on the Kellogg proposed plans that are being reviewed by a local consultant, two out of the three proposals would accommodate an interchange at either Julia or Dugan, and none of them will accommodate an interchange at Hoover Road; all three of them will accommodate one or the other. He said that if they pick a point and it is not the right one, such as Julia and an interchange is built at Dugan, then you would have the problem of people having to come up Dugan and jog over to Julia and go over to Maple. It would be a paved roadway and an out. It would serve no matter where you picked it. They would prefer to have it serve where the interchange is.

PARSONS asked why was the discussion dropped on Maple Lane.

MCKINLEY stated that basically because it has been fully developed. There are a lot more houses on the east side. It was paid for by adjacent property owners. He said that he would feel some obligation to the residents if it was opened up.

SHERMAN commented that the situation here reminds him of the situation they had at Central and Douglas and north of Towne East. He said that with all of the talk back and forth, no one has convinced him they need to construct street between Taft and Maple. He felt the problem was Kellogg and the access to it, and maybe the problem is Taft and Mid-Continent and doing something over there. He said that Mr. Donovan said that he did not know anywhere where there was a situation like this, but he has seen them all over the place; it happens a lot of time with heavy commercial along the major road and you do not have back access. You have Taft where it would have some access to Mid-Continent. He felt that they needed to get moving on Kellogg and get something done out there to improve all of that access and forget about the ones through the neighborhoods.

GOEBEL stated that everybody has heard of win-win situations, and felt that this was one of those lose-lose situations. He said that they have heard a lot of people today, and heard people basically in favor of all of the options, including doing nothing. They have heard from people opposed to everyone of the items also. He felt that this situation is going to get worse before it gets better. You wonder where they went wrong, who's at fault. It goes a lot of different places, from

5-11-89

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the streets being closed to the heavy commercial zoning to the city CIP being a little bit underfunded so that these projects get backed up so far that they have a bad situation with Kellogg. He felt that if they decide against Dugan they might want to do something with the ground, maybe give it back to the people who deeded it in the first place. He said that he knows some of the neighbors in that area; none of the streets are paved. They tried to get a paving petition and could not come up with one. They do not want the streets paved; they do not want to pay for the streets to be paved, and he felt that was apparent long before this took place. He said that if they did not want to pay for the streets when they were their own residence, he did not think that they would want to pay for a collector. GOEBEL felt that funding should exclude the residential area. He felt that a lot of the problems are caused by the city-at-large. He thought that the one big benefit area would be the business people. There should be some sort of split between the business owners and the City of Wichita at large. GOEBEL said that Carlton has been dangerous for a long time, and no matter which way they go, they need to address the closing of Carlton. He felt that they need to send a message to the City Council that something needs to be done with Kellogg; it needs to be on the top burner. It has been a problem that has been brewing; it is going to get worse before it gets better. They need to take care of both of these streets and the businesses out there, and felt that the state funding with certainly help that. GOEBEL said that from a planning perspective generally that commercial property that borders Kellogg takes it access from Kellogg and felt that the early plans probably were that some of the traffic could go north; it has been all eliminated at this point. He felt that they need some sort of relief up there. He said that if he lived there he would not want that traffic on his street especially since it is gravel and rural.

PARSONS stated that if it is determined that they need a new street, he did not think they should change funding policies in the middle of the road. He felt that there has got to be a better way. If they are going to take one of the two, it seemed to him that Julia may be the better of the two; there would be less displacement and a little better right-of-way situation; they would be able to handle traffic better. He said that he has a hard time believing that the traffic count will be 5,000 to 7,000 by the year 2000. He said that Kellogg needs to be a top priority, which he knows that it is. That situation has to be dealt with, if not first, certainly simultaneously. He said that maybe if they make a decision now it will move the Kellogg project along a little bit, or at least help the Kellogg project to become more solidified. The other possibility is maybe opening some of the existing streets, or one of the existing street, and that may or may not be too exciting to the people who live there, but it would certainly be a less disruptive situation, it certainly would be a less displacing situation and maybe less expensive.

MILES commented that as he thinks back, there was a drainage problem around West Street and it seemed like the city changed the policy in the middle of the road. He did not think that it would hurt for the city to change the policy on these streets. He would suggest the Dugan extension. He added that if the businesses wanted this bad enough, since they are the ones who will benefit, they might pick up some of the tab.

MOTION: That the Planning Commission recommend to the City Council that Dugan be opened and Carlton be closed. Miles moved, Moore seconded.

BRINEGAR commented that he still has some reservations about which street to open. He said that the diamond interchange on Kellogg eliminates some of the problem. He said that he has some real reservations about opening a street up there without knowing what they are going to do on Kellogg, at least on the design plan. He said for that reason he could not support saying Dugan is the one to be constructed.

SHERMAN said that he would vote against the motion because he still did not think that they needed to go through the neighborhood. If the City Council sees that they must do something and they must do it now, Dugan would be the way he would go.

VOTE ON THE MOTION: It failed by a vote of 3 in favor (Miles, Moore and Goebel) and 4 opposed (Brinegar, Crockett, Parsons and Sherman). Fairbanks and Gardner were absent. One vacancy.

MOTION: That the Planning Commission recommend to the City Council that neither Julia nor Dugan be extended north from Taft to Maple in the area north of West Kellogg and west of the Big Ditch. Rather, that improvements to Kellogg and to the intersection of Ridge/Taft be undertaken as rapidly as possible. Sherman moved, Parsons seconded and it carried with a vote of 5 in favor (Sherman, Parsons, Brinegar, Crockett and Moore) and 2 opposed (Goebel and Miles). Fairbanks and Gardner were absent. One vacancy.

FROM DP DATE 6/12/89

- | | | | |
|------------------------------------|--|------------------------------------|---------------------------------|
| ADMINISTRATION | TRANS- PORTATION | CURRENT PLANS | GRAPHICS |
| <input type="checkbox"/> Krout | <input checked="" type="checkbox"/> Crockett | <input type="checkbox"/> Galbraith | <input type="checkbox"/> Pierce |
| <input type="checkbox"/> Lopez | <input checked="" type="checkbox"/> Peterson | <input type="checkbox"/> Olivarez | <input type="checkbox"/> Commer |
| <input type="checkbox"/> Eubanks | <input type="checkbox"/> Shen | <input type="checkbox"/> Young | <input type="checkbox"/> Crook |
| <input type="checkbox"/> Henderson | <input type="checkbox"/> Beck | <input type="checkbox"/> Nagley | <input type="checkbox"/> Jones |
| <input type="checkbox"/> Morgan | <input type="checkbox"/> Hart | <input type="checkbox"/> Bickhaus | |
| <input type="checkbox"/> Wimbley | <input type="checkbox"/> | <input type="checkbox"/> Losew | |

*Thanks
WES*

- LAND USE**
- Miller
 - Mitchell
 - Bechtel
 - Kidd
 - Tallman
 -

- Note & Return
- Handle
- All Staff
- Comment
- Signature
- Library
- Information
- Files
- Type
- Initial

REMARKS Draft memo to C.C.
on Julia/Dugan. Lackey still has
not approved it. So it may not go to
C.C. on 6/20/89

Agenda Item No. _____

CITY OF WICHITA
CITY COUNCIL MEETING
June 20, 1989

AGENDA REPORT NO. _____

TO: Mayor and City Council Members
SUBJECT: Possible extension of either Dugan Road or Julia, from Taft to Maple
INITIATED BY: Department of Public Works
AGENDA: City Manager

Recommendation: Approve the extension of either Dugan Road or Julia, from Taft to Maple.

Background: Area residents and businessmen had previously requested additional access from the north into the area bounded by Maple on the north, Wichita - Valley Center Floodway, Kellogg on the south and Ridge Road/Mid-Continent Road on the west. This request was taken to CPO Council 5A on February 1, 1989 who recommended that "Dugan be constructed, having two lanes, extended from Taft to Maple, and the City-at-large fund the project." The Traffic Commission on April 19, 1989 recommended "...that Julia be constructed as a four lane street, from Taft to Maple, and upgrading the two intersections at Taft and at Maple." On May 11, 1989 the Planning Commission recommended "...that neither Julia nor Dugan be extended north from Taft to Maple in the area north of West Kellogg and west of the Big Ditch. Rather, that improvements to Kellogg and to the intersection of Ridge/Taft be undertaken as rapidly as possible."

Analysis: Staff was requested to review three possibilities for providing access to the north in the area. These alternatives were extending Dugan Road, Julia or Hoover. From a Traffic Engineering point of view, the order of preference is: (1) Dugan Road; (2) Julia; (3) Hoover.

For your information, attached are two memos indicating the advantages and disadvantages of each of the three suggested improvements.

Traffic Considerations: The Planning Department worked with the Kansas Department of Transportation to project traffic volumes in the area: If Kellogg is upgraded to a six-lane freeway with an interchange at Dugan/Julia and an interchange is constructed at Maple and I-235 and a north - south road is extended to Maple, at Dugan Road, it is expected that 22,000 vehicles per day at the Kellogg/Dugan/Julia interchange and 7,000 cars per day at the Maple/Dugan intersection. If Julia is constructed, by year 2000, it is expected 24,000 vehicles per day at the Kellogg/

Julia/Dugan interchange and 5,000 vehicles per day at the Maple/Julia intersection. With the volumes projected for either Dugan Road or Julia being extended to Maple, the intersections of either of these streets with Maple would require signalization.

Dugan Road could be constructed within the 40' right-of-way as a two-lane access controlled facility, widening out to three lanes at the intersection of Maple and the intersection of Taft. When Dugan Road is widened out to accommodate the third lane, right-of-way will be required. To limit the impact of traffic in the residential area on either side of Dugan Road, it is suggested that the right-of-way be fenced with a minimum of 6' screening fence.

If Julia is extended from Taft to Kellogg, additional right-of-way would have to be acquired from Maple to approximately 300' south which would require the purchase of a home and a couple of out buildings. Since Julia would have direct access to property abutting the street, it is recommended this roadway be constructed to a minimum of 40', providing for two moving lanes with parking. As the roadway approaches Maple, parking would be removed to provide two lanes northbound and one lane southbound.

Financial Considerations: The estimated paving costs for either Julia or Dugan Road are: Option 1: two lanes with left turn lane at Maple - \$140,000; Option 2: two lanes with left turn lane at both Maple and Taft - \$145,000; Option 3: two lanes with parking or three lanes - \$200,000; Option 4 - four lanes - \$245,000. An additional estimate of \$55,000 for turn lane on Maple at either intersection would also be included. Costs for right-of-way or drives are not included in these estimates. Also, there is the possibility of requiring signalization at either Dugan Road or Julia is estimated at \$75,000. In summary, total cost for either Dugan Road or Julia would run between \$270,000 to \$375,000 plus right-of-way. Attached are various alternatives for funding of this project.

Recommendation/Action: Approve the extension of either Dugan Road or Julia, from Taft to Maple.

THE CITY OF WICHITA

Office of Traffic Engineer

Date: April 27, 1989

TO: Marvin Krout, Director of Planning

FROM: Bill McKinley, Traffic Engineer *Wm*

SUBJECT: Access from Kellogg to Maple, between Hoover Road and Ridge Road

The following information is provided from a traffic engineering concern with regard to the advantages and disadvantages of various streets serving the above-noted area:

Dugan

- Advantages:
1. Centrally located between Hoover/Ridge Road/Mid-Continent Road.
 2. Highest projected traffic volume.
 3. Presently connects with the signalized intersection at Kellogg and Dugan.
 4. Three of the highest traffic generators in this area are located along Dugan.

- Disadvantages:
1. Additional right-of-way would have to be purchased.
 2. Disturbs well-established residential area.
 3. Requires removal of mature trees.
 4. Also requires removal of out buildings.

Julia

- Advantages:
1. Existing Right-of-way is adequate.
 2. Could build a 40' street (four lanes) within existing right-of-way.
 3. Less residential property affected.
 4. Existing graveled street would have to be paved.

- Disadvantages:
1. Would have to purchase a house and additional right-of-way.
 2. Not centrally located.

Marvin Krout, Director of Planning
April 27, 1989

Page 2

3. Would be adjacent to only one of the major traffic generators.
4. Limited access to Kellogg at Julia (right turns in and out).

Hoover

- Advantages:
1. Right-of-way exists if the roadway is constructed on Flood Control land.
 2. Least impact to residential neighborhood.
 3. Presently exists as a sand/gravel route to Maple.

- Disadvantages:
1. The intersection at Maple has poor horizontal and vertical alignment.
 2. The intersection is located at the west end of the Maple Bridge which limits the sight distance and can be a problem during certain weather conditions.
 3. Higher construction costs due to the fact that a left turn bay would need to be constructed on the bridge.
 4. Would serve the least amount of traffic.

In summary, from a traffic engineering point of view, staff's first preference would be Dugan, second preference would be Julia, and the third preference would be Hoover.

BM:gr

THE CITY OF WICHITA

Office of Traffic Engineer

Date: May 4, 1989

TO: Marvin Krout, Director of Planning

FROM: Bill McKinley, Traffic Engineer *BM*

SUBJECT: Consideration of Extending either
Dugan, Julia or Hoover, from Taft
to Maple

In a previous memo to you, I pointed out the advantages and disadvantages of extending the above-noted streets, from Taft to Maple.

In addition, we would further suggest that Hoover should not be viewed as a viable alternative for the following reasons:

1. In the long-range plans for U.S. 54 Highway, the configuration of Kellogg and Hoover would be such that no access would be provided from mainline Kellogg to Hoover, whereas either Julia or Dugan would have access.
2. The horizontal and vertical alignment at Hoover and Maple would be difficult to design.
3. The original right-of-way in this area was dedicated for flood control use and not for a major roadway.
4. In general, we would rather not have an intersection immediately adjacent to the end of a bridge.

Hopefully these items will further clarify the statements made in the earlier memo. If you need further information, please advise.

BM:gr

JULIO FINANCING OPTIONS

ASSUMPTIONS:

1. 4-LANE 49' EB STREET
2. \$250,000 WITHOUT R/W & MIDDLE TURN LANES
3. ADJACENT IMPROVEMENT DISTRICT AGED - 378,800 FT²
4. " " " " FRONTAGE = 2357 FT.

OPTION 1 - ACCESS 100% TO ADJACENT PROPERTIES

$\$250,000 \div 378,800 \text{ FT}^2 \approx 66¢/\text{FT}^2$ OR ABOUT \$10750 PER AVG. LOT

378,800 FT²

OPTION 2 - ACCESS RESIDENTIAL EQUIVALENT TO BOTH SIDES

$2357' \times \$0.75 = \$1,766,250 \approx 32¢$ OR \$5200 PER AVG. LOT

378,800

OPTION 3 - ACCESS ALL TO DEVELOPED TRAFFIC GENERATORS

SOUTH OF I-275 & WEST OF HOOVER, INCLUDING
SHIRLERS & BUILDERS SQUARE

USE \$250,000 (INCLUDES TURN LANE ON MAPLE + R/W)

" 1,984,825 FT² DEVELOPED AREA

$\$250,000 = 17.6 \approx 18¢/\text{FT}^2$

1,984,825 FT²

OPTION 4 - ACCESS RESIDENTIAL EQUIVALENT TO ADJACENT PROPERTIES

& REMAINDER TO DEVELOPED TRAFFIC GENERATORS

TOTAL COST \$350,000 - RESIDENTIAL EQUIVALENT \$120,000 = \$230,000

$\$230,000 = 11.6 \approx 12¢/\text{FT}^2$ (DEVELOPED GENERATORS

1,984,825 FT²)

OPTION 5 - ASSESS 100% TO DEVELOPED & UNDEVELOPED
AREAS SOUTH OF TAPT, DEFER UNDEVELOPED AREAS

USE: SAME AREA AS OPT. 3 EXCEPT BUILDERS & SHEPHERS

UNDEVELOPED AREA - 994,623 FT²

TOTAL AREA 2,575,188 FT²

$\$350,000 = 136 \approx 14¢/\text{FT}^2$

2,575,188

DEFER: \$ 228,000 DEFER \$ 117,000

OPTION 6 - ASSESS RESIDENTIAL AMOUNT OR ARTERIAL
EQUIVALENT TO ADJACENT PROPERTY & ASSESS
THE REMAINING TO COMMERCIAL AREA

USE: \$120,000 FOR AMOUNT TO BE ASSESSED TO ADJACENT PROPERTIES

$\$120,000 \approx 32¢/\text{FT}^2$ RESIDENTIAL

378,800

$\$350,000 - \$120,000 \approx 9¢/\text{FT}^2$ COMMERCIAL

2,575,188

OPTION 7 - ROADWAY OPTION 1 ASSESSED TO HOOPER TO DOWAN,
TAPT TO KELLONG PLUS BUILDERS & WENDYS

TOTAL COST INCLUDING MALE - \$ 240,000

TOTAL AREA - OPT. 5 AREA PLUS WENDYS & BUILDERS - 2,955,188 FT²

DEVELOPED AREA - (SEE ATTACHED) 2,204,310 FT² (INCLUDES N. OF SOPS)

OPTION 8 - FOUR-LANE STREET, ASSESS RESIDENTIAL EQUIVALENT
TO ADJACENT PROPERTIES

USE: \$ 120,000 RESIDENTIAL EQUIVALENT

\$ 230,000 ASSESSED TO COMMERCIAL AREA

COLUMN WRITE

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|----------------------|-------------------------|-------------------|---------|------------------------------|-----------------------|---|---|
| LOCATION | AREA FT ² | AREA/ DISTANCE | % | OPTION 7 % x \$240,000 | OPTION 8 \$230,000 | | |
| 1 REFRICO 1ST | 48000 | 3097 | 1.42 | 3408 | 3266 | | |
| 3 BYRON STOUT LOT1 | 245558 | 24313 | 11.19 | 26856 | 25737 | | |
| 5 BYRON STOUT LOT2 | 171602 | 13570 | 6.24 | 14976 | 14352 | | |
| 7 THE LANDING | 803215 | 109215 | 50.00 | 120144 | 115128 | | |
| 10 AIR PARK 3RD | 100000 | 9802 | 4.28 | 10272 | 9844 | | |
| 12 AIR PARK 2ND | 412675 | 33568 | 15.45 | 37080 | 35535 | | |
| 14 MCDONALDS | 43200 | 2726 | 1.25 | 3000 | 2875 | | |
| 16 FLEMINGS 1ST | 42500 | 2234 | 1.03 | 2472 | 2369 | | |
| 18 DIXON CENTER LOTS | 338000 | 19731 | 9.08 | 21792 | 20824 | | |
| | 2201310 FT ² | 2173.56 | 100.00% | \$240,000 | \$230,000 | | |

JULIA & DUGAN COST & ASSESSMENT INFORMATION

COSTS/DESIGN TYPE

JULIA: 4-LANE \$350,000

DUGAN: 2-LANE \$200,000

IMPROVEMENT DISTRICT:

DEVELOPED TRAFFIC GENERATOR SOUTH OF TAFT,
FROM HOOVER TO DUGAN, PLUS SHEPHERS, WENDY'S
AND BUILDERS SQUARE, MINUS HOTEL/MOTEL
PROPERTY

AREA IS APPROX. 1,725,000 FT²

$$\frac{350,000}{1,725,000} = 20.3¢/FT^2$$

$$\frac{200,000}{1,725,000} = 11.6¢/FT^2$$

| <u>LOCATION</u> | <u>AREA USED</u> | <u>JULIA</u> | <u>DUGAN</u> |
|----------------------|------------------|--------------|--------------|
| BUILDERS SQUARE | 238,000 | \$ 38,600 | \$ 29,200 |
| WENDY'S/WESTERN AUTO | 42,000 | 8,500 | 4,900 |
| MCDONALDS | 43,200 | 8,800 | 5,000 |
| SHEPHERS | 66,270 | 13,500 | 7,100 |
| SAMS | 404,675 | 82,100 | 46,200 |
| WALMART SITE | 559,460 | 113,500 | 64,900 |
| PRESTIGE | 183,833 | 37,300 | 21,300 |
| DENNYS | 39,500 | 8,000 | 4,600 |
| OTHER (GAS STATION | 48,000 | 9,700 | 5,600 |

N.W. CORNER
HOOVER & (S. 106)

June 9, 1989

DEAR AREA RESIDENTS AND BUSINESSMEN:

This letter is to inform you that the City Council on Tuesday, June 20, 1989, will hold another public hearing concerning the possibility of extending Julia or Dugan Road, from Taft to Maple. The recommendations of the CPO, Planning and Traffic Commissions will be presented at this meeting.

The City Council meetings begin at 9:00 A.M. in the City Council Meeting Room, First Floor of City Hall, 455 North Main. We are unable at this time to advise you when this item will appear on the June 20 agenda.

Your opinion on this item can be voiced at the June 20 meeting. If you cannot attend the meeting, you may send your written comments to the City Manager, City Hall - 13th Floor, 455 North Main, Wichita, Kansas 67202.

This notice is provided for property owners as well as tenants. If you are a tenant, please forward this notice to the property owner so that he/she will also be aware of this hearing.

Yours truly,

William G. McKinley, P.E.
Traffic Engineer

WGM:gr

EXCERPT FROM PLANNING COMMISSION MINUTES OF MAY 11, 1989

8. Consideration of extending either Dugan or Julia from Taft to Maple.

KROUT stated that this item has been referred by the Traffic Commission who voted last month to recommend the extension of Julia on the west part of the city between Taft Street and Maple as a relief trafficway for mostly traffic generated by the commercial development in the west Kellogg corridor west of the floodway from the Julia/Dugan area. This has also been reviewed by the CPO which originally recommended extending Julia, and in the second vote, has recommended that the Dugan alignment be utilized for a road extension. He said that the Traffic Commission, last month, voted by a 5-3 vote to recommend that Julia be extended from Taft to Maple. He said that some analysis of traffic projections based on future development in that area give an indication of how much traffic might be attracted to a Julia or Dugan alignment. He said that the Commission was briefed earlier this afternoon on some of the land use impact and other impacts of the two alternatives, as well as the alternative of the Hoover Road extension that would go up to the floodway at the intersection with the Maple bridge.

WILLIAM VINDUSKA, 453 Meadowhaven, stated that he has lived here for eight years, and is the block captain for the neighborhood watch area of Meadowhaven, Garst and Taft. He said that he has drafted and circulated a petition to close Taft at Julia, which is now closed temporarily, and they are enjoying the reduction of this traffic and will until they can get a more suitable remedy for the traffic situation in their area, namely until Julia is opened to Maple. VINDUSKA said that since the MAPC has been directed to study their area before further action is considered, the residents of Garst and Meadowhaven would like to offer some ideas. They recognize that they are not professionals in this field, but feel that these ideas may help to alleviate the pains of a frustrating situation. They believe that these changes will provide a pocket of seclusion and reduce the city's expenses for street maintenance. First, they would like to open and pave Julia to Maple with traffic lights and left turn lanes. The Central Community Church could have a driveway on the opposite side of the intersection reducing their need for traffic police. Second, the dangerous intersection at Carlton and Maple would be terminated. The potential dangerous intersection and the funds to incorporate it into the new bridge could be appropriated for a safer intersection at Julia and Maple. Third, Carlton would be terminated at Center and northbound traffic, and the land returned to the Valley Center Flood Control project. Carlton would also be terminated southbound at Carlton Circle. Fourth, Carlton Circle would be open at Taft, thus making Carlton Circle open at both ends. Fifth, University would be open to Julia, thus giving those who live at the north end of the neighborhood an easy accessible way in and out. VINDUSKA

said that there are many benefits to be derived from this design; for the neighborhood they could return to a more peaceful existence. The only traffic on Carlton, Meadowhaven, Garst or University would be local residential traffic. They would have easy access to their neighborhood and the need for paving their residential streets would be gone. They would still have the dust and excessive traffic on Taft until a developer builds on the south, but the street situation is remedied, the prospects of any development along Taft or Julia, commercial or residential, is doubtful. He said that they recognize that a Julia opening may not benefit the businesses on the south side of Kellogg quite as much as Dugan, but there would be less residential disturbance in the restructuring the way they are proposing. There are only two houses on Julia, plus one on Maple, that would be directly affected. Of those two, one is a rental property whose owners do not live in the state, and the other is hopeful that the improvements will lead to higher land values. He said that the land values would be raised for the potential light commercial zoning and the possibility of growth restored to a stagnant area. Of the house on Maple, which would have to be removed, they ask that the Commission treat the McCallahans fairly and equitably. VINDUSKA continued that the commercial traffic that is generated in their area is looking for a way to go northeast. Until it is given an alternative route, it will continue to traverse their neighborhood. With a Dugan street through to Maple, they will still receive commercial traffic. With Julia opened there will be a convenient opening to the northeast, commercial growth would again be encouraged, the neighborhoods could be buffered from the ill-effects of that increased traffic. He said that they know there is a need for an intersection at Maple, but considering the difference of elevation between Carlton and the bridge, and the angle of Carlton's approach, the end of the bridge cannot be a good place for it. The same funds that would have gone to building such a dangerous intersection would be better spent on a safer Julia intersection. VINDUSKA and the residents agree that these changes will benefit the entire area, not just the neighborhood, and would like the city officials to give it serious consideration.

VINDUSKA added that it would be difficult to impress upon the Commission the conditions that they have lived with before the barricade was installed. Even now, in the still of the night, the flying road dust hangs in the air like an ill fog. It clings to everything. Everything around them is filthy from dust. They need to find a way to reroute the traffic around their neighborhood. He said that he has heard that Dugan and Kellogg is the second worst intersection in Wichita. He did not see the sense in adding more traffic to that intersection just because it is there. When Kellogg is revised, a Julia/Dugan intersection would lessen the congestion that a single Dugan intersection has created. He said that he has heard some ideas to leave the Carlton and Maple intersection open with no left

turns. He said that no one he has interviewed in the neighborhood is in favor of that idea.

MOTION: That Mr. Vinduska be permitted one additional minute to finish his presentation. Parsons moved, Sherman seconded and it carried unanimously. Fairbanks and Gardner were absent. One vacancy.

VINDUSKA continued that it would still invite traffic into their neighborhood and would restrict their movement in and out. As he sees it, and the neighbors agree, they need to be separated from the main flow of traffic. He said that he besieged the Commission to consider the plan that he brought to them in January. These improvements would serve the entire area, open Julia through to Maple, remove the terribly dangerous intersection of Maple and Carlton, close the unneeded section of Carlton, and open University. He said that if they truly wanted to benefit the entire area, this plan will work.

DALE KNOBELOCK, 6501 Maple, stated that he personally felt that the Traffic Commission and Traffic Engineer should have explained to the Planning Commission what they wanted to do so that they would not have been confused while the public is trying to tell them what they want.

CROCKETT stated that the Commission had a briefing before they started this meeting.

KNOBELOCK said that he personally felt that the public is fighting a losing battle because the Commission usually decides among themselves what they think is best, they do not listen to people. He said that he lives where Dugan will come out at Maple on the west side. His property line is about 13 feet from his house, a 40-foot easement would be enough for a 3-lane road. He did not think a 3-lane road is adequate, but with a 4-lane, it would result in the removal of his house. He said that he bought his house three years ago, and if the road is put in, there is no way they could live there for safety matters and noise pollution. He wanted to stress that the situation should be studied at every angle possible because it is going to affect a lot of people to go with Dugan, whereas on Julia, one house would have to be removed. **KNOBELOCK** said that they were talking about relocating one of his driveways, relocating one off of Maple and putting it on Dugan. He said that he would not want his driveway there because people would be cutting through his yard. He said that Dugan, trafficwise, would probably be better than Julia because you can get to the south side of Kellogg. **KNOBELOCK** said that at the CPO meeting, the majority of the members voted for Dugan, and the residents did not feel that the CPO represented them. The CPO also proposed that the city-at-large pay for the extension of Dugan, or the people who would benefit from it, which is the businesses.

MILES commented to Mr. Knoblock that his house was brought up today as one of the matters to discuss. It was discussed and there is a little bit of a problem on Dugan. He asked that if what Mr. Knoblock is saying is that Dugan is the best location for the road if his house was not there.

KNOBLOCK said yes, and he would also recommend moving some other houses too and putting up a brick wall on both sides.

BRINEGAR assured Mr. Knoblock that this has been looked into by a number of different subcommittees and various committees of the city, and people are not being ignored. He said that there is more than one group to consider; the property owners in the area are certainly one and a very valid one, and no one is being ignored in the total overall review of this project.

GLEN WIENS, 428 Garst, stated that he thinks that the city would see lower maintenance cost for the streets in that area there would never be any reason for anyone to be in that area unless they live there, or were visiting that area. It would also lower the cost of construction of the Maple Street bridge. He said if any access is eliminated from Carlton, you would eliminate any bays or turn areas on the bridge, which would be a fairly good cost savings. It would also increase the safety factor of that bridge in that area having a turn or even just a right turn onto a bridge seems to him to be a safety problem. It would also retain that residential area in some pocket of seclusion.

REX JOHNSTON, 432 South Winterset Court, stated that they previously sent a petition to the Traffic Commission, the Planning Commission and the City Council on this subject. He read the following for the record:

"We the undersigned resident taxpaying property owners and registered voters in Wichita, Sedgwick County, Kansas, do herewith petition the rejection of the proposal to extend Dugan Road from Taft to Maple. Many of us attended the CPO meeting one February 1989 where this proposal along with two others were discussed. The CPO unilaterally recommended the option of Dugan Road from Taft to Maple be adopted. The CPO did not represent the majority opinion expressed at that meeting. The majority were opposed to any through streets from Taft to Maple, and of the three proposals, fewer favored Dugan than Julia, or Hoover Road. In fact, an overwhelming majority opposed the Dugan Road proposal. The CPO asked for a show of hands on each of the proposals, but chose to ignore the results. Our reasons for opposition to the CPO recommendation are:

- "1. All abutting properties to Dugan Road extension already have access to Maple

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by roads in front of their homes, and do not need or desire an additional street in their back yard.

- "2. Large traffic volumes, probably 90 percent commercial, would detract from their quality of life due to noise, air pollution, vibration and trash thrown from vehicles.
- "3. Safety and security of our families would be jeopardized by the density of commercial traffic in our private back yard recreational environment.
- "4. The alternate proposals of Julia or Hoover would be less receptive to a fewer number of homes than Dugan since there are 17 homes along the Dugan right-of-way. A 40-foot right-of-way is not adequate to build a four-lane arterial road.

"We settled in this area for the express purpose of rearing our children, living in a quiet residential neighborhood, and I am strongly oppose to efforts to create a commercial industrial area with busy thoroughfares and arterials.

"This petition was signed by 50 some odd owners that lives immediately adjacent to Dugan Road proposed extension."

SHERMAN said that maybe he was confused, but it seemed like two speakers have indicated that the CPO recommended Dugan, but the Commission's literature says that it recommended Julia.

KROUT explained that the CPO originally recommended Julia, and then in February they changed their minds and recommended Dugan. He added that the Traffic Commission recommended Julia.

GOEBEL asked Mr. Johnston if he remembered Dugan being platted as a street behind his house.

JOHNSTON said that Dugan was on the plat when he bought the house.

GOEBEL asked Mr. Johnston what he thought the purpose at that time for Dugan to be platted.

JOHNSTON said that he was told by the Township Trustee and some city officials that there probably would never be any extension of that road. The other addition was unplatted and

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already built along Maple Lane, and there was no dedication of property from that area.

SAM JONES, 6023 Maple, stated that there are a couple of things they need to consider. One is that they have to consider who wants this street and why. He felt that it was pretty clear that it is going to be a commercial route. It is not the desire of any of the neighborhood residents that this street be there. He said that if they look at it seriously and ask who wants Julia Street and who wants Dugan, you will find that 100 percent of one group wants one, and 100 percent of the other group wants it to be in the other people's neighborhood. It is not that anybody wants this street, it is that nobody wants it in their neighborhood. **JONES** felt that one of the things that has not been considered that concerns him is that if they put this through Julia, and a stop light is put there, there are about 5 or 6 car lengths off of the bridge and the weather is bad in the winter, you have a chance for about two cars to stop safely and the rest of them are going to look like cordwood. That was the problem with putting Hoover up there because people would have to stop on the bridge. He felt that there is a real safety factor here aside from all of the emotional factors that have been brought up.

JONES felt that he could state for all of the people here that they would not feel that this is a benefit to their area in any way; there are a lot of negative benefits. If you look at the value of your property as a home value, not a commercial value, it certainly has no good impact on that, and it certainly would reduce their access of getting on Maple which is very limited now. **JONES** continued that on Maple, because of the high assessments for the payment of Maple Street, there are a lot of people that have their homes for sale; they are trying to get out of that; they are not selling well. It is a very difficult situation. It is a situation where if there was a benefit district, they would be paying for so many benefits that a lot more of them would have to move. He said that the people who benefit are really the commercial people.

JONES felt that there are several things that need to be considered. One is they need to develop a plan that does not have any safety hazards. Two, they need to develop a plan that does not destroy people's homes, go through people's houses, or tear up the neighborhood. He felt that an inconvenience, such as noise pollution, is much different than losing your home. He felt that they need to develop a plan that has the least impact on the community's way of life as a whole, not just one element in the community and make it convenient for some and inconvenient for others. **JONES** said that from a community standpoint, the best way is to figure out a way to run it up Hoover, which is a mile line and which is where the street ought to be. The other options might be to take Dugan and waive the sidewalk requirements, put up a 6-foot security fence that would be a

sound barrier, and open that to four lanes with no walkways, as just a commercial route down through the area.

BARBARA UNRUH, 6524 University, stated that like Mr. Johnston she has been a resident of this area since long before it was part of the City of Wichita, and her concern is not necessarily so much for her house which is one block away from Maple, and one block away from the proposed addition on Dugan. She said that her problem in discussing this comes with not being privy to the information that the Commission was given before the meeting started. She did not know whether it was presented to the Commission as strictly as these are the alternatives, or that one was presented in a stronger light than the other. She said that one thing that she has not heard mentioned today is the row of homes on the west side of Maple Lane who will be surrounded on both sides by traffic. She said that her understanding at the CPO meeting was that the motion to use Dugan Road was made based on the estimate that it would be a less expensive route, but she was also under the impression that the less expensive route was only for two lanes, and she feels that two lanes, one going each way, would not provide the kind of traffic that is needed for this commercial area. She felt that she was present more to ask questions than to present an argument one way or the other. **UNRUH** said that as she listened to her neighbors speak, she hears that the people who are proposing the Julia area have come to grips with a possible solution; she hears very little solution for the Dugan street. She mentioned that University is not now a through street; it does not go from Winterset through to Arapaho and Brummett. She said that they feel that this is a very good thing to remain because it would discourage people from taking shortcuts through the residential area if Dugan was chosen as the street. She said that even if Julia was chosen as the street, she would be concerned that University not be opened up and made a through trafficway for people who drive very fast on an unpaved road.

GOEBEL asked Krout what information the notification district received.

DAVE PETERSON, Senior Planner, stated that the information that was provided to the Planning Commission was a cover memo with a memo from the Traffic Engineer explaining why Hoover should be closed, and also a memo staff sent to the Traffic Commission on April 14, 1989 explaining staff's evaluation of the area. The area that notices were sent to was from Maple on the north down to Kellogg, and from Mid-Continent Road from the west side all the way to the Big Ditch, and also included Sheplers. The notices only included a description of the item and the date and time of the meeting.

PARSONS asked if the notification area received notice of the informal meeting today.

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KROUT stated that hearings are posted and information provided to the press.

BRINEGAR asked Krout if he was not correct that basically most of the information that the Planning Commission received is a summation of things that have been gone over in the past on public agendas and that it is given to the Commission more in a summation form on the items that is sent to the Commission at the noon meeting.

KROUT said that was correct.

ELEANOR WALKER, 6525 University, stated that she has attended all of the meetings and has listened to all that has been said by the residents, businessmen, church men, City Traffic Engineer, CPO board members, and Traffic board members, so today she wants to express her opinion. She said that if the alley is opened up at the north end of Dugan Road from Taft to Maple, it will be like a bursting dam, and the two-lane street will be clogged with cars and trucks. She felt that few drivers will use the nice new four-lane street of Taft and travel west to Ridge Road; there is no light there so that makes it difficult to turn left on Ridge to go south to the airport interchange at Kellogg, which that intersection takes you easily east back into the city, or west into the county. She said that opening up the alleyway of Dugan Road could very well turn into a monstrous problem that will demand new solutions and more money. **WALKER** said that she has lived in her home 31½ years and has traveled the streets in this area and knows what route to take at certain hours of the day for safety, but even though knowing the area is an advantage, she still needs to be very, very alert. She has watched the wrecks and near wrecks occur on Kellogg and Dugan Road. She said that nobody has eyes on all sides of their head, but at that intersection they need them. She has watched people driving along Kellogg, obviously first timers in the area, trying to figure out how to get off of Kellogg so that they can get a hamburger or find a motel or buy some cowboy boots, a Cadillac, or new tires, and if it is daytime, it is bad; if it is night time, it is worse, and these drivers look so helpless. They are a hazard to themselves and to other drivers. She said that what is needed is not more traffic at Dugan and Kellogg, but less traffic, and opening up Dugan alley is a make shift solution and a dangerous solution. She said that in her opinion, it is no solution; it is repeating what has been going on for years in that area, just letting the area grow like "Topsy". **WALKER** felt that today the Commission has the opportunity to make the correct decision by approving a four-lane street on Julia.

GENE REED, 402 Julia, stated that although he is the rental property owner on Julia that two previous speakers have alluded to, and currently lives in Denver, he is not really here by choice. He said that his wife has attended some of the meetings, and he drove in from Denver this morning for this meeting. He

said that he really does not know what is going on other than he can see what it really boils down to is "who's ox is being gored". REED said that he has been a neighbor with Mr. Jones who spoke previously, and he and Mr. Jones think a lot alike and he is in complete agreement with what Mr. Jones says. REED said that he hates to say put the street somewhere else because he owns property on Julia, but that is the way he feels. He said that he has no proposal as to where the street should go. He even questions the need for the street. REED said that the house they own on Julia was built by him 12 years ago, and the reason they built it there was because they had grade a street in there through a field just to go to the house. They were virtually on a dead end street which is the way they really liked it. He wanted to go on record as being opposed to the paving of Julia.

LES DONOVAN, owner of Prestige Pontiac-Cadillac, stated that he hesitates to come up before any one of the groups again. He has been before every one all the way to the City Council because the neighbors always look at him as though he stirred up the whole problem. He would like to answer to that a little bit. He said that as a business owner, and he is speaking for himself and all of the people who signed the petition to ask for some relief of the traffic. He is sitting out there with 50 employees and \$2 or 3 million worth of inventory that they are paying interest on. He said that there used to be 15 different streets and road to get in and out, now through whatever rules or petitions that came down, 11 of these exits have been closed. The people in the neighborhood says that they do not want the traffic through their street, but they have to understand that they cannot make an island out of a business or a group of businesses. He said that the letter that he sent to the different business people pointing out that the group that signed the petition are responsible for approximately \$200 million dollars a year in sales, and that is only two Boeing 747's on the cheap side, but it represents hundreds of jobs, hundreds of people that make their living and live in Wichita and pay taxes in Wichita, and they need a way to facilitate their customers. He said that their customers happen to be a lot of the people present or could be. He said that he could understand the CPO doing a flip-flop on which one they recommended because people in this room have done flip-flops on what they recommended. He said that it is not the business people that are the only ones that need entrance and exit to get out, it is the neighbors also. They cannot be happy with the barricaded streets. If they had never barricaded any of the streets, the traffic would be spread evenly across the area. He said that there will be more traffic because Wal-Mart brings in a lot of people. He referred to the tragedy that happened at a Wal-Mart on the south side of town, and stated that had that been at this Wal-Mart and the police were called, they could not respond in time. He discussed what could possibly have happened if the police could not have gotten there, and that is a bad situation that exists there today. He said that it is a dangerous situation in dry weather, and in icy weather it could

be a real problem. DONOVAN said that the businessmen did not care which street goes through; it is obvious to him that Julia is the only possible one that will work under the circumstances. The other right-of-way is not wide enough.

PARSONS commented that in his opinion the whole Kellogg ingress and egress situation is terribly ill-conceived. If the ingress and egress situation from Kellogg were such that the businesses could be serviced, both in and out, PARSONS asked if then Mr. Donovan saw the need for the road going from Taft to Maple.

DONOVAN stated that there are two problems that exists. One, they want to make Kellogg a freeway; they want limited access; they want to zip across town and get people to Arizona as fast they can, and the other thing is that it happens to be the major business thoroughfare in Wichita and they want to have it easy to get on and off so that they can spend money and pay taxes. Both of those do not agree with each other, but there is a mile of mostly residential and commercial property from the Big Ditch to the old Airport Road that has no access north and south. There is not another city this size that has a mile stretch that has no north-south road; it is ridiculous and dangerous.

PARSONS asked if that kind of situation existed, is there a need for the back door.

DONOVAN said yes. People are convenience-minded. They will not drive a mile out of their way to go somewhere.

MILES commented that in about three years there is more of the ground that is going to be developed, and if they think they have a problem now, it is going to be worse. He said that a back door has got to be found.

SANDRA HOBBS, 6701 West Maple, did not feel that the area should be opened up at all. She said that she lives on Maple and it is a nightmare. Her children cannot play in the front yard; people throw bottles and trash. She said that there is so much traffic now that she cannot get in or out of her home. HOBBS said that she has had her house on the market for a year and a half and she could not sell her home and had to drop her property by \$30,000. She said that if the area is needed for right-of-way then they should buy the homes at market value, if that is the answer, because she has not heard a good answer to this point on any of the proposals that she has heard.

NORMA JOHNSTON, 432 South Winterset Court, stated that she lives on the west side of the 40-foot easement and is opposed to extending Dugan from Taft to Maple. The homes on the west side were built 25 to 30 years ago. They are all on 1/2-acre lots. She said that they chose to build there so that they would not be crowded next to other homes. They have a safe place for their

children to play, and space for gardening, and also a rural atmosphere. JOHNSTON said that these lots are inside lots; they are not on a main street, but on courts. The people on these inside lots chose to live here because they did not want to be on the street. Now they learn that the city is going to put a street right through their residential area. The houses on the east side of the easement will be sandwiched between two streets. She said that Julia on the other hand has only two houses on it. If this road is made into a thoroughfare, future developers of homes or businesses will know that they are going to be on a busy street, and the owners will have the right to make a decision as to whether they want to live on a busy street or not. She felt that homeowners should be able to choose whether they want to be on a busy street; this seems to her to be the fair and just way.

HORACE MEDLIN, 445 Maple Lane, stated that he was opposed of trying to put Dugan Road through because when they were at the Traffic Commission meeting, the gentleman that sat on the board said if they are going to do it right, do it right the first time instead of going and doing it half way and have to go back in and redo it later. MEDLIN said that if they are going to do it right, then condemn all of the property on Maple Lane and build a four-lane and everything would be fine. He said that Mr. Donovan says that he has all of these people's signatures, and he believes that he does of these businesses, then why are they not here stating what they want. MEDLIN said that Mr. Donovan is the only one that he has seen from any of the places other than one time the man from the Sheraton was at a meeting wanting to get one of the other streets open. He said that he has not heard anybody from Mid-Continent Road to the Big Ditch saying that they want a road through or their streets opened up; it is all of the businesses. If it is so bad, why did Builders locate there, Sams go ahead and stay there, why did the Scotsman and some of the others go ahead and build there. It is obvious they are not the ones really wanting it or they would be here trying stating their preference.

GOEBEL, speaking to McKinley, stated that there were a lot of people talking about the two-lane Julia, and apparently there were comments in the Traffic Commission meeting. He asked McKinley to highlight the 40-foot right-of-way for Dugan, and whether it was adequate or inadequate.

McKINLEY pointed out the proposal recommended by the Traffic Commission if they chose Dugan as the proposal. He said that this would accommodate 7,000 cars at the north end, and it would accommodate level service "B" which is a good level of service. It does require a two-lane facility between Maple and Taft that is widened out to a three-lane facility as you approach Maple and also Taft. There would be two lanes northbound just south of Maple; one lane would be a left turn, the other lane would be a right turn. The proposal here would be also to widen Maple for a five-lane facility so that there would be left turns that could

be made from the east to go south on Dugan Road. In order to accomplish this within the existing right-of-way, they are proposing that there be no access by the abutting property owners or through University. It would require fencing of the right-of-way for noise abatement. He said that additional right-of-way would be needed on the north side of Taft, on the east side of Dugan to align the intersection as you go from the south to the north. MCKINLEY pointed out on the sketch where additional property from the two corners would be needed, and possibly some right-of-way from one or the other houses, and a change of one of the property owner's driveway to give him access to Dugan, or eliminate the one access point to Maple and have no access to Dugan.

GOEBEL asked McKinley to go over the Julia alternative.

MCKINLEY stated that going through on Julia, existing today, as you go north from Taft is a gravel street from Taft up to University. Still pointing to the slide, MCKINLEY said from University half way up to Maple is dedicated right-of-way.

GOEBEL asked McKinley to address the Maple Street question about the proximity to the bridge from the safety and traffic point of view.

MCKINLEY pointed out on the slide and said that the Carlton connection would be right at the bridge itself.

BRINEGAR felt that created a real traffic problem even with other than doing a third lane on the bridge.

GOEBEL stated that there has been a lot of talk about the Traffic Commission and the 40 feet on Dugan not being adequate, and he was hearing a little different story from McKinley, and asked McKinley to comment.

MCKINLEY stated that based upon the traffic volumes that were projected, 7,000 cars on Dugan and Maple, and 5,000 on Julia and Maple, the three-lane facility with a left turn accommodation on Maple will handle the traffic at level service "B".

GOEBEL said that those figures were for the year 2000 and they were based on an I-235/Maple interchange.

MCKINLEY said that he believed that it was the year 2000 with full development in the area. It did include an interchange at Maple and I-235.

BRINEGAR stated that one of the problems he has with this whole situation is that he does not understand whether they are going backwards on this or not, and until he can see where a major intersection might be built on Kellogg, either at Dugan, Julia or wherever it might be located, to him it's kind of

academic as to which one of these streets that you use for the north access to Maple. For instance, if you later build your major interchange on Dugan, but now you might decide to put the north access on Julia, then you are creating another problem. If you do it conversely and put the interchange on Kellogg at Julia and then Dugan north, then you will have another situation. He said to him it kind of depends on where you are going to put the major point of access on Kellogg to be somewhat of a deciding factor as to what you extend north from Taft to Maple.

McKINLEY said that all he can tell them at this time is that, on the Kellogg proposed plans that are being reviewed by a local consultant, two out of the three proposals would accommodate an interchange at either Julia or Dugan, and none of them will accommodate an interchange at Hoover Road; all three of them will accommodate one or the other. He said that if they pick a point and it is not the right one, such as Julia and an interchange is built at Dugan, then you would have the problem of people having to come up Dugan and jog over to Julia and go over to Maple. It would be a paved roadway and an out. It would serve no matter where you picked it. They would prefer to have it serve where the interchange is.

PARSONS asked why was the discussion dropped on Maple Lane.

McKINLEY stated that basically because it has been fully developed. There are a lot more houses on the east side. It was paid for by adjacent property owners. He said that he would feel some obligation to the residents if it was opened up.

SHERMAN commented that the situation here reminds him of the situation they had at Central and Douglas and north of Towne East. He said that with all of the talk back and forth, no one has convinced him they need to construct street between Taft and Maple. He felt the problem was Kellogg and the access to it, and maybe the problem is Taft and Mid-Continent and doing something over there. He said that Mr. Donovan said that he did not know anywhere where there was a situation like this, but he has seen them all over the place; it happens a lot of time with heavy commercial along the major road and you do not have back access. You have Taft where it would have some access to Mid-Continent. He felt that they needed to get moving on Kellogg and get something done out there to improve all of that access and forget about the ones through the neighborhoods.

GOEBEL stated that everybody has heard of win-win situations, and felt that this was one of those lose-lose situations. He said that they have heard a lot of people today, and heard people basically in favor of all of the options, including doing nothing. They have heard from people opposed to everyone of the items also. He felt that this situation is going to get worse before it gets better. You wonder where they went wrong, who's at fault. It goes a lot of different places, from

the streets being closed to the heavy commercial zoning to the city CIP being a little bit underfunded so that these projects get backed up so far that they have a bad situation with Kellogg. He felt that if they decide against Dugan they might want to do something with the ground, maybe give it back to the people who deeded it in the first place. He said that he knows some of the neighbors in that area; none of the streets are paved. They tried to get a paving petition and could not come up with one. They do not want the streets paved; they do not want to pay for the streets to be paved, and he felt that was apparent long before this took place. He said that if they did not want to pay for the streets when they were their own residence, he did not think that they would want to pay for a collector. GOEBEL felt that funding should exclude the residential area. He felt that a lot of the problems are caused by the city-at-large. He thought that the one big benefit area would be the business people. There should be some sort of split between the business owners and the City of Wichita at large. GOEBEL said that Carlton has been dangerous for a long time, and no matter which way they go, they need to address the closing of Carlton. He felt that they need to send a message to the City Council that something needs to be done with Kellogg; it needs to be on the top burner. It has been a problem that has been brewing; it is going to get worse before it gets better. They need to take care of both of these streets and the businesses out there, and felt that the state funding with certainly help that. GOEBEL said that from a planning perspective generally that commercial property that borders Kellogg takes it access from Kellogg and felt that the early plans probably were that some of the traffic could go north; it has been all eliminated at this point. He felt that they need some sort of relief up there. He said that if he lived there he would not want that traffic on his street especially since it is gravel and rural.

PARSONS stated that if it is determined that they need a new street, he did not think they should change funding policies in the middle of the road. He felt that there has got to be a better way. If they are going to take one of the two, it seemed to him that Julia may be the better of the two; there would be less displacement and a little better right-of-way situation; they would be able to handle traffic better. He said that he has a hard time believing that the traffic count will be 5,000 to 7,000 by the year 2000. He said that Kellogg needs to be a top priority, which he knows that it is. That situation has to be dealt with, if not first, certainly simultaneously. He said that maybe if they make a decision now it will move the Kellogg project along a little bit, or at least help the Kellogg project to become more solidified. The other possibility is maybe opening some of the existing streets, or one of the existing street, and that may or may not be too exciting to the people who live there, but it would certainly be a less disruptive situation, it certainly would be a less displacing situation and maybe less expensive.

MILES commented that as he thinks back, there was a drainage problem around West Street and it seemed like the city changed the policy in the middle of the road. He did not think that it would hurt for the city to change the policy on these streets. He would suggest the Dugan extension. He added that if the businesses wanted this bad enough, since they are the ones who will benefit, they might pick up some of the tab.

MOTION: That the Planning Commission recommend to the City Council that Dugan be opened and Carlton be closed. Miles moved, Moore seconded.

BRINEGAR commented that he still has some reservations about which street to open. He said that the diamond interchange on Kellogg eliminates some of the problem. He said that he has some real reservations about opening a street up there without knowing what they are going to do on Kellogg, at least on the design plan. He said for that reason he could not support saying Dugan is the one to be constructed.

SHERMAN said that he would vote against the motion because he still did not think that they needed to go through the neighborhood. If the City Council sees that they must do something and they must do it now, Dugan would be the way he would go.

VOTE ON THE MOTION: It failed by a vote of 3 in favor (Miles, Moore and Goebel) and 4 opposed (Brinegar, Crockett, Parsons and Sherman). Fairbanks and Gardner were absent. One vacancy.

MOTION: That the Planning Commission recommend to the City Council that neither Julia nor Dugan be extended north from Taft to Maple in the area north of West Kellogg and west of the Big Ditch. Rather, that improvements to Kellogg and to the intersection of Ridge/Taft be undertaken as rapidly as possible. Sherman moved, Parsons seconded and it carried with a vote of 5 in favor (Sherman, Parsons, Brinegar, Crockett and Moore) and 2 opposed (Goebel and Miles). Fairbanks and Gardner were absent. One vacancy.

RE: AGENDA ITEM NO 8

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

May 5, 1989

TO: Metropolitan Area Planning Commission
FROM: Marvin S. Krout, Director of Planning *M. Krout*
SUBJECT: Consideration of Extending Either Dugan or Julia from
Taft to Maple

As we are again addressing the issue of traffic circulation in the West Kellogg/Dugan Road area, it is important for you to read our memo to the Traffic Commission (Attachment 1) where we discuss our most recent conclusions on this matter.

Following presentations by both Bill McKinley, Traffic Engineer, and Dave Peterson of our staff, the Traffic Commission voted 5-3 to recommend:

That Julia be constructed as a four-lane street, from Taft to Maple, and upgrading the two intersections at Taft and at Maple.

Whereas staff had suggested that Hoover should be closed if either Julia or Dugan were improved, the Traffic Commission took no action on that suggestion. They also did not act on our suggestion that the roadway improvements should be largely borne by the commercial properties south of Taft.

Following the Traffic Commission meeting, Bill McKinley has documented his reasons (from a traffic engineering point-of-view) for not considering Hoover as an alternative (see Attachment 2). In addition, he documents why Hoover should be closed.

At this time, we are asking the Planning Commission to consider all of the alternatives for the area. However, if the decision is made to construct either Julia or Dugan, then we suggest that:

- 1) Hoover be closed to prevent access to either Maple or Taft via Hoover; and
- 2) The benefiting commercial properties be assessed for a major share of this project.

Attachments: 2

cc: Bill McKinley, Traffic Engineer, City of Wichita

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

April 14, 1989

TO: Bill McKinley, Traffic Engineer
FROM: Marvin Krout, Director of Planning *M Krout*
SUBJECT: Consideration of Extending Either Dugan or Julia, from Taft to Maple

On December 8, 1988, the Planning Commission considered the issue of extending Julia Street from Taft to Maple. The Planning Commission deferred the matter to allow Planning and Traffic Engineering staff to study the costs and alternatives.

We have analyzed the area bounded by Mid-Continent Road, Maple, Kellogg, and I-235 to determine how much traffic could be generated by the area in the future, based on the existing zoning, the Community Unit Plan (CUP) requirements, and the adopted land use plan. This information was sent to the Kansas Department of Transportation (KDOT) to be incorporated into the Urban Transportation Planning System (UTPS) computer program to provide us with new traffic projections for the Year 2000.

Staff has estimated that traffic generated in the Year 2000 by development in this area, if it is fully developed by that time, will be about 29,000 vehicles per day that could be loaded onto Kellogg. That compares to an estimated 20,000 vehicles per day presently.

If Kellogg is upgraded to a 6-lane freeway with an interchange at Dugan/Julia, an interchange is constructed at Maple and I-235, and a north-south road is extended to Maple, we can expect that the following traffic volumes would be generated by the fully developed commercial area north of Kellogg:

- A. If Dugan is constructed between Taft and Maple, there will be (see Attached Map A):
 - . 22,000 vehicles per day to and from this area, via Kellogg
 - . 7,000 vehicles per day to and from this area via Maple/Dugan
- B. If Julia is constructed between Taft and Maple, there will be (see Attached Map B):
 - . 24,000 vehicles per day to and from this area via Kellogg
 - . 5,000 vehicles per day to and from this area via Maple/Julia

If the Maple and I-235 interchange is not constructed, the traffic model indicates that fewer cars would be attracted to a north-south connection at Maple (5,000 vehicles if at Dugan; 3,000 vehicles if at Julia).

Bill McKinley, Traffic Engineer
April 14, 1989
Page 2

The purpose of constructing either Julia or Dugan between Taft and Maple would be to divert traffic from the currently congested Dugan intersection at Kellogg, and to provide a more convenient, less circuitous route for a portion of the traffic attracted to this area that is presently traversing the neighborhood streets.

Because of its more central location, Dugan would seem to be more effective at relieving Kellogg-area congestion than Julia. However, both the Dugan and Julia alternatives would be more effective if an interchange is constructed at I-235 and Maple. The impacts of both of these options are discussed below.

CONSTRUCTION OF JULIA FROM TAFT TO MAPLE

Existing Land Use and Zoning

The property fronting Julia is zoned "AA" One-Family and is primarily undeveloped. Julia is presently unpaved between Taft and University. Right-Of-Way (ROW) would have to be acquired to extend Julia from University to Maple (a distance of 300 feet).

The adopted land use plan recommends residential use for this area. Despite the fact that this area is impacted by the noise from Mid-Continent flights, the area has largely developed with residential uses.

Major Impacts

Constructing Julia to Maple would provide improved access to commercial areas south of Taft and help to relieve traffic congestion at the Dugan intersection with Kellogg, though probably to a lesser extent than if Dugan were extended to Maple.

The majority of properties along Julia are unimproved; fewer existing homes would be affected by the noise and traffic of a new street than along Dugan. New development could be oriented to minimize this impact.

Assuming increased traffic through the area, staff believes that there would be pressure to rezone to allow for higher density residential and/or office along Julia. More intensive development could eventually spread east to Hoover. If this occurs in an orderly manner, it is not necessarily a negative factor.

The street improvement would require the acquisition of one house and the surrounding property.

CONSTRUCTION OF DUGAN FROM TAFT TO MAPLE

Existing Land Use and Zoning

The property along the proposed extension of Dugan is currently zoned "AA" One-Family and is residentially developed. The improved roadway would be constructed within the 40-foot ROW behind sixteen homes which back on to this

Bill McKinley, Traffic Engineer
April 14, 1989
Page 3

unused public area.

The adopted land use plan recommends residential use for this area.

Major Impacts

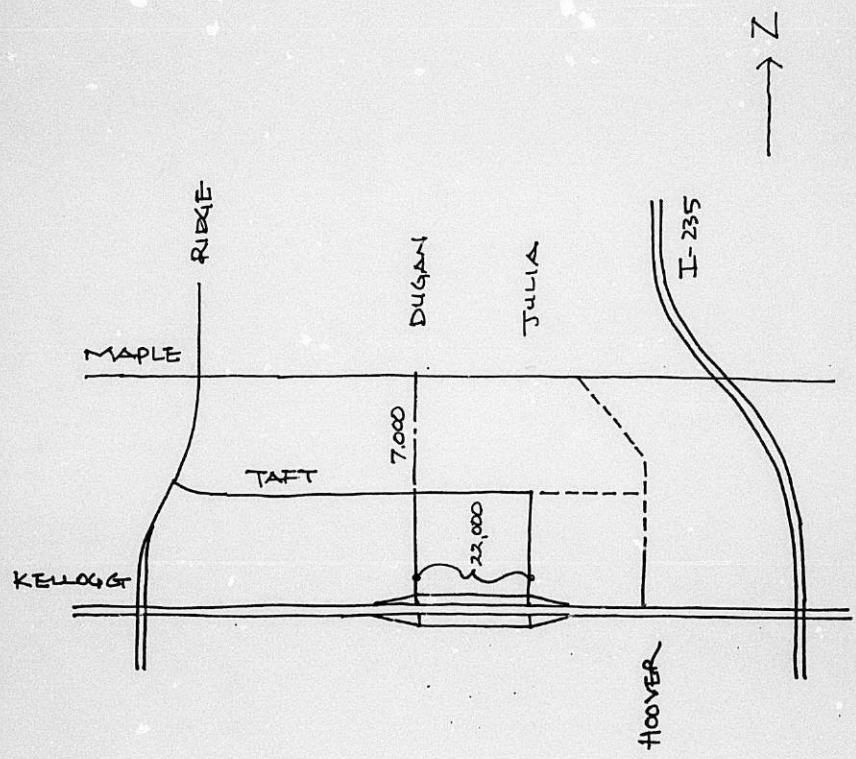
- Improving Dugan to Maple would provide direct access to commercial areas south of Taft and help to relieve traffic congestion at the Dugan intersection with Kellogg, probably to a somewhat greater extent than if Julia was extended.
- Sixteen residences along the proposed improvement back on to the existing ROW. Access to these properties will not be required and is not desirable for the new street. Building a new collector road would obviously bring additional noise to the residents, although the impact is less than if the homes "faced" the road. We would not expect or favor requests to rezone for higher intensity land uses (duplex, office, etc.).
- The street improvement may require the acquisition of portions of some lots at the intersections with Taft and Maple.
- If Dugan is constructed to collector standards, it would have to be built within less ROW than is required (40 feet instead of 57 feet).
- If the new road is built within the existing ROW at the intersection with Maple, the house on the west would be just 12 feet from the curb, whereas normally the side of a house is 30 feet from the curb.

Although the City's Year 2000 freeway plans call for West Kellogg to be upgraded from expressway to freeway, the project has not been scheduled for construction. Certainly, a new freeway and an interchange in this area would alleviate much of the existing and projected traffic congestion and reduce the need for street improvements between Taft and Maple except as a convenience to a limited number of motorists. If the freeway was thought to be a project that was implementable within a reasonable timeframe, then the need for any connector to Maple is much reduced. Finally, if a decision is made to go ahead with constructing Julia or Dugan, then we would suggest:

- (1) That Hoover be closed to prevent access to either Maple or Taft via Hoover; and
- (2) That the benefiting commercial properties be assessed for a major share of this project.

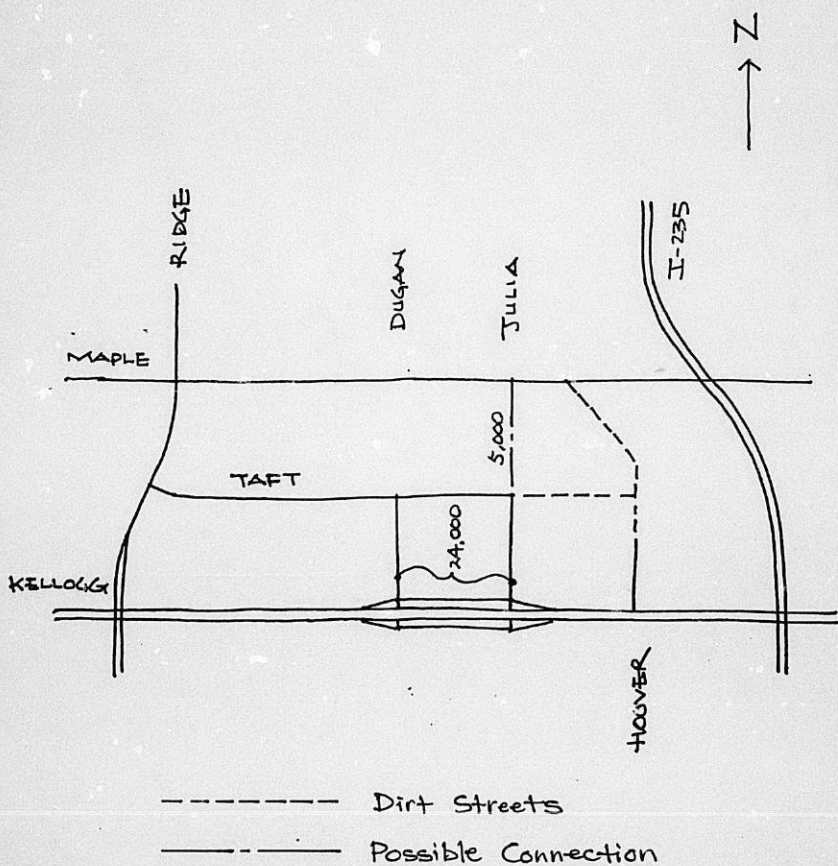
Attachments: 2

Map A
Year 2000 Traffic Projections



----- Dirt Streets
———— Possible Connection

Map B
Year 2000 Traffic Projections



THE CITY OF WICHITA

Office of Traffic Engineer

Date: May 4, 1989

TO: Marvin Krout, Director of Planning

FROM: Bill McKinley, Traffic Engineer *BM*

SUBJECT: Consideration of Extending either Dugan, Julia or Hoover, from Taft to Maple

In a previous memo to you, I pointed out the advantages and disadvantages of extending the above-noted streets, from Taft to Maple.

In addition, we would further suggest that Hoover should not be viewed as a viable alternative for the following reasons:

1. In the long-range plans for U.S. 54 Highway, the configuration of Kellogg and Hoover would be such that no access would be provided from mainline Kellogg to Hoover, whereas either Julia or Dugan would have access.
2. The horizontal and vertical alignment at Hoover and Maple would be difficult to design.
3. The original right-of-way in this area was dedicated for flood control use and not for a major roadway.
4. In general, we would rather not have an intersection immediately adjacent to the end of a bridge.

Hopefully these items will further clarify the statements made in the earlier memo. If you need further information, please advise.

BM:gr

Traffic Assignments for Dugan and Julia

Since the centroid for the area included traffic on the west side of Ridge we used the percentage of the traffic generated for the area east of Ridge to determine the traffic counts.

Dugan/Julia Interchange

41,000 - From traffic assignment

29,400 - Existing Traffic generated by ITE

12,000 - From Traffic assignment - Tolt

$$\frac{29,400}{41,000} = \frac{x}{12,000} \quad x = 8,605 \approx \underline{9,000} - \text{generated on Tolt by ITE}$$

$$29,400 - 9,000 = 20,400 \approx \underline{20,000} - \text{generated on Dugan/Julia by ITE}$$

Traffic Assignments for Dugan and Jolra

Since Jolra and Dugan were shown as only one link in the transportation model we assigned traffic using percentages for Dugan and Jolra. The percentage was determined by the spacing of Dugan, Jolra and Hoover, (basically separated by the same distance)

Freeway

$$\begin{aligned} \text{Dugan} - 10,290 \div 3 &= 3,430 \\ 10,290 - 3,430 &= 6,860 \approx \underline{7,000} \end{aligned}$$

$$\begin{aligned} \text{Jolra} - 6,860 \div 3 &= 2,286 \\ 6,860 - 2,286 &= 4,574 \approx \underline{5,000} \end{aligned}$$

$$\text{Hoover} = 0$$

Expressway

$$\begin{aligned} \text{Dugan} - 7,785 \div 3 &= 2,596 \\ 7,785 - 2,596 &= 5,189 \approx \underline{5,000} \end{aligned}$$

$$\begin{aligned} \text{Jolra} - 5,189 \div 3 &= 1,732 \\ 5,189 - 1,732 &= 3,457 \approx \underline{3,000} \end{aligned}$$

$$\text{Hoover} = 0$$

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY HALL, TENTH FLOOR, 455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1688

May 5, 1989

NOTICE OF PUBLIC HEARING

CASE NO. DR 88-13

LOCATION: Dugan and Julia Street from Taft to Maple

REQUEST: Consideration of Extending Either Dugan or Julia, from Taft to Maple.

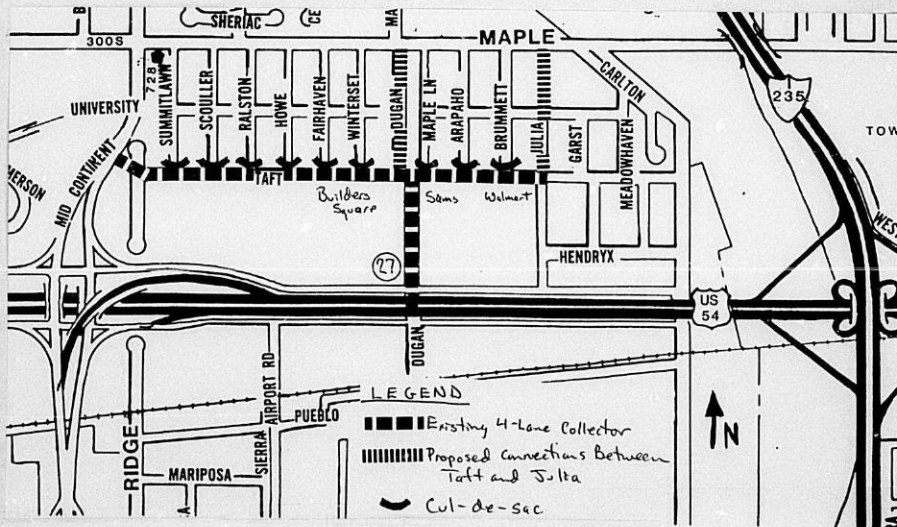
A public hearing to consider the above noted request has been scheduled before the Wichita-Sedgwick County Metropolitan Area Planning Commission (MAPC) on Thursday,

MAY 11, 1989

The meeting will begin at 1:30 p.m., in the City Council Chambers, First Floor, City Hall, 455 North Main, Wichita, Kansas. The public hearing on this item will be at 2:30 p.m. Other planning items will be considered between 1:30 p.m. and 2:30 p.m.

As an owner or occupant of property in the area, you have the right to appear at the MAPC meeting, either in person or by agent or attorney, to support or oppose this request. If you have no interest in or objection to the request, you have no obligation to appear at the public hearing.

If you have any questions or wish additional information about this case, please call the Planning Department office at 268-4421.



THE CITY OF WICHITA

Office of Traffic Engineer

Date: May 4, 1989

TO: Marvin Krout, Director of Planning

FROM: Bill McKinley, Traffic Engineer *BM*

SUBJECT: Consideration of Extending either
Dugan, Julia or Hoover, from Taft
to Maple

In a previous memo to you, I pointed out the advantages and disadvantages of extending the above-noted streets, from Taft to Maple.

In addition, we would further suggest that Hoover should not be viewed as a viable alternative for the following reasons:

1. In the long-range plans for U.S. 54 Highway, the configuration of Kellogg and Hoover would be such that no access would be provided from mainline Kellogg to Hoover, whereas either Julia or Dugan would have access.
2. The horizontal and vertical alignment at Hoover and Maple would be difficult to design.
3. The original right-of-way in this area was dedicated for flood control use and not for a major roadway.
4. In general, we would rather not have an intersection immediately adjacent to the end of a bridge.

Hopefully these items will further clarify the statements made in the earlier memo. If you need further information, please advise.

BM:gr

4/27/69

McKinley
Dane (file)

WS

Taft barricade wins traffic panel backing

By **Beccy Tanner**
Staff Writer

The unpaved road to Bill Vinduska's house is filled with washboard bumps that throw cars and trucks out of alignment.

"It's a sad situation when the last line of defense we have is to not call the road grader, fearing, hoping that the terrible road conditions will discourage commercial traffic from coming back our way," Vinduska said. "When they come out here, it just brings that much more dust."

Vinduska lives at 453 Meadow Haven, just north of Builders Square, Sam's Wholesale Club and Wal-Mart. Taft, the east-west street behind the three stores, was widened and paved by the city as the stores were built. The paving ends at Julia, two blocks west of Vinduska's home.

Last fall, the Wichita Traffic Commission approved a 90-day trial period for barricading Taft east of Julia. Last week, the Traffic Commission reviewed and again endorsed that decision. The City Council is expected to hear the case on May 9.

However, traffic planners say the decision will not be a permanent one, because as more areas are developed near Vinduska's

neighborhood, there will be a greater need for better streets.

That's why, during the April 19 meeting, the Traffic Commission also endorsed a proposal that calls for extending Julia to Maple. The extension would provide a four-lane street with left-turn lanes and signalization, said Bill McKinley, city traffic engineer.

A similar proposal to extend Dugan was considered but not as favored because it would affect more property owners.

Traffic has been increasing steadily in that area in recent years, McKinley said. City traffic records show that before the barricade was installed, about 2,000 vehicles traveled Taft each day. Vinduska said that during the peak hours on a Saturday afternoon, there was an average of one car every 15 seconds.

When the barricade went into place, Vinduska said, residents had problems with "lost" traffic. Some motorists were illegally driving over private property and becoming angry when they could not find their way out of the neighborhood's maze of residential streets.

"The 'quick fix' we asked for has worked although its effectiveness is wearing down," Vinduska told the Traffic Commission.

THE CITY OF WICHITA

Office of Traffic Engineer

Date: April 27, 1989

TO: Marvin Krout, Director of Planning

FROM: Bill McKinley, Traffic Engineer *BM*

SUBJECT: Access from Kellogg to Maple, between Hoover Road and Ridge Road

The following information is provided from a traffic engineering concern with regard to the advantages and disadvantages of various streets serving the above-noted area:

Dugan

- Advantages:
1. Centrally located between Hoover/Ridge Road/Mid-Continent Road.
 2. Highest projected traffic volume.
 3. Presently connects with the signalized intersection at Kellogg and Dugan.
 4. Three of the highest traffic generators in this area are located along Dugan.

- Disadvantages:
1. Additional right-of-way would have to be purchased.
 2. Disturbs well-established residential area.
 3. Requires removal of mature trees.
 4. Also requires removal of out buildings.

Julia

- Advantages:
1. Existing Right-of-way is adequate.
 2. Could build a 40' street (four lanes) within existing right-of-way.
 3. Less residential property affected.
 4. Existing graveled street would have to be paved.

- Disadvantages:
1. Would have to purchase a house and additional right-of-way.
 2. Not centrally located.

Marvin Krout, Director of Planning
April 27, 1989

Page 2

3. Would be adjacent to only one of the major traffic generators.
4. Limited access to Kellogg at Julia (right turns in and out).

Hoover

- Advantages:
1. Right-of-way exists if the roadway is constructed on Flood Control land.
 2. Least impact to residential neighborhood.
 3. Presently exists as a sand/gravel route to Maple.
- Disadvantages:
1. The intersection at Maple has poor horizontal and vertical alignment.
 2. The intersection is located at the west end of the Maple Bridge which limits the sight distance and can be a problem during certain weather conditions.
 3. Higher construction costs due to the fact that a left turn bay would need to be constructed on the bridge.
 4. Would serve the least amount of traffic.

In summary, from a traffic engineering point of view, staff's first preference would be Dugan, second preference would be Julia, and the third preference would be Hoover.

BM:gr

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

April 14, 1989

TO: Bill McKinley, Traffic Engineer
FROM: Marvin Krout, Director of Planning *M Krout*
SUBJECT: Consideration of Extending Either Dugan or Julia, from Taft to Maple

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We have analyzed the area bounded by Mid-Continent Road, Maple, Kellogg, and I-235 to determine how much traffic could be generated by the area in the future, based on the existing zoning, the Community Unit Plan (CUP) requirements, and the adopted land use plan. This information was sent to the Kansas Department of Transportation (KDOT) to be incorporated into the Urban Transportation Planning System (UTPS) computer program to provide us with new traffic projections for the Year 2000.

Staff has estimated that traffic generated in the Year 2000 by development in this area, if it is fully developed by that time, will be about 29,000 vehicles per day that could be loaded onto Kellogg. That compares to an estimated 20,000 vehicles per day presently.

If Kellogg is upgraded to a 6-lane freeway with an interchange at Dugan/Julia, an interchange is constructed at Maple and I-235, and a north-south road is extended to Maple, we can expect that the following traffic volumes would be generated by the fully developed commercial area north of Kellogg:

- A. If Dugan is constructed between Taft and Maple, there will be (see Attached Map A):
 - 22,000 vehicles per day to and from this area, via Kellogg
 - 7,000 vehicles per day to and from this area via Maple/Dugan
- B. If Julia is constructed between Taft and Maple, there will be (see Attached Map B):
 - 24,000 vehicles per day to and from this area via Kellogg
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If the Maple and I-235 interchange is not constructed, the traffic model indicates that fewer cars would be attracted to a north-south connection at Maple (5,000 vehicles if at Dugan; 3,000 vehicles if at Julia).

Bill McKinley, Traffic Engineer
April 14, 1989
Page 2

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CONSTRUCTION OF JULIA FROM TAFT TO MAPLE

Existing Land Use and Zoning

The property fronting Julia is zoned "AA" One-Family and is primarily undeveloped. Julia is presently unpaved between Taft and University. Right-Of-Way (ROW) would have to be acquired to extend Julia from University to Maple (a distance of 300 feet).

The adopted land use plan recommends residential use for this area. Despite the fact that this area is impacted by the noise from Mid-Continent flights, the area has largely developed with residential uses.

Major Impacts

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Bill McKinley, Traffic Engineer
April 14, 1989
Page 3

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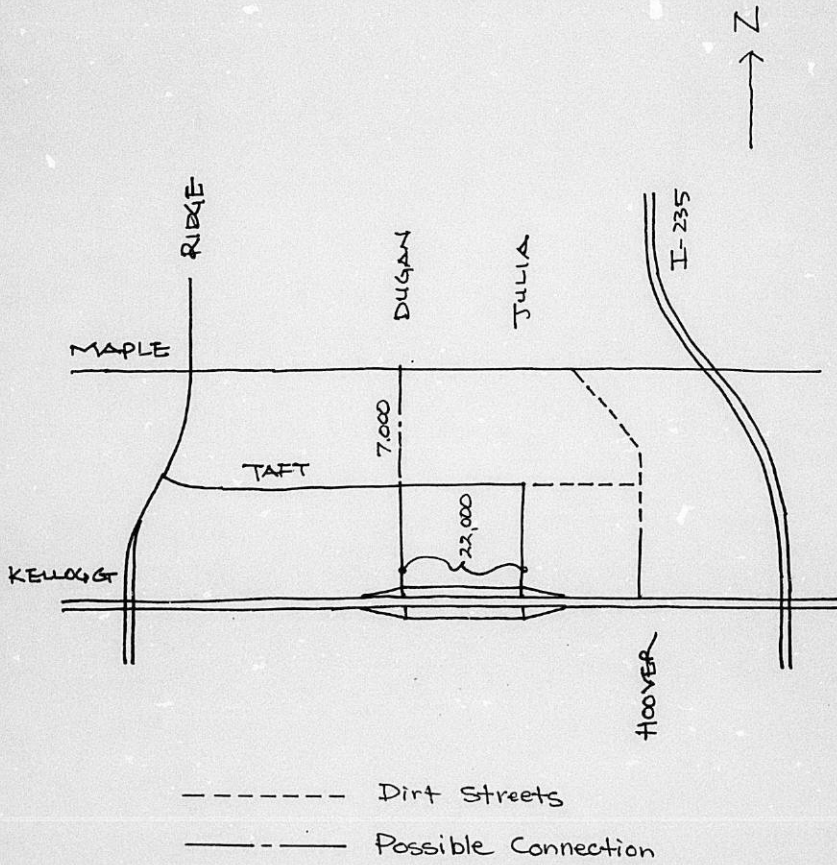
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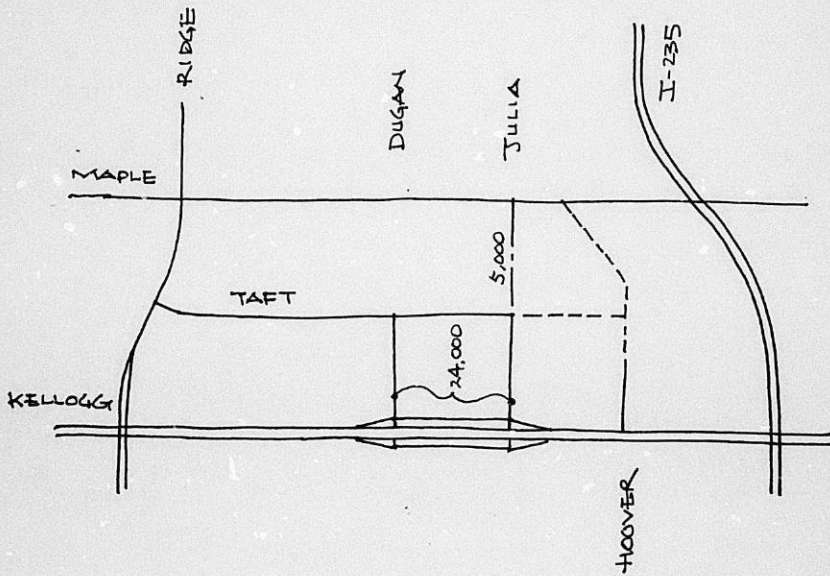
Attachments: 2

Map A

Year 2000 Traffic Projections



Map B
Year 2000 Traffic Projections



- Dirt Streets
- Possible Connection

RECEIVED

APR 17 1989

METROPOLITAN PLANNING

ROUTE

April 14, 1989

Mr. Gene Reed
13442 East 132nd
Brighton, Colorado 80601

Mr. William G. Mc Kinley, P.E.
Traffic Engineer
Department of Public Works
City Hall - Eighth Floor
455 North Main Street
Wichita, Kansas 67202

Dear Mr. Mc Kinley:

We received your letter dated April 10, 1989, regarding the public hearing on April 19, concerning the possibility of extending Julia or Dugan Road, from Taft to Maple.

We will unable to be in Wichita to attend this meeting, and wish to express our concerns in writing.

We have written to Mr. Dave Peterson with the MAPD on December 6, 1988 and Mrs. Reed drove to Wichita for a CPO meeting the first of February.

We own a home at 402 Julia and 2 lots in the 400 block of Julia with a total frontage of approximately 405 feet. We are very concerned as to how this proposed construction will impact our taxes. As we understand the problem, because of the amount of construction that the city has allowed along Highway 54, the businesses that have been allowed to build are now wanting a solution to the traffic problems that their business have created.

The corner at Dugan and 54 Highway was a nightmare 5-6 years ago, this was before McDonalds, Wal-Mart, Builders Square, the new Motel, etc. were built. Now with all the new businesses, it seems that the City of Wichita and businesses want the property owners to open up their streets to added traffic problems.

-2-

The City of Wichita
Mr. William Mc Kinley, P.E.

The City has made cul-de-sac's out of all the streets that run from Taft to Maple, barricaded Taft at Julia, and now want all this traffic to travel down one street.

The area between Hoover and Ridge Road and Taft and Maple is a quiet semi-rural area, we have never had a traffic problem, pollution problem, or a problem with crime. Everyone that has a home in that area, has invested in property because of these advantages. There is not one family that wishes their quiet streets to be turned into a 4 lane "traffic collection street".

It was my reaction from the CPO meeting that the majority of home owners want Julia to be the street to be destroyed with the plans of the City. I can understand their feelings, as this would protect their property values. It is sad that the whole area doesn't stand up and let the City know that none of us want this traffic to cut into our quiet community.

It is beyond our understanding why the city has allowed all these businesses to build in such a congested area, and then the City and the businesses want us, the property owners, to put up with their traffic problems 365 days a year.

There must be solutions that would not bring all this traffic into our neighborhood. The traffic is now routed to Highway 54 and to Ridge Road. These streets were designed to carry traffic. If Hoover were opened up to Maple, this would further help to carry the traffic away from the residential section.

The people who would have to drive a few blocks to Hoover, Ridge Road, or to exit onto Highway 54 would be doing so only when visiting the businesses along the frontage road. The home owners that have property in the area in question would have to live with the traffic, pollution, noise 365 days a year 24 hours a day!

-3-

City of Wichita
Mr. William Mc Kinley, P.E.

There are no advantages to the property owners for a "traffic collection street" to be allowed on their street, only disadvantages: increased traffic, pollution and noise.

Then of course there is the question of who is going to pay for this construction. Will it be the businesses that will be the only ones to profit from this street, or the property owners who do not want this "Traffic Collection Street" to be built on their street?

Needless to say, we are most upset that the City is even considering our nice quiet street to turn into a collection street. Why should one street and a very small number of property owners pay for and support the traffic that these businesses are causing?

If we had wished to live on a four-lane street, we would have had no problem finding such a street in Wichita to build a home. We bought land and built our home on Julia because it was a quiet street and neighborhood. In fact the City would not even put in a dirt street until the house was built! We can not express enough in a letter, our horror, that the City of Wichita is considering this construction.

I am certain that if all thirteen streets between Hoover and Ridge Road were being considered for this "Traffic Collection Street", each property owner on the considered streets would have the same outcry!!!

This street will lower property value, and cause the property owners headaches of a magnitude only those living on such streets as West Street, Maple, etc. could understand.

Again I can understand those that are asking for Julia, or Dugan to be the selected street, as this would save their own property from this unjust action, noise, pollution, traffic, and lost of property value.

-4-

City of Wichita
Mr. William Mc Kinely, P.E.

In closing, why do any of us in this area have to be selected as the "Traffic Collection Street", when the traffic could be diverted to Ridge Road, Hoover, and Highway 54. We do not want this traffic increase down any of our streets!! We are no different than any of the property owners that are trying to protect their investment, we don't want the street to go down Julia!!!

Sincerley,

Gene Reed

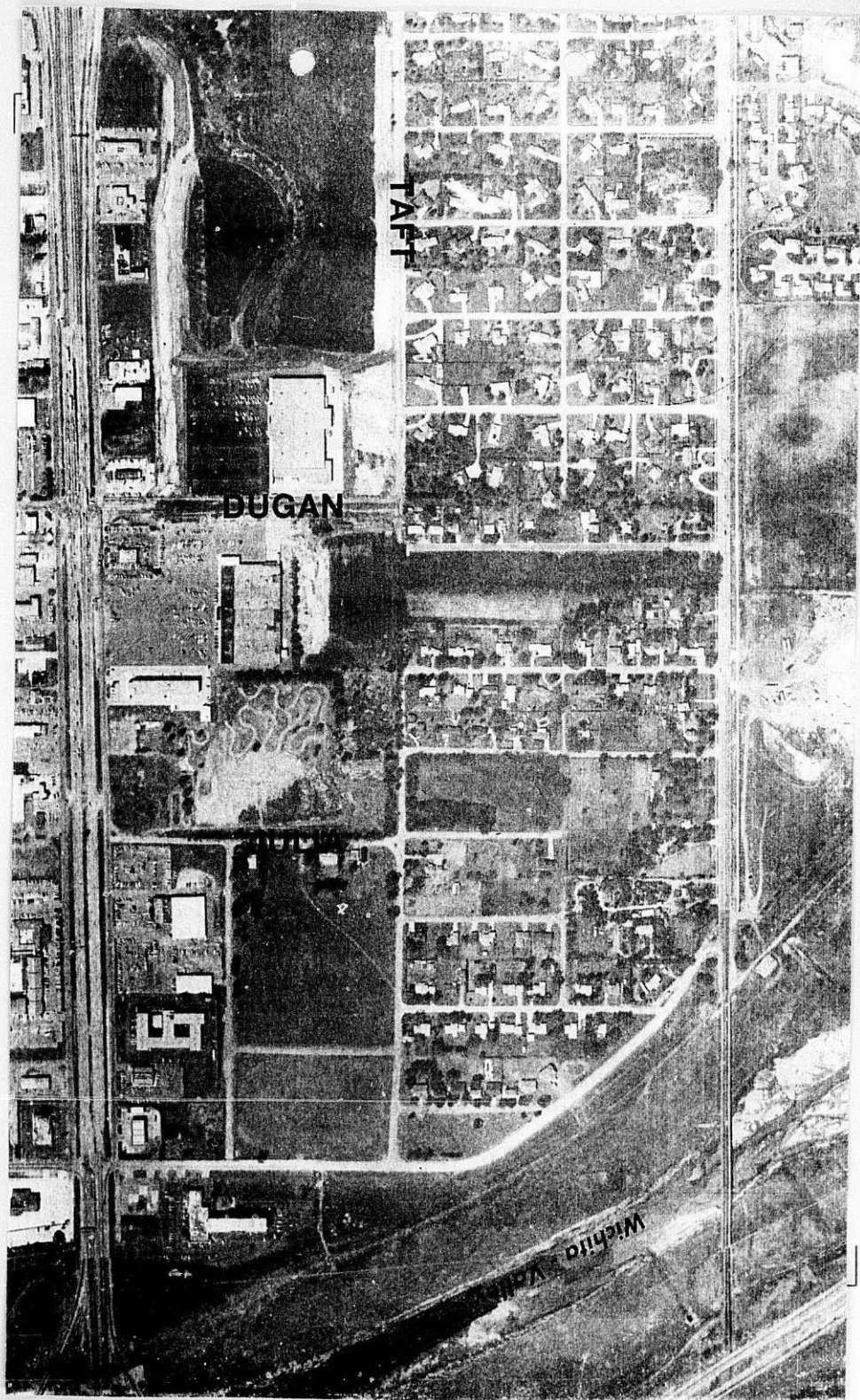
Gene Reed

Janice D. Reed

Janice D. Reed

cc: Mr. Dave Peterson
MAPD
City of Wichita
City Hall - 10th Floor
455 North Main
Wichita, Kansas 67202

cc: Mr. Marvin Krout
Director of Planning
City of Wichita
City Hall - 10th Floor
455 North Main
Wichita, Kansas 67202



JULIA/DUGAN PROJECT COSTS AND
FINANCING ALTERNATIVES

Either project would consist of paving Julia or Dugan from Taft to Maple. Paving configurations could vary from two lanes with a left turn lane at Maple to four lanes. In addition, either project would include widening Maple to provide for a westbound center left turn lane. At Dugan, the turn lane could be a two-way left turn lane to serve the Central Community Church.

Ballpark estimate paving costs only (without right-of-way and drives) are:

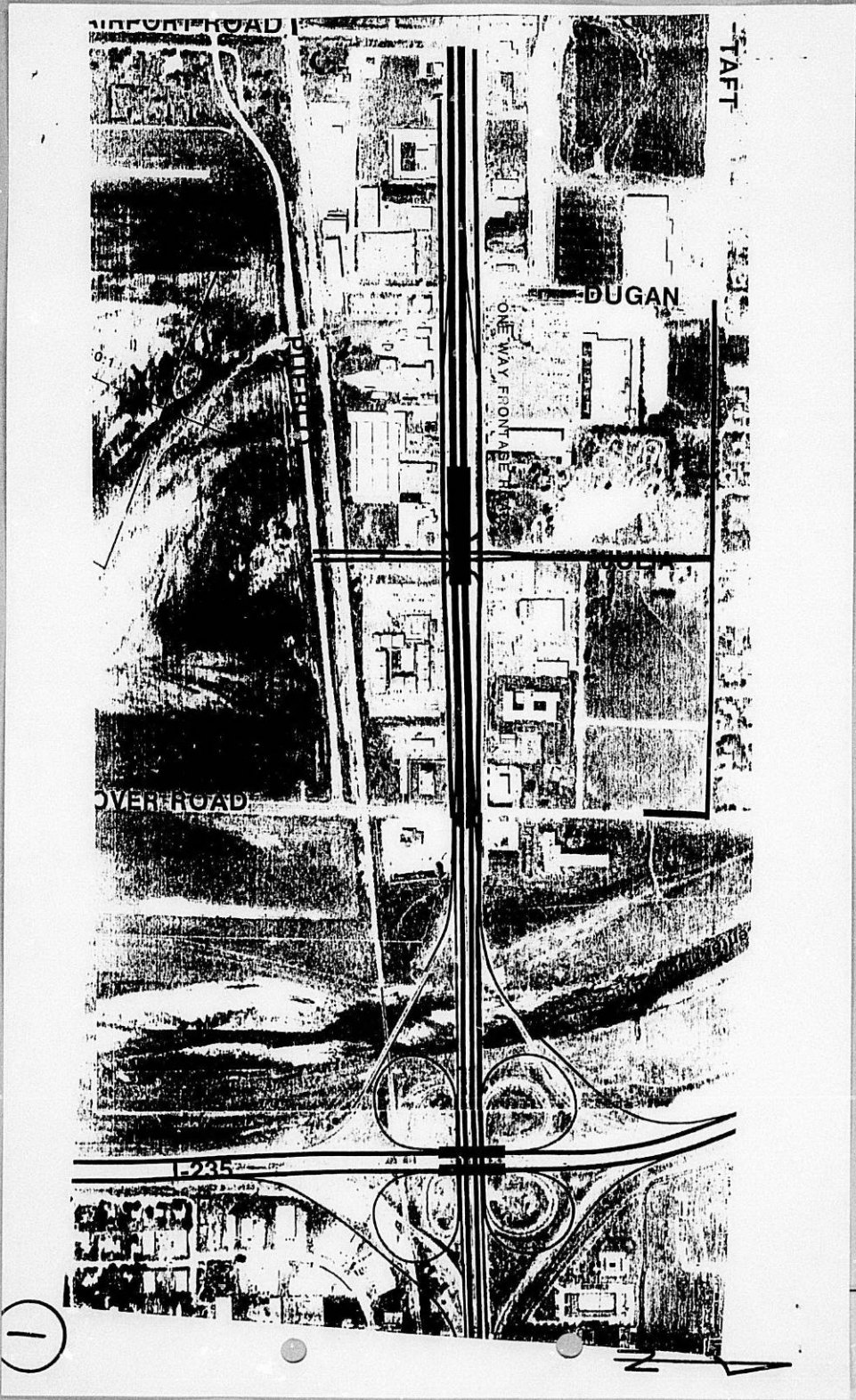
| | |
|---|-----------|
| Option 1: 2 lanes with left turn lane at Maple | \$140,000 |
| Option 2: 2 lanes with left turn lanes at both Maple and Taft | 145,000 |
| Option 3: 2 lanes with parking or three lanes | 200,000 |
| Option 4: 4 lanes | 245,000 |

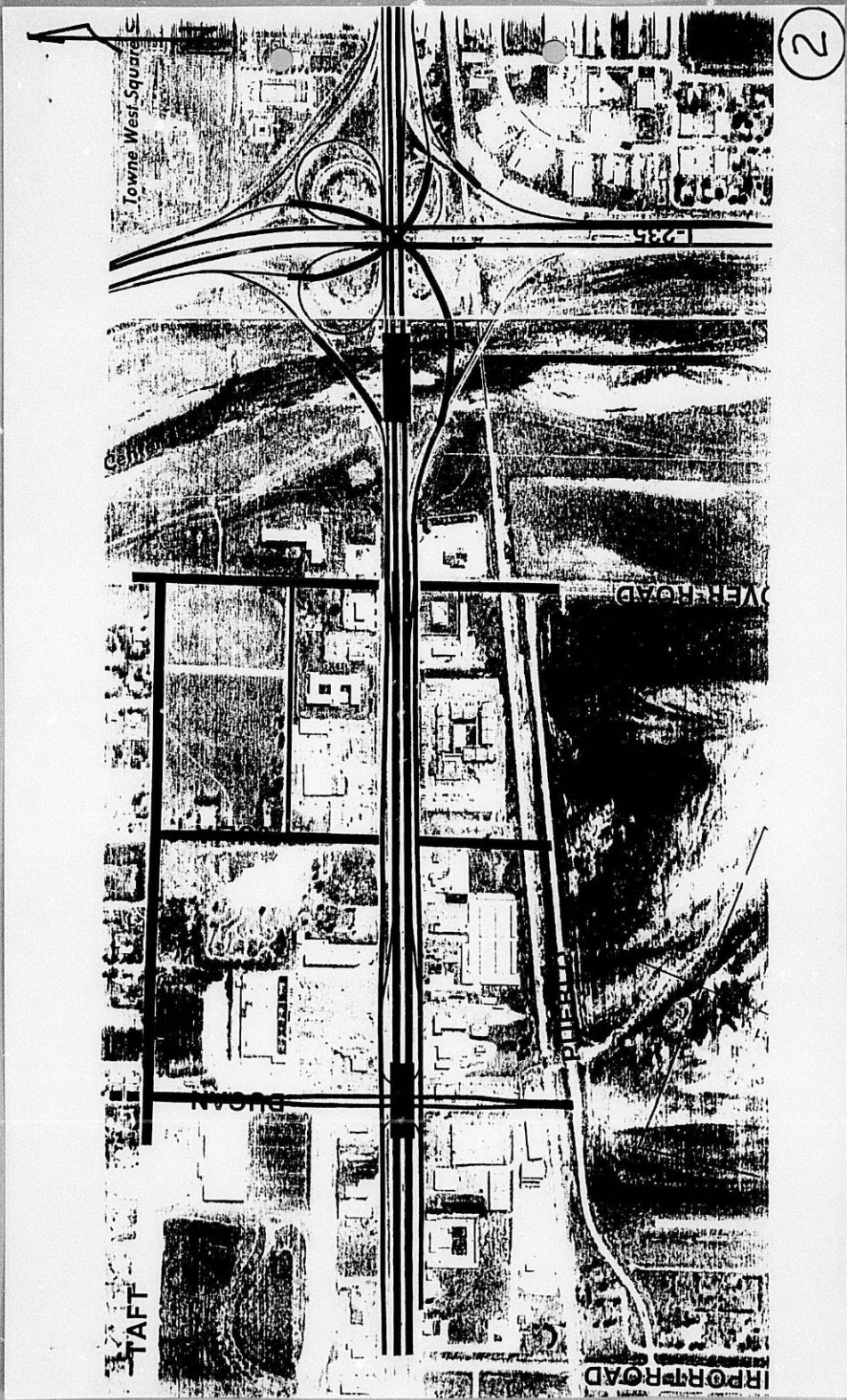
With right-of-way, costs are estimated to be:

| | |
|-----------------|-----------|
| JULIA: Option 1 | \$185,000 |
| Option 2 | 190,000 |
| Option 3 | 250,000 |
| Option 4 | 290,000 |

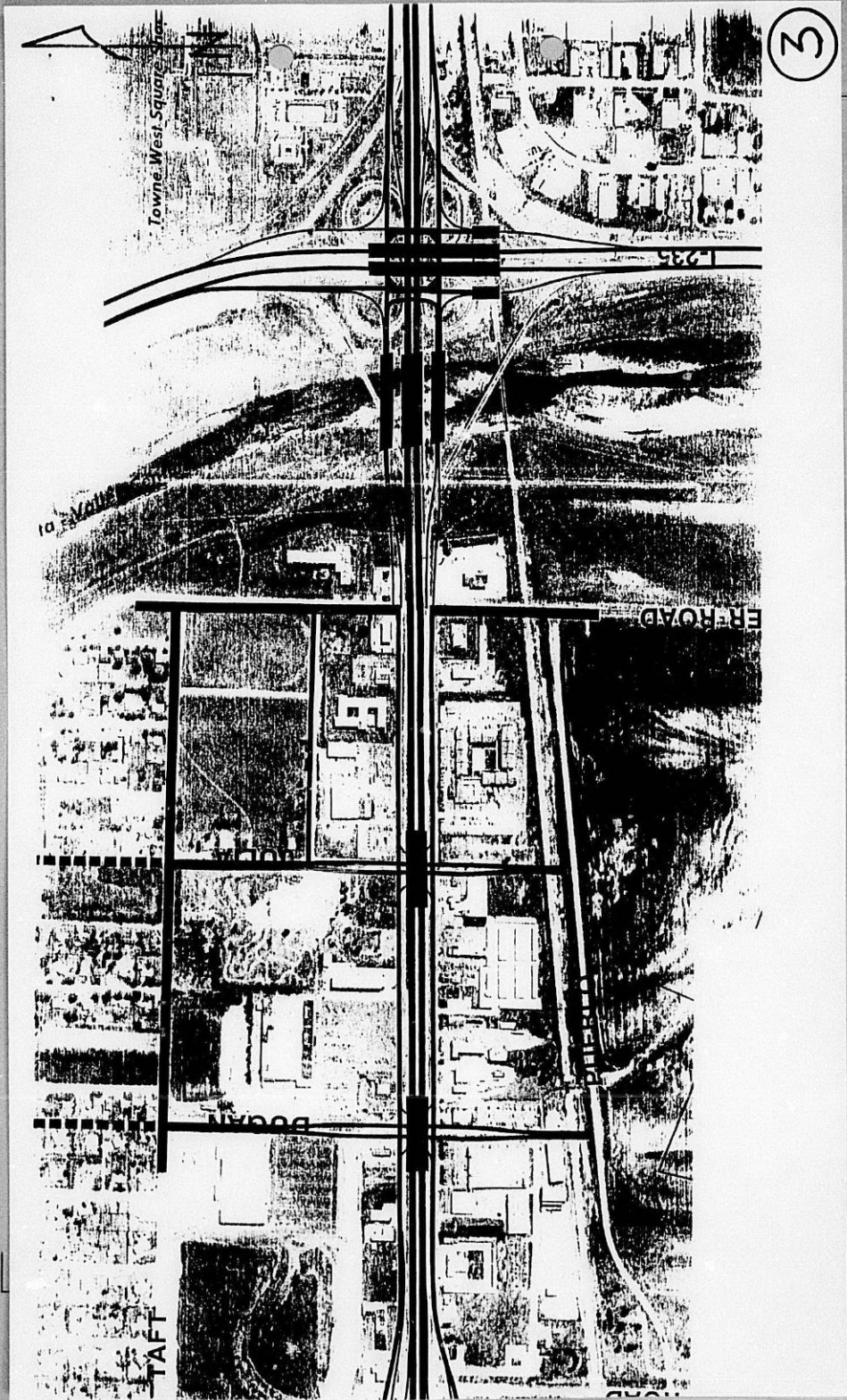
| | |
|-----------------|-----------|
| DUGAN: Option 1 | \$150,000 |
| Option 2 | 155,000 |
| Option 3 | -- |
| Option 4 | 315,000 |

ADD: \$55,000 for turn lane on Maple at either intersection





2



CITY OF WICHITA
 HOURLY 1 CHANNEL VEHICLE COUNT
 CORRECTION FACTOR: 1.00

PAGE 1 OF 1

REFERENCE: 39041410 200009
 LOCATION: NEADORWAY - N OF TAFT
 WEATHER:
 OPERATOR: DM

SILENCE: 39041410
 FRIDAY APRIL 14, 1989

| HOUR BEGINS | MONDAY 10 | TUESDAY 11 | WEDNESDAY 12 | THURSDAY 13 | FRIDAY 14 | WEEKDAY AVERAGE | SATURDAY 15 | SUNDAY 16 | 7 DAY AVERAGE |
|---------------|--------------|---------------|-----------------|----------------|--------------|--------------------|----------------|--------------|------------------|
| AM | | | | | | | | | |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 3 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 6 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 13 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 14 | 18 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 11 | 15 |
| PM | | | | | | | | | |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 15 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 13 | 13 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 20 | 18 |
| 3 | 0 | 0 | 0 | 0 | 19 | 19 | 17 | 22 | 19 |
| 4 | 0 | 0 | 0 | 0 | 28 | 28 | 15 | 17 | 20 |
| 5 | 0 | 0 | 0 | 0 | 17 | 17 | 13 | 12 | 14 |
| 6 | 0 | 0 | 0 | 0 | 17 | 17 | 21 | 10 | 16 |
| 7 | 0 | 0 | 0 | 0 | 20 | 20 | 13 | 5 | 13 |
| 8 | 0 | 0 | 0 | 0 | 12 | 12 | 10 | 5 | 9 |
| 9 | 0 | 0 | 0 | 0 | 8 | 8 | 8 | 2 | 6 |
| 10 | 0 | 0 | 0 | 0 | 5 | 5 | 4 | 2 | 4 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| TOTALS | 0 | 0 | 0 | 0 | 126 | 126 | 224 | 163 | 212 |
| 1. 4-HOUR DAY | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | | | | |
| 2. AVG DAY | 0.0 | 0.0 | 0.0 | 0.0 | 59.5 | | 105.8 | 77.0 | |
| AM PEAK HR | 0 | 0 | 0 | 0 | 0 | | 9 | 10 | |
| PEAK FLOW | 0 | 0 | 0 | 0 | 0 | | 23 | 14 | |
| PM PEAK HR | 0 | 0 | 0 | 0 | 4 | | 6 | 3 | |
| PEAK FLOW | 0 | 0 | 0 | 0 | 28 | | 21 | 22 | |

Dave - fjm

2-28-89

To Whom it may concern:

We the undersigned resident tax-paying property owners and registered voters in Wichita, Sedgwick county, KS do herewith petition a rejection of the proposal to extend Dugan Road from Taft st. to Maple st.

Many of us attended the CPO meeting held February 1st, 1989, where this proposal along with two (2) other options were discussed. The CPO unilaterally recommended this option (Dugan Road from Taft to Maple) be adopted. The CPO did not represent the majority opinion expressed at that meeting. The majority were opposed to any through streets from Taft to Maple and of the three (3) proposals, fewer favored the Dugan proposal as opposed the Julia or Hoover Road proposals. In fact, an overwhelming majority opposed the Dugan Road proposal. The CPO asked for a show of hands on each proposal as to favoritism but chose to ignore the results.

Our reasons for opposition to the CPO recommendations are:

- 1) All abutting properties to the Dugan Rd. extension already have access to Maple by roads in front of their residences and do not need, nor desire an additional street in their back yard.
- 2) Large traffic volumes (propably 90% commercial) would detract from our quality of life due to noise and air pollution, vibration and trash thrown from vehicles.
- 3) Safety and security of our families would be jeopardized by the density of commercial traffic in our provate back yard recreational environment.
- 4) The alternate proposals of Julia or Hoover would be less disruptive to a fewer number of homes than the Dugan proposal as there are 1/2 homeowners along the Dugan Road right-of-way.

ENCLOSURE

- 5) A forty (40) foot right-of-way is not adequate to build a four-lane arterial road.
- 6) Decrease in property values due to items (1) through (3) as mentioned above.

We settled in this area for the express purpose of rearing our children and living in a quiet residential neighborhood and are strongly opposed to efforts to create a commercial/industrial area with busy thoroughfares and arterials.

SIGNED: Red Palmer 432 S. Winterset Ct.
Norma P. Palmer 432 S. Winterset Ct.
Dale Knoblach 6501 Maple
Connie Robinson 355 Maple Lane
Billy & Helen Grand 415 Maple Lane
Luvin L. Vickery 425 Maple Lane
Cathy L. Vickery 425 Maple Lane
Howard J. Ford 445 Maple Lane
Beverly Simons 455 Maple Lane
Clifford Schaulige 438 Winterset
Louis Schaulige 438 Winterset
Ronald R. Metzger 6514 University
Donald C. Griebel 342 Winterset
Martin Bowman 341 Winterset
James Bowman 341 Winterset
W. J. West 4515 University

| | |
|------------------------|-----------------------|
| Al Joga West | 6515 University |
| Paul [unclear] | 6515 Winterset Ct |
| Ricky Balfour | 6524 Winterset Ct. |
| John Balfour | 6524 Winterset Ct. |
| Shirley Teter | 6514 Winterset Ct. |
| Walter M. Burris | 325 Winterset |
| Marty J. Sander | 300 S Winterset |
| Paul W. Koster Steffen | 310 S. Maple Lane |
| Mike Martin | 310 S Maple Lane |
| Stacy Sheets | 318 S Maple Lane |
| Pat [unclear] | 345 Maple Lane |
| H. S. [unclear] | 355 Maple Lane |
| Joni Eberly | 330 S Maple Ln |
| James C. Carney | 330 S. Maple Ln. |
| Mit [unclear] | 401 Maple Lane |
| Stan Russell | 402 S. Maple Lane |
| Dorothy L. Amick | 406 S. Maple Lane |
| Kim Giff | 434 S. Maple Ln |
| Ray Jackson | 438 S Maple Ln |
| Don Thompson | 455 S Winterset |
| Billy Stanta | 421 S. Winterset Lane |
| Demary D. Stanta | 421 S. Winterset Lane |
| William [unclear] | 424 S Winterset |
| George Allen | 425 S. Winterset Ct |
| Douglas Allen | 428 S. Winterset Ct. |
| Fairy Jones | 435 Winterset |
| S. D. [unclear] | 452 S Winterset |
| Glenn Harney | 410 S. Maple Ln |
| Steve [unclear] | 418 MAPLE LN. |
| Tom [unclear] | 422 S. Maple Ln |
| AM Arner | 314 S. Maple Ln |

Bernice Kobarechik 6505 Maple
Phil Prochacka 6600 UNIVERSITY

RECEIVED

APR 5 1989

METROPOLITAN PLANNING

ROUTE

Dave
2/15/87
Mason
Our letter to KDOT regarding
traffic assignments for that
area was sent Feb 2nd.
Turn around cannot be
expected before March
15th. What do you think would
give us enough time to
make mid-March
meetings in doubtful.
WJ

Thanks - pls
contact Mike L,
give him schedule,
tell him we would
prefer they hold off
on going to Traffic
Comm til April.
OK
Bill & Dave
WJ

Bill/Dave:
When are you
expecting to hear from
KDOT on Julia
traffic projections?
Feb 2
Cackey wants to know
if we wd be ready
to add our analysis
to theirs for traffic Comm
on March 15 (and MAPC
after)
Sounds
tight. MK

2/16/87

Miami/Dave

Jindabek says they
are planning on taking
Taft Street to the
Traffic Commission
on April 19th.

W4

That's better
Thanks,

11/20/88

Dave

Seems incomplete
to me, but if MK
doesn't want to
say more thanks up
to him

My main question is
our failure to discuss
how the improved
Julia would be
paid for. - And for
this to be answered
would require more
conversation with
Judebat - right?

Yes
No
Yes
No
Yes
No
Yes
No

As planners what
do we prefer? What
is the best solution
overall? Why leave
this hanging?

VG

Bill/Dave: Fiji.
Send copies out
to MACC in
Fri mailout.
NK

RECEIVED

FEB 09 1989

**METROPOLITAN PLANNING
ROUTE** _____

02-08-1989

Dear Sirs,

I am William Vinduska, the Neighborhood Watch block captain and organizer. I also report to the neighbors, via newsletter, on current events that involve all of us. The main concern we share at this time is the condition and evolution of our streets. I have in the past, and will in the future, circulate petitions to reflect the feelings of the residents in our area. I know that you have already seen some of my work in the form of a petition to close Taft street at Julia. We are very pleased with the results that the barricade has brought us, and would like for it to stay up until Taft is paved.

Another letter dealing with a street design proposal, had the unanimous support of the thirty seven residences East of Julia. It is this subject that we are most concerned about at this time. Copies of this letter and signatures were delivered to you last month for all members of your commission to study.

I have interviewed every resident in our area and know what their wishes are. Perhaps too many of them feel secure that I am taking care of their interests, and do not come out to speak up for themselves. Still, all the same, the collection of signatures is proof that we have submitted a design proposal that we can live with. We want no more or no less than what you would be willing to live with, if you were in our situation.

We feel that in our plan, the whole community would benefit, with the least amount of disruption for home owners. We ask that you give us, and our proposal, more consideration than the C.P.O. did.

Enclosed Neighborhood Watch newsletter reflects the frustration derived from the last C.P.O. meeting. It is being sent to you so that you will better understand the circumstances which you will soon be dealing with.

Please do not let our neighborhood deteriorate to the ill affects of a poorly designed street system. If I may be of service to you, please feel free to call me at 942-1058.

W.M. Vinduska
453 Meadow Haven
Wichita Ks. 67209

C:\househld\neiwatch\neighbor.006

2-1-1989

I attended the CPO meeting tonight, and I am bewildered as to just what really happened. The meeting was attended by well over one hundred people. Barry Carrol, the presiding member, said this was the largest attendance that they have ever had. That showed pitifully by the end of the meeting. There were many people there from Winterset, (the first street West of the proposed Dugan street), and many from Maple Lane, the first street East of the proposed Dugan. Maple street had many interested residents, and all of the residents of Julia were represented. There were two homes from Garst, and two from Meadow Haven represented. I didn't recognize anyone from Carlton Circle being there, but that doesn't mean they weren't.

It was very obvious by all the loud complaints that the majority of the people opposed Dugan. There was one loud no cast by a landlord that lives in Colorado against the Julia street extension. Too many people, who don't live in our neighborhood, proposed Carlton as the main traffic way, with East bound only turns at Maple off Carlton, and no provision for us to turn South off Maple from the East. Too much consideration was given to this lane idea, I am not ready to go all the way to Ridge to circle back home, are you? People, we could end up with a major traffic way for a street if we don't act.

So the CPO asked for a showing of hands for people in favor of this street and that street, then they asked for those who opposed this street, then that street. Then all over again if the city picks up the tab. The showing of hands did not reflect the true feelings of the entire area because we were not all there to be counted. Then the CPO decided to look at how much disruption a street would create, and how much right away was available. There is a forty foot right of way for Dugan, and a sixty foot wide right of way on Julia up to the back of McClanahans property. Then in the face of objection, they decided that a Dugan street in the back yards of eighteen residences, and the buying of some land from three of them, would be better than the buying of one residence on Maple. The possibility of solving our traffic problems was not an evident concern at the meeting. I don't think that they realize that the rezoning of the vacant land on Julia to light commercial would bring a tidy profit to those land owners. I guess that some of those owners are a bit short sighted about that too.

Three of the CPO members were not there, the ones that were must have suffered brain damage from an overload of negative energy from the audience. They decided to recommend a two lane Dugan extension to the Metropolitan Area Planning

Commission, and that the City at large should pay for the work. The city paying for it sounds good, but they completely ignored the wishes of the community. There was no evident concern for the "big picture", or future needs of the neighborhoods. I understand that the "powers that be", want to push Dugan through because it fits better with their Kellogg plans, but could this be affecting the CPO?

Perhaps the CPO members were getting confused as to what street people were referring to. I saw a lot of statements being made pro and con towards this and that, and it was obvious that people were not sure as to which street was being referred to at times. I just find it inconceivable that a CPO, a group that is supposed to be neighborhood concerned, would want to work against us.

One two lane road will not be enough to handle the amount of traffic being generated today, let alone what it will be after the thirteen million remaining feet of commercial property is developed. I do not believe this includes the area South of us as it is still zoned residential for now. Perhaps both Dugan and Julia should be opened? Did you hear about the eight screen movie theatre being built on the Northeast corner of Ridge and Kellogg? If their reluctance to build one four lane persists up the ladder, they may have to build two two lane streets, or keep our streets open to carry the excessive traffic.

The next step in our civic procedure is a Metropolitan Area Planning Commission meeting on Thursday the ninth of March, at one thirty pm, in the City Building. This will be your second chance to stand up and speak your mind. You do not have to be there yourself, you can send someone to speak for you. The next and last chance you have, will be at the Traffic Commission Meeting, that meeting may be as early as March 15. Both the street extension proposal and the Taft barricade may be discussed at that meeting.

The Taft barricade will be reviewed by the City Council again in March or April to decide as whether or not to leave it up. Since we may not speak at a City Council meeting, unless asked to, we should be circulating another letter of support before that meeting, they need to know that it is doing us a lot of good. It has been suggested to me that we ask for the barricade to stay up until Taft is Paved, I would be happy just buying some more time. I'll probably be around with a letter of support for you to sign soon.

I want a quite and safe neighborhood for us and our children to live in, I'm sure you do too. Let's not sleep while someone else plans or ignores our future, get active now so we won't have to live with their mistakes.

W. M. Vinduska

MARC: this is not correct, we will probably schedule a meeting of MARC to review all proposals in April. Invited Mr. Vinduska. MK



METROPOLITAN AREA PLANNING
DEPARTMENT

CITY HALL - TENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1688
(316) 268-4561

February 2, 1989

Mr. Myron Siefken
Transportation Systems Evaluation Engineer
Bureau of Transportation Planning
Docking State Office Building - 8th Floor
Topeka, KS. 66612-1568

Dear Myron:

We are requesting new traffic projections for the Design Concept Study on Kellogg from I-235 to 119th Street West because of: A) the necessary details of network configuration for the Julia/Dugan area; B) the boundary changes of two O-D zones', and C) the adjustments of Year 2000 socioeconomic data.

- A. Six assignment networks for the analysis of the Julia/Dugan Area (see Attachment A)
 1. Kellogg
 - a. An expressway without the I-235/Maple interchange
 - b. A freeway with the I-235/Maple interchange
 2. Connection between Maple and Taft
 - a. No connection
 - b. Connected by Julia or Dugan
 - c. Connected by Hoover
 3. Two assignments, free and capacity restrained, for all six networks.
 4. Turn movements will be retained at all interchange locations.
- B. Changes of O-D zone boundaries (see Attachment B)
 1. Zone 377 will only consist of the area bounded by Ridge, Maple, I-235 and Taft as exclusively residential
 2. The area bounded by Dugan, Taft, I-235 and Kellogg will be added to Zone 387.

NEWBURN COUNTY

Myron Siefken
February 2, 1989
Page 2

- C. Adjustments on Year 2000 Socioeconomic Data (see Attachment C)
1. 20 O-D zones are selected for adjustment
 2. It has been estimated by the ITE's trip generation rates that Zone 387 will generate 58,000 vehicles per day.

We will appreciate your efforts in running these traffic assignments. Should you have any questions, please call me.

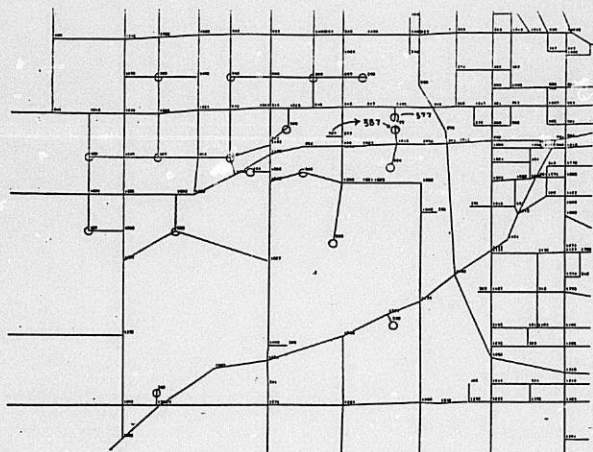
Sincerely,

Vic C. Shen
Senior Planner
Transportation Division

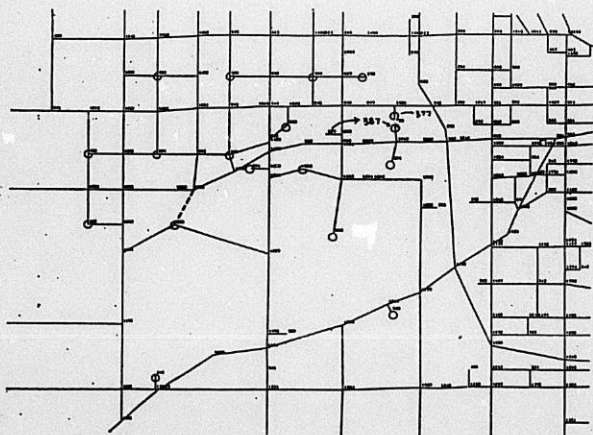
VCS:rh
Attachments: 3

ATTACHMENT A-1

a. Expressway

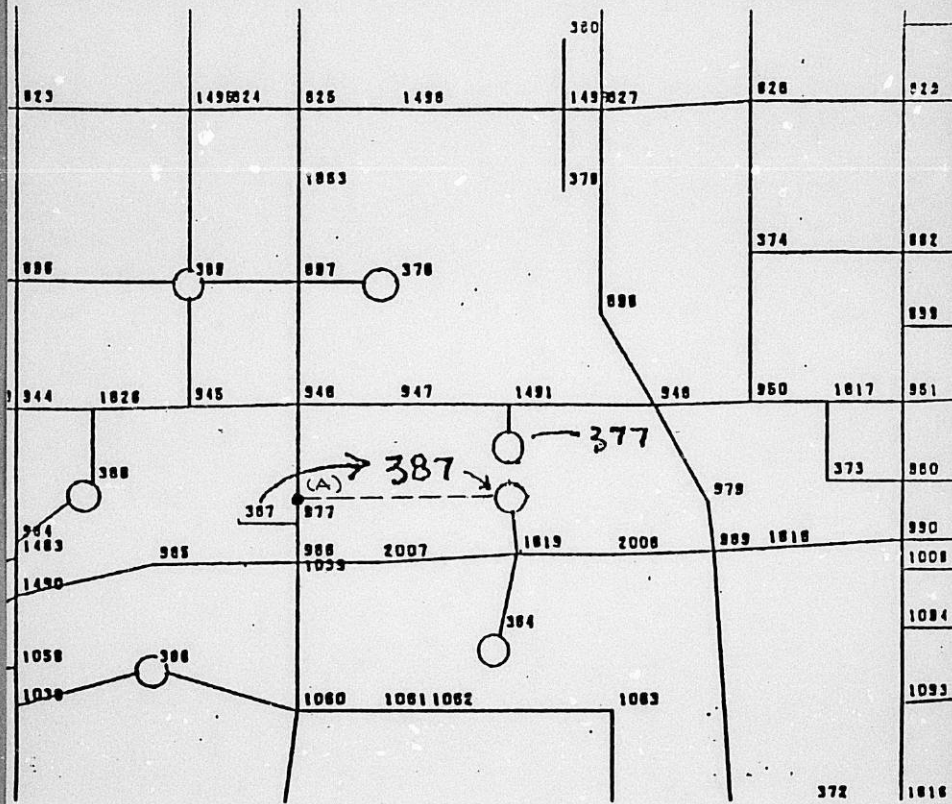


b. Freeway



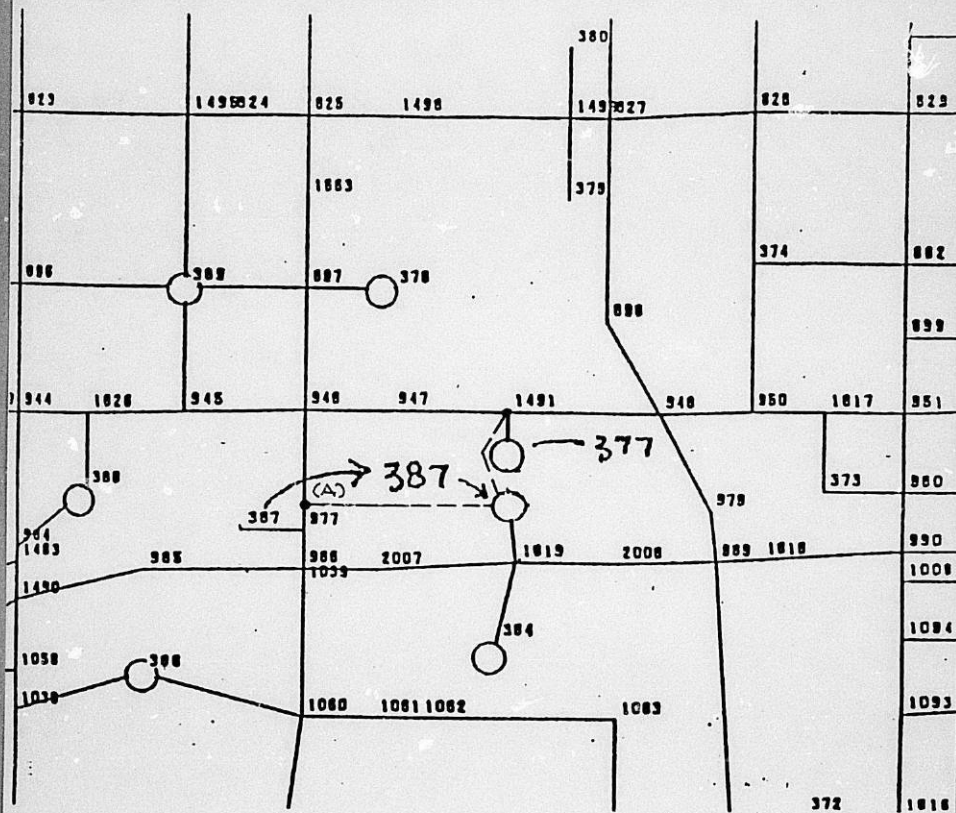
ATTACHMENT A-2a

No connection between Taft and Maple

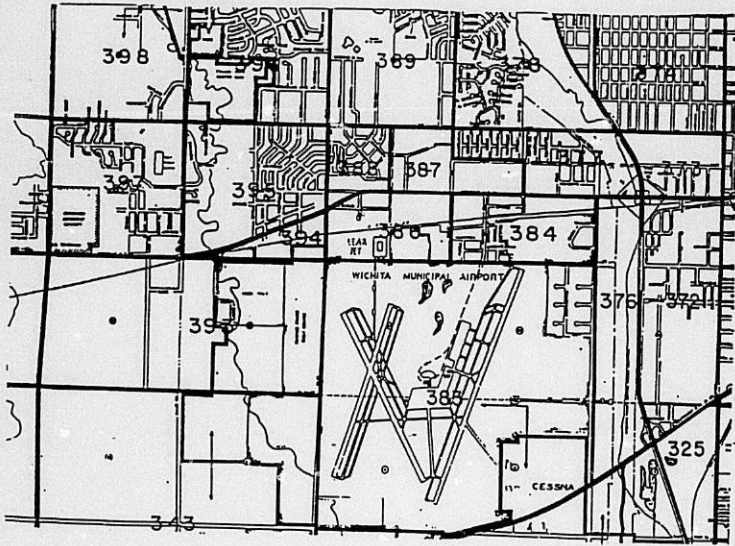


Note: Node (A) can be represented by 977 if 977 is moved to the midpoint between Maple and Kellogg

ATTACHMENT A-2b
 Connection by Julia/Dugan



ATTACHMENT B



ATTACHMENT C

SUMMARY OF THE 1980 AND 2000 WICHITA SELECTED SOCIO-ECONOMIC DATA FOR WEST KELLONG AREA

| ZONE | DWELLING UNITS | | POPULATION | | AUTOS | | TOTAL EMPLOYMENT | | FETAIL EMPLOYMENT | | SERVICE EMPLOYMENT | | EMPLOYED RESIDENTS | | D-D* CENSUS ZONE TRACTS | | | | | | | | | | |
|-------|----------------|-------|------------|--------|--------|--------|------------------|--------|-------------------|--------|--------------------|---------|--------------------|-------|-------------------------|-------|-------|-------|-------|--------|-------|-----|-------|-----|----|
| | 1980 | 2000 | 1980 | 2000 | 1980 | 2000 | 1980 | 2000 | 1990 | 2000 | 1980 | 2000 | 1980 | 2000 | | | | | | | | | | | |
| 1 | 154 | 200 | 553 | 791 | 258 | 346 | 369 | 25 | 980 | 6,500 | 5,520 | 30 | 50 | 0 | 71 | 80 | 9 | 270 | 270 | 0 | 1 | 350 | 96 | | |
| 2 | 58 | 100 | 176 | 297 | 191 | 122 | 183 | 81 | 21 | 36 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 82 | 135 | 53 | 1 | 343 | 96 | |
| 3 | 192 | 200 | 506 | 700 | 194 | 407 | 375 | (321) | 1,015 | 0 | (1,015) | 65 | 0 | 1651 | 208 | 0 | (208) | 303 | 270 | (33) | 1 | 377 | 92 | | |
| 4 | 591 | 600 | 1,286 | 1,407 | 121 | 812 | 1,154 | 342 | 70 | 200 | 150 | 6 | 74 | 68 | 30 | 40 | 10 | 1 | 760 | 772 | 12 | 1 | 378 | 93 | |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,423 | 4,200 | 777 | 157 | 160 | 3 | 308 | 320 | 12 | 0 | 0 | 0 | 0 | 1 | 383 | 92 | |
| 6 | 37 | 35 | (21) | 110 | 102 | (8) | 79 | 77 | (2) | 1,159 | 800 | (359) | 179 | 180 | 1 | 250 | 250 | 0 | 0 | 0 | 0 | 0 | 1 | 384 | 92 |
| 7 | 0 | 1 | 1 | 0 | 3 | 3 | 0 | 2 | 2 | 0 | 8 | 8 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 385 | 92 | |
| 8 | 0 | 0 | 0 | 30 | 0 | (30) | 0 | 0 | 0 | 7,923 | 2,900 | (5,923) | 307 | 60 | (247) | 538 | 100 | (438) | 10 | 0 | (10) | 1 | 386 | 92 | |
| 9 | 0 | 300 | 300 | 0 | 603 | 603 | 0 | 561 | 561 | 568 | 2,550 | 1,982 | 76 | 669 | 594 | 138 | 820 | 682 | 1 | 0 | 386 | 386 | 1 | 387 | 92 |
| 10 | 460 | 500 | 20 | 1,200 | 1,250 | 50 | 916 | 617 | 21 | 514 | 200 | (114) | 104 | 55 | (491) | 84 | 30 | (54) | 717 | 675 | (42) | 1 | 388 | 92 | |
| 11 | 519 | 795 | 246 | 1,280 | 2,616 | 1,336 | 888 | 1,530 | 642 | 515 | 512 | (3) | 101 | 135 | 74 | 106 | 110 | 4 | 676 | 1,113 | 437 | 1 | 389 | 93 | |
| 12 | 98 | 1,276 | 1,178 | 175 | 2,480 | 2,505 | 154 | 2,665 | 2,451 | 126 | 200 | 74 | 21 | 100 | 79 | 10 | 10 | 0 | 139 | 1,302 | 1,163 | 1 | 393 | 95 | |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 89 | 61 | 0 | 20 | 20 | 2 | 10 | 0 | 0 | 0 | 0 | 1 | 394 | 92 | |
| 14 | 451 | 500 | 49 | 1,183 | 1,418 | 235 | 925 | 936 | 11 | 307 | 100 | (207) | 194 | 40 | (64) | 72 | 40 | (32) | 633 | 675 | 42 | 1 | 395 | 92 | |
| 15 | 1,035 | 1,100 | 65 | 2,393 | 2,543 | 150 | 1,729 | 2,198 | 469 | 606 | 400 | (206) | 259 | 200 | (59) | 149 | 100 | (49) | 1,240 | 1,318 | 78 | 1 | 396 | 94 | |
| 16 | 281 | 400 | 119 | 1,085 | 1,268 | 165 | 676 | 833 | 157 | 81 | 100 | 19 | 18 | 44 | 26 | 20 | 20 | 0 | 529 | 540 | 11 | 1 | 397 | 95 | |
| 17 | 107 | 1,400 | 1,293 | 285 | 4,119 | 3,834 | 158 | 2,856 | 2,678 | 10 | 200 | 190 | 0 | 80 | 80 | 2 | 10 | 0 | 152 | 1,864 | 1,712 | 1 | 398 | 95 | |
| 18 | 0 | 0 | 0 | 39 | 0 | (39) | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | (15) | 1 | 405 | 95 | |
| 19 | 90 | 200 | 110 | 341 | 758 | 417 | 222 | 520 | 248 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 270 | 98 | 1 | 406 | 95 | |
| 20 | 84 | 826 | 742 | 334 | 2,530 | 1,996 | 228 | 1,562 | 1,334 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 892 | 754 | 1 | 409 | 95 | |
| TOTAL | 4,217 | 8,633 | 4,216 | 10,976 | 22,885 | 11,889 | 7,662 | 16,690 | 9,036 | 17,146 | 10,229 | 1,083 | 1,427 | 1,856 | 429 | 1,980 | 1,940 | (40) | 5,916 | 10,530 | 4,610 | 1 | TOTAL | | |

NOTES : 1. ALL EMPLOYMENT IN ZONE 377 HAS BEEN MOVED TO ZONE 307.

2. WICHITA MID-CONTINENT AIRPORT IN ZONE 383 IS A SPECIAL TRIP GENERATOR.

3. ZONE 387 INCLUDING RIDGE PLAZA, DUGAN CENTER, LANDING, ETC. IS A SPECIAL TRIP GENERATOR.

~~Bill/Dave~~:
fyj/files.
extra copies
to MAPC for
their info in
next mailout.
MK

THE CITY OF WICHITA

DATE: February 2, 1989

TO: Mayor and City Council through Chris Cherches, City Manager

FROM: Barry L. Carroll, Administrative Aide III *blc*

SUBJECT: Proposed Extension of Dugan, from
Taft to Maple (CPO West Side 5A)

On Wednesday, February 1, 1989, CPO West Side Neighborhood Council 5A considered the the proposed roadway configurations for the possible extension of Julia or Dugan, from Taft to Maple. Initially, on October 19, 1988, the Council voted 8-0 to recommended that Julia be extended from Taft to Maple and that the City-at-large fund the project (see back page).

Council members were provided the notice to adjoining property owners and a map of the area. After extensive discussion, the Council voted 5-0 to recommend that Dugan be constructed, having two-lanes, extended from Taft to Maple, and the City-at-large fund the project.

Bill McKinley, Traffic Engineer, presented several street configuration options and responded to questions. There were approximately 100 area residents in attendance.

There was a mixed response from the citizens. Generally, residents of Dugan opposed the Dugan option, while residents of Julia opposed the Julia option. Many area residents simply wanted to be "left alone" without any improvements being made. No residents or property owners wanted to assessed for the proposed project/s. The owner Prestige Pontiac/Cadillac, Inc., expressed support for extending both Dugan and Julia. This individual read a prepared statement which was signed by several other business owners.

The CPO Council members agreed that, due to increasing commercial development, the traffic problems would only increase. However, after further review, the members reversed their earlier decision and recommended that Dugan be extended. One member stated that, in time, both Dugan and Julia would should be extended in order to handle increased traffic volumes.

Please provide the CPO Council's recommendation to the City Council when the proposed configurations for the possible extension of either Julia or Dugan, from Taft to Maple are considered.

cc: Marvin Krout, Director of Planning
Steve Lackey, Director of Public Works

BLC:blc
02-Feb-1989 12:11

CITIZEN PARTICIPATION ORGANIZATION
WEST SIDE NEIGHBORHOOD COUNCIL 5A

Minutes
Wednesday, December 6, 1988

The regular meeting of the West Side Neighborhood Council 5A was held at 7 p.m. at the American National Bank, 10222 West Central (Central & Maize Road) in the "Ben Franklin Room", 2nd floor.

Members Present

Rick Enns
Sandi Denner
Richard Schopf
Bob Baker
Charlene Pickard

Members Absent

Paye Palmer, excused
Connie Goodner, excused
Denise Bruce
Denise Denning, excused

Public Attendance

(See List)

The meeting was called to order at 7 p.m. by President Sandi Denner.

Motion by Schopf (Baker) to approve the November 16, 1988 minutes. Motion carried 5-0.

Motion by Baker (Pickard) to amend the agenda to include the addendum. Motion carried 5-0.

SECRETARIAT AGENDA

1. DISCUSSION OF DRAINAGE PLANS FOR THE COWSKIN CREEK.

Ken Bengsten, Consulting Engineer, Mike Lindebak, Public Works, and Frank Smith, Director of Parks, were present to discuss the captioned item. Mr. Bengsten displayed numerous charts and maps that detailed the proposed plan for a "Bypass Channel" from Pawnee to Kallogg that would pass through the Pawnee Prairie Park and the Golf Course. Following a brief presentation, Mr. Bengsten entertained questions from the approximately 30 area residents present.

Mr. Bengsten noted that currently the project is being designed and bids should be let on the project in the spring of '89.

The Council thanked Bengsten, Lindebak and Smith for their comments.

2. Z-1931: GENERALLY LOCATED ON THE WEST SIDE OF MAIZE ROAD IN AN AREA SOUTH OF CENTRAL.

The applicant, Jay Russell, requested a zone change from the "AA" One-Family Dwelling District to the "OC" Office Commercial District and the "R-6" General Residence District. On November 15, 1988, the Wichita City Council considered the above mentioned zone change case. The action taken by the Council was to return the case

CPO West Side 5A
Wednesday, December 7, 1988
Minutes - Page 2

to the Planning Commission for reconsideration of "BB" (Office) zoning for the area requested for "LC" (Light Commercial) zoning. Since that time, the applicant has chosen to amend his request and ask for "OC" (Office/Commercial) rather than "LC" zoning.

Council members were provided the notice to adjoining property owners, a map of the area and MAPD staff comments.

The applicant, Jay Russell, was present to explain the specifics of the request and respond to questions. Mr. Russell explained that following meetings with the Director of Planning, he decided to amend his request. Additionally, Mike Lindebak, City Engineer, was present to respond to concerns of members and area residents.

There were approximately 10 area residents present who asked several questions. Russell and Mr. Lindebak. The majority of their questions dealt with concerns about drainage and excessive runoff. Following the question and answer session, the area residents voiced no opposition to the request.

A motion was made by Denner (Enns) to recommend approval of the request, subject to MAPD staff's comments. Motion carried 5-0.

* 2. CONSIDERATION OF THE CONSTRUCTION OF JULIA STREET TO A FOUR-LANE COLLECTOR FROM TAFT TO MAPLE.

The Council conducted a neighborhood hearing to consider the construction of Julia Street to a four-lane collector from Taft to Maple. The MAPC will consider this request on Thursday, December 8 at 2:30 p.m. Council members were provided the notice to adjoining property owners and a map of the area.

Bill McKinley, Traffic Engineer, along with Steve Lackey and Mike Lindebak, Public Works, were present to explain the specifics of the proposal and respond to questions. Mr. McKinley stated that he was present in response to area residents' concerns and that the City wanted to provide alternatives to simply closing certain neighborhood streets. Mr. McKinley provided the following three (3) options for the members to consider: 1) Paving of Taft to Hoover; 2) construction of Julia from Taft to Maple and 3) the extension of Dugan Road.

The members carefully examined each option and decided that the construction of Julia would be most beneficial and have less negative impact on the neighborhood.

There were no area residents present to either speak in opposition to or support of the proposal.

After an extensive discussion, a motion was made by Schopf (Enns) to recommend approval of the request but added that alternative forms of financing be considered by the City Council. A discussion was held.

Pickard stated that she did not feel it was appropriate for residents along Julia to pay special assessments when it was the closing of other area streets that created the current traffic problems.

B. M. Marcus

12/19/88

The following is my work plan to review the possible options available to relieve traffic congestion at Kellogg & Dugan:

MK Dugan
think the
"worst case"
LU scenario is
adaptable - or
we also assume
75% or 50%
built out?
WY

1) Review the CUP's for the area S. of Tolt, N. of Kellogg, E. of Mid-Continent Rd., and W. of the Big Ditch to determine the maximum gross floor area available for development. From the gross floor area we will be able to determine the "worst case" land use scenario (i.e., retail) to calculate the projected traffic volume for the area. We need to use the "worst case" in traffic volume to determine what would be the best design for street layout in the area.

- 1 million sq ft on Dugan
- 150 retail shops → 100,000 sq ft
- 1 cinema 50,000 sq ft
- 1 hotel 50,000
- office 400,000 sq ft
- retail
- restaurants 10,000 sq ft
- mini
- auto parts 200 ±
- warehouse 500
- auto dealer ±10 ac (1 more)
- warehouse ±10 acres (200,000 sq ft)

2) Determine the interchange location. This will be done by PEC.

3) After the interchange location has been determined then we can analyze the directional split of the traffic for all four options:

- Construct Dugan from Tolt to Maple
- Construct Julia from Tolt to Maple
- Construct Hoover from Tolt to Maple
- Do Nothing

4) After the directional split has been determined for all four options then we will use the projected land use impacts, cost of construction for each option, assessment policy, and traffic impacts

Jolita/Duquesne Future Land Uses

- Where's Interchange
- what the future traffic projections will be [Million 5 ft 300000 today]
- what the future land uses will be ... ask Mann
- what the network will look like
- what the cost will be
- Don't address a traffic light.
- Property Ownership / Door Hangers - Maybe to Taff and Hazards to Bridge
+ Businessmen who signed petition

12-16-1988

Unto: The Wichita City Commission
The Wichita Traffic Commission
The Metropolitan Area Planning Commission
The Citizens Participation Organization

I am William Vinduska, I live at 453 Meadow Haven, at the intersection of Meadow Haven and Taft. I have lived there for eight years, and am the Block Captain for our Neighborhood Watch area of Meadow Haven, Garst, and Taft. I have drafted and circulated a petition to close Taft at Julia, which is now closed and will be reviewed again in March by the Wichita City Commission. We thank you for the affirmative action that you have taken to date, as we are enjoying the reduction of traffic already.

Since the M.A.P.C. has been directed to study our area before further action is considered, we would like to offer you some ideas that residents of Garst and Meadow Haven have formulated. We recognize that we are not professionals in this field, but we think that these ideas may help alleviate the pains of a frustrating situation. We believe that these changes will provide a pocket of seclusion for us and reduce the city's expenses for street maintenance.

First, Carlton would be terminated at Taft to Northbound traffic, and the land returned to the Valley Center Flood Control Project. Carlton would also be terminated Southbound at Carlton Circle.

Second, Carlton Circle would be opened at Taft. Carlton Circle would then be open at both ends.

Third, the intersection of Carlton at Maple would be terminated. The potentially dangerous intersection and the funds to incorporate it into the new bridge could be appropriated for a safer intersection at Julia and Maple.

Fourth, University would be opened to Julia, thus giving those who live at the North end of the neighborhood an easy, accessible way in and out.

Fifth, open and pave Julia to Maple with a traffic light and left turn lanes. The Central Community Church could have a driveway on the opposite side of the intersection reducing their need for traffic police.

Sixth, reopen Taft at Julia, preferably after work is accomplished.

There are many benefits to be derived from this design. For the neighborhood, we could return to a more peaceful existence. The only traffic on Carlton, Meadow Haven, Garst, or University would be local residential traffic. We would have easy access to our neighborhood, and the need for paving of our residential streets would be gone. We would still have the dust and excessive traffic on Taft until a developer builds on the South, but until the street situation is remedied, the prospect of any development, commercial or residential, is doubtful.

We recognize that a Julia opening may not benefit Sheplers quite as much as Dugan, but there would be less residential disturbance in the restructuring we are proposing. There are only two houses on Julia, plus one on Maple, that would be directly affected. Land values would be raised for the potential of light commercial zoning, and the possibility of growth restored to a stagnant area.

The commercial traffic that is generated in our area is looking for a way to go Northeast. Until it is given an alternative route, it will continue to traverse our neighborhood. Even with a Dugan street through to Maple we will receive commercial traffic. With Julia open, there would be a convenient opening to the Northeast, and commercial growth will be encouraged again, thus the need for a four lane Julia. We find it absurd to put a four lane Dugan in the backyards of so many residences.

We know that there is a need for an intersection at Maple, but considering the elevation of the land to the bridge, and the angle of Carltons' approach, the end of a bridge cannot be a good place for it. The same funds that would have gone to building such a dangerous intersection would be better spent on a safer Julia intersection.

We, the undersigned residents, agree that these changes would benefit the entire area, not just the neighborhood, and would like our city officials to give it serious consideration.

| NAME | ADDRESS |
|--------------------|--------------------|
| William W. Kishin | 453 MEADOW HAVEN |
| John M. Long | 441 MEADOW HAVEN |
| S. A. Trotter | 429 MEADOW HAVEN |
| Oliver Long | 417 MEADOW HAVEN |
| Frank W. | 401 MEADOW HAVEN |
| Barbara Evans | 345 MEADOW HAVEN |
| Charles Manoff | 339 MEADOW HAVEN |
| James T. Lee | 325 CARLTON |
| Maxine H. Harrison | 452 MEADOW HAVEN |
| Sunny + Tom Austin | 400 MEADOW HAVEN |
| Mark W. Bradshaw | 428 MEADOW HAVEN |
| E. Baker L. Legard | 420 MEADOW HAVEN |
| Kayma D. Jones | 440 MEADOW HAVEN |
| William H. Kelly | 346 MEADOW HAVEN |
| Marguerite Lawhead | 340 MEADOW HAVEN |
| Patricia K. Park | 400 GARST |
| Charles F. Plaster | 412 GARST |
| Elmer E. Hughes | 422 GARST |
| W. W. Lewis | 428 GARST |
| Greg Hayer | 432 GARST |
| Bob Allen | 448 GARST |
| Greg Schult | 5922 TAFT |
| Ed. Matyushchak | 455 CARLTON CIRCLE |
| Sybil K. Kerner | 453 Carlton Circle |
| Rona Hood | 449 Carlton Circle |
| Charles G. Gough | 447 Carlton Circle |

NAME
Douglas D. Lowell

J. J. T. L.

Tom Mairs

Sheryl S. Pedersen

Leslie A. M. Farris

Andrew M. Orth

Dennis King

Jordan Bader

Fred C. Edgson

Donald L. Howard

443 ADDRESS

441 Carlton Cir

435 Carlton Cir.

427 Carlton Circle

407 S. Carlton Cir

415 Carlton Circle

433 S Carlton Circle

405 + 407 S Carlton Cir.

413 Carlton Cir

421 Carlton Cir.

423 Carlton Cir.

425 & 427 CARLTON CIR.

1-20-1989

POST SCRIPT

Dear Commission Members,

After circulating this letter through our neighborhood, I found no one opposed to this design idea. We have 100% agreement that this would improve our neighborhood and our quality of life. Mr. Greg Schussler asked later however, that his name be stricken from the list, not because he disagreed with the design, (he likes it and believes you will go through with it), but because he does not wish to attribute to any hardship on the part of Mr. McClanahan, whose property on Maple would have to be bought before the extension of Julia could proceed.

I found many high praises for the barricading of Taft at Julia. We are all very happy with the action taken to date, and thank you for it. We would like to keep the barricade up, at least until Julia is opened, and Carlton is closed.

Illness, and a lack of time on my part kept me from circulating this letter to the people affected by the Dugan street proposal. I intended to ask for their signatures in support of our design ideas, however, I later decided that you are probably aware that they are against having a street in their backyards. I am sure that you will receive a letter of discontent from them.

I hope that you will receive this letter in a favorable fashion, as it is not meant to tell you how to do your job, but more as an aid in the determination of our future progress. If I can be of any service to you, please do not hesitate to call.

William M Vinduska
453 Meadow Haven
Wichita Ks. 67209
942-1058

IMPORTANT MESSAGE

FOR Dave Peterson
DATE 12-15-88 TIME 9:30 A.M.
P.M.

WHILE YOU WERE AWAY

Allen Wiens

OF _____
PHONE No. 265 4533

| | | |
|-------------------|--------------------|-------------------------------------|
| TELEPHONED | PLEASE CALL | <input checked="" type="checkbox"/> |
| CALLED TO SEE YOU | WILL CALL AGAIN | <input type="checkbox"/> |
| WANTS TO SEE YOU | RETURNED YOUR CALL | <input type="checkbox"/> |

MESSAGE Walmart West--
things going on
around Walmart
West that he
wants to discuss

SIGNED Att. M
(Close register/control sheets and page)

THE CITY OF WICHITA

DATE: December 8, 1988

TO: Jack Galbraith, Chief Planner, Current Plans

FROM: Barry L. Carroll, Administrative Aide III *BLC*

SUBJECT: Proposed Construction of Julia
Street to a Four-Lane Collector From
Taft to Maple.

On Wednesday, December 7, 1988, CPO West Side Neighborhood Council 5A considered the captioned request for consideration of the construction of Julia Street to a four-lane collector from Taft to Maple.

Council members were provided the notice to adjoining property owners and a map of the area. After an extensive discussion, the Council voted 4-1 to recommend approval of the request but added that alternative forms of financing be considered by the City Council.

Bill McKinley, Traffic Engineer, along with Steve Lackey and Mike Lindebak, Public Works, were present to explain the specifics of the proposal and respond to questions. Mr. McKinley stated that he was present in response to area residents' concerns and that the City wanted to provide alternatives to simply closing certain neighborhood streets. Mr. McKinley provided the following three (3) options for the members to consider: 1) Paving of Taft to Hoover; 2) construction of Julia from Taft to Maple and 3) the extension of Dugan Road.

The members carefully examined each option and decided that the construction of Julia would be most beneficial and have less negative impact on the neighborhood. The member who voted against the proposal stated that she did not feel it was appropriate for residents along Julia to pay special assessments when it was the closing of other area streets that created the current traffic problem/s.

There were no area residents present to either speak in opposition to or support of the proposal.

Please provide the CPO Council's recommendation to the MAPC and City Council when the proposed construction of Julia Street to a four-lane collector from Taft to Maple is considered.

cc: Steve Lackey, Director of Public Works
Bill McKinley, Traffic Engineer, Public Works

BLC:blc
08-Dec-1988 11:11

Mr. and Mrs. Gene Reed
13442 East 132nd
Brighton, Colorado 80601

December 6, 1988

Mr. Dave Peterson
MAPD
City of Wichita
City Hall - 10th Floor
455 North Main
Wichita, Kansas 67202

Dear Mr. Peterson:

Per our phone conversation yesterday we are sending you this letter "Next Day Express", in the hopes that you will have it at the Thursday meeting.

Because of the short time between the notice we received and the meeting Thursday December 8, 1988 we will be unable to attend this meeting. Mr. and/or Mrs. Sam Jones of 6023 Maple Street are authorized to act as our agents at your meeting.

This letter concerns your case # DR 88-13, regarding the construction of Julia Street into a four-lane collector street from Taft to Maple.

We own a home at 402 Julia and 3 lots in the 400 block of Julia with a total frontage of approximately 405 feet. We are very concerned as to how this proposed construction will impact our taxes. As we understand the problem, because of the amount of construction that the city has allowed along Hiway 54, the businesses that have been allowed to build are now wanting a solution to the traffic problems that their business have created.

The corner at Dugan and 54 Hiway was a nightmare 5-6 years ago, this was before all the new construction was allowed by the City of Wichita. Now with all the new businesses, it seems that the City of Wichita and businesses wish the property owners to open up their streets to added traffic problems.

City of Wichita
December 6, 1988

-2-

You have made cul-de-sac's out of all the streets that run from Taft to Maple. Now you want to turn one street, Julia into a four lane collector street? Why aren't all the streets opened to Maple, and this way there would be 13 collection streets instead of just one?

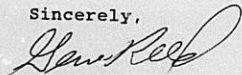
Needless to say, we are most upset that the City is even considering our nice quiet street to turn into a collection street. Why should one street and a very small number of property owners pay for and support the traffic for these businesses?

If we had of wished to live on a four-lane street, we would have had no problem finding such a street in Wichita to build a home. We bought land and built our house on Julia because it was a quiet street. In fact the street wasn't even there until we built our home. We can not express enough in a letter our horror, that the City of Wichita is considering this action.

Our further concern is that, we as property owners we will have to pay for the above street, and we see no viable benefits to us as property owners.

To sum up our feelings, we do not feel we should have to pay for a street that will invade our well being, when it has been the City of Wichita and the businesses that have built along Hiway 54 that has created this traffic problem.

Sincerely,



Gene Reed



Janice D. Reed

cc; Mr. and Mrs. Sam Jones
6023 Maple Street
Wichita, Kansas 67209

WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING COMMISSION
CITY HALL, TENTH FLOOR, 455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1688

December 1, 1988

NOTICE OF PUBLIC HEARING

CASE NO: DR 88-13.

LOCATION: Julia Street from Taft to Maple.

REQUEST: Construction of Julia Street to a four-lane collector street from Taft to Maple.

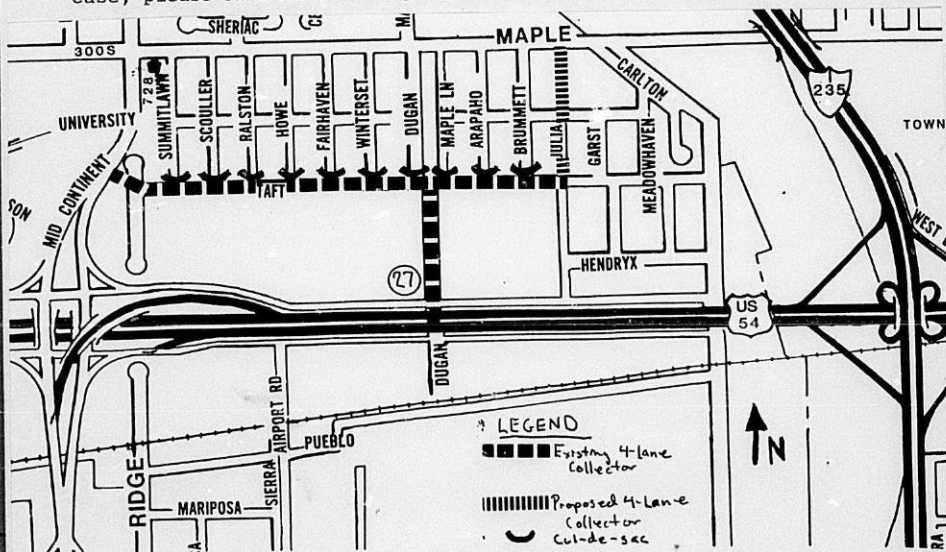
A public hearing to consider the above noted request has been scheduled before the Wichita-Sedgwick County Metropolitan Area Planning Commission (MAPC) on Thursday,

DECEMBER 8, 1988

The meeting will begin at 1:30 p.m., in the City Council Chambers, First Floor, City Hall, 455 North Main, Wichita, Kansas. The public hearing on this item will be at 2:30 p.m. Other planning items will be considered between 1:30 p.m. and 2:30 p.m.

As an owner or occupant of property in the area, you have the right to appear at the MAPC meeting, either in person or by agent or attorney, to support or oppose this request. If you have no interest in or objection to the request, you have no obligation to appear at the public hearing.

If you have any questions or wish additional information about this case, please call the Planning Department office at 268-4421.



WICHITA-SEDGWICK COUNTY
METROPOLITAN AREA PLANNING DEPARTMENT

DATE: November 15, 1988

TO: Bill McKinley, Traffic Engineer
FROM: Marvin S. Krout, Director of Planning *M. Krout*
SUBJECT: Construction of Julia from Taft to Maple

Pursuant to our meeting on November 14, the following are our comments concerning the construction of Julia from Taft to Maple:

- The area that is surrounded by Brummett to the west, Garst to the east, Maple to the north and Taft to the south is zoned "AA" One-Family and is primarily undeveloped. The adopted land use plan shows that the appropriate use for the area as residential.
- Currently Julia is designated as a local street. If Julia is constructed from Taft to Maple it will function as a collector street because of the traffic generated by the commercial activity south of Taft.
- The future traffic volume, that is associated with a collector street, would not be conducive to the development of single-family dwelling units fronting along Julia. We would expect that property owners may request the area along Julia to be rezoned, at least to a two-family (duplex) classification. The long-term effect of extending Julia from Taft to Maple may be pressure to rezone the area from Garst to the floodway north of Taft to allow more intense (multi-family and commercial) activity. This pressure would change the character of the neighborhood which currently consists of single-family and two-family dwelling units.
- If Taft is closed east of Julia, we feel that it should be only temporary. We expect the area east of Julia and south of Taft to be developed for commercial use. When that occurs it will be necessary for Taft to be paved to Hoover to provide circulation to the area.

Bill McKinley, Traffic Engineer
November 15, 1988
Page 2

· Because of the likely land use impacts of extending Julia to Maple, the Traffic Commission may want the MAPC to review this issue before sending it forward to the City Council.

MSK:DP:rme

Bill/Dave: let's set up ~~the~~ public
 (referral item ^{from} ~~the~~ Traffic
 Commission) on MAPC's
 Dec 8 agenda. Ask Jack
 if ~~DC~~ ^{file} should be set up.
 Let's plan tentatively on
 a luncheon session to
 discuss/have McKinley &
 Lindstrom there.
 NK

*Brunch
 to Big Dade
 maybe to Pitt
 11:30-12:30
 12:30-1:30
 1:30-2:30*

IMPORTANT MESSAGE

FOR DK
 DATE 11/17 TIME 1:35 A.M.
 P.M.

WHILE YOU WERE AWAY
Bill Vandusea

OF _____
 PHONE No. 942-1058

| | | |
|-------------------|--------------------|-------------------------------------|
| TELEPHONED | PLEASE CALL | <input checked="" type="checkbox"/> |
| CALLED TO SEE YOU | WILL CALL AGAIN | <input type="checkbox"/> |
| WANTS TO SEE YOU | RETURNED YOUR CALL | <input type="checkbox"/> |

MESSAGE Bill/Dave - re: Julia St extension.
Be sure to get list from McKinley of interested
parties to notify of MAPC Dec 8 meeting.
Put item on 1:30 agenda also, to take
public comment and make recommen.
 SIGNED DK
 Form 000-017 prepare short report/map. NK

Nov. 10, 1988

Wichita City Council
Wichita Traffic Engineer
Wichita City Engineer
Metropolitan Area Planning Commission

Ladies and Gentlemen;

We, the undersigned wish to bring to your attention a very serious problem in our area. As a group, we are responsible for gross sales exceeding two hundred million dollars per year, and employ over fifteen hundred people. We anticipate increasing these numbers in the future. However, WE NEED YOUR HELP!

The rapid growth of far west and northwest Wichita in the past few years, and the recent addition of several new businesses have increased the traffic numbers to the point that there are times that our customers and employees can not get in or out of our businesses. Our customers are complaining loudly, and we know that they will soon find another place to spend their money. In our case, this means that many of them will go back to their respective towns without spending their money in Wichita, as many of our clients are from outlying towns.

With the paving of Taft, and the closing of all the North-South streets connecting to Maple Street, our customers that live North and East of our area have five options:

- 1) Go North on Julia to Taft, West on Taft to Mid-continent, North to Maple or South to Kellogg and then East.
- 2) Try to get back onto Kellogg, immediately move to the far left lane, (virtually impossible during heavy traffic hours, also very dangerous), go West to Dugan, make a U-turn, and go East.
- 3) Go to Hoover-Carlton, (unpaved and extremely rough), go North to Maple, then go East.
- 4) Go West on the access road to Dugan, turn right, (mandatory), go into Sam's or Builder's Square lot, turn around, go South on Dugan to Kellogg, wait through three or four lights, go East on Kellogg.
- 5) STAY OUT OF THE AREA. (This is the option we can not afford).

We MUST have another route to the North to relieve the traffic pressure at Kellogg and Dugan. The situation is frustrating and dangerous. Members of the Wichita Police Dept. and Wichita Fire Dept. agree that the lack of access from the North could create real problems in law enforcement and fire safety.

What is the Solution? As we see it, there are several options;

- 1) Extend JULIA to Maple with light and left turn lanes on both.
- 2) Pave Brummett to Maple with light and left turn lanes on both. Unblock at Taft.
- 3) Pave Hoover-Carlton to Maple. Difficult intersection.
- 4) Open Maple Lane to Maple with light and left turn lanes on both. Width of Maple Lane is questionable.

While we realize this is a difficult situation, we consider a prompt solution to this problem critical to our future plans.

Respectfully,

Sheplers

John Maly
Walmart
Pat Onelio
Wendy's

Scotsman Inn

Phillips 66
C. D. Kundera
Heritage Inn

Prestige Pontiac-Cadillac
William J. ...
Carrie B's

Sam's Wholesale Club

W. H. ...
McDonalds
Reginald S. Moller
Builder's Square

Daniel H. Long
Wichita Inn

Denny's
Donald C. Varola
Motel 6

Thrifty Rent a Car

Traffic Projections for
Julba/Dugan

1. Vini
2. File

1/10/89

SUMMARY

| | <u>HIGH</u> | <u>LOW</u> |
|----------------|--------------|----------------|
| A.1 | 590 | 590 |
| 2 | 860 | 860 |
| 3 | 780 | 780 |
| 4 | <u>1,320</u> | <u>1,320</u> |
| | 3,550 | 3,550 |
| B. | 1,600 | 1,600 |
| C.1 | 3,215 | 2,675 |
| 2 | 410 | 410 |
| 3 | 2,830 | 1,180 |
| 4 | 2,520 | 2,520 ✓ |
| 5 | <u>575</u> | 0 |
| | 9,550 | 6,785 |
| D. | 3,000 | 3,000 ✓ |
| E.1 | 6,110 | 6,110 ✓ |
| 2 | 550 | 0 |
| 3 | 435 | 435 |
| 4 | 7,330 | 7,330 ✓ |
| 5 | 2,655 | 2,655 ✓ |
| 6 | <u>795</u> | <u>795</u> ✓ |
| | 17,875 | 17,325 |
| F | 1,550 | 1,550 |
| G | 5,500 | 5,500 ✓ |
| H | <u>1,550</u> | <u>1,550</u> ✓ |
| GRAND TOTAL | 44,175 | 40,865 |

↑

I. SCENARIO NO. 1 (HIGH)

A. Ridge Plaza

1. 9th Add. - Parcel 1: 14,495 sq. ft. (Specialty retail)

Traffic Analysis

- a. Access to Ridge Circle
b. Trip rate: 40.675/1,000 sq. ft.
c. Trip ends: 40.675 x 14.5 = 590

2. 10th Add. - Parcels 1 and 2: 52,676 sq. ft. (Bank)

Traffic Analysis

- a. Access to Ridge Circle
b. Trip rate: 16.310/1,000 sq. ft. (Office)
c. Trip ends: 16.310 x 52.7 = 860

3. 10th Add. - Parcel 3: 19,200 sq. ft. (Video Store)

Traffic Analysis

- a. Access to Ridge Circle
b. Trip rate: 40.675/1,000 sq. ft. (Specialty retail)
c. Trip ends: 40.675 x 19.2 = 780

4. 10th Add. - Parcel 4 and 3rd Add. - Parcel 4:
26,000 sq. ft. (6 movie theaters)

Traffic Analysis

- a. Access to Ridge Circle
b. Trip rate: 220 per screen
c. Trip ends: 220 x 6 = 1,320

B. At the S.E. corner of Ridge Circle and Taft

Max. floor area (40%): 46,800 sq. ft. (Medical office)

Traffic Analysis

- a. Access to Ridge Circle and Taft
b. Trip rate: 34.170/1,000 sq. ft.
c. Trip ends: 34.170 x 46.8 = 1,600

C. The Dugan Center

1. Parcels 1 and 2 Motel (160 rooms) and Restaurant/Private Club: Net area 500,000 sq. ft.

Remainder - 430,000 x 28% = 120,000 (Office)

Traffic Analysis

- a. Access to Ridge Circle and Taft
b. Trip rates: 10.189/occupied room (Motel)
13.200/1,000 sq. ft. (Office)
c. Trip ends: 10.189 x 160 = 1,630
13.200 x 120 = 1,585
3,215

2. Parcel 3: 17,745 sq. ft. (Office)

Traffic Analysis

- a. Access to Kellogg Drive
b. Trip rate: 22.875/1,000 sq. ft.
c. Trip ends: 22.875 x 17.75 = 410

3. Parcel 4: 14.8 acres/128,990 sq. ft. (Bowling Alley, Sporting Goods, Ice Cream Store)

Traffic Analysis

- a. Access to Taft
 b. Trip rate: 27.788/Acre (Recreational)
 40.675/1,000 sq. ft. (Specialty retail)
 c. Trip ends: 27.788 x 7.4 = 206
 40.075 x 64.5 = 2,624
 2,830

4. Parcel 5: 82,500 sq. ft. (Builders Square)

Traffic Analysis

- a. Access to Dugan
 b. Trip rate: 30,557/1,000 sq. ft.
 c. Trip ends: 30,557 x 82.5 = 2,520

5. Parcels 6 thru 9: 23,618 sq. ft. (Office)

Traffic Analysis

- a. Access to Taft
 b. Trip rate: 24.390/1,000 sq. ft.
 c. Trip ends: 24.390 x 23.6 = 575

D. Strip fronted by Kellogg Drive, west of Dugan

- | | |
|-----------------------------------|----------------|
| 1. Fast food restaurant (Wendy's) | 3,125 sq. ft. |
| 2. Retail | 5,000 sq. ft. |
| 3. Office | 5,100 sq. ft. |
| 4. Used car lot | |
| 5. Office | 11,000 sq. ft. |
| 6. Insurance office | 6,600 sq. ft. |
| 7. Flight reservation | 12,600 sq. ft. |

Traffic Analysis

- a. Access to Kellogg Drive

b. Trip Rates

- | | |
|----|-----------------------|
| 1. | 632.125/1,000 sq. ft. |
| 2. | 40.475/1,000 sq. ft. |
| 3. | 24.390/1,000 sq. ft. |
| 4. | ? |
| 5. | 24.390/1,000 sq. ft. |
| 6. | 11.448/1,000 sq. ft. |
| 7. | 24.390/1,000 sq. ft. |

c. Trip ends:

- | | | |
|----|-----------------|-------|
| 1. | 632.125 x 3.1 = | 1,960 |
| 2. | 40.475 x 5.0 = | 202 |
| 3. | 24.390 x 5.2 = | 127 |
| 4. | | 60 |
| 5. | 24.390 x 11.0 = | 268 |
| 6. | 11.448 x 6.6 = | 76 |
| 7. | 24.390 x 12.6 = | 307 |
| | Total | 3,000 |

E. The Landing

1. Parcel 1A: 85,899 sq. ft. (Wal Mart)

Traffic Analysis

- a. Access to Kellogg Drive and Julia
b. Trip rate: 71.160/1,000 sq. ft.
c. Trip ends: $71.160/85.9 = 6,110$

2. Parcel 1B (25%): 24,000 sq. ft. (Office)

Traffic Analysis

- a. Access to Taft and Julia
b. Trip rate: 22.875/1,000 sq. ft.
c. Trip ends: $22.875 \times 24.0 = 550$

3. Parcel 1C (25%): 62,500 sq. ft. (Auto repairs)

Traffic Analysis

- a. Access to Dugan and Taft
b. Trip rate: 6.967/1,000 sq. ft. (Light Industrial)
c. Trip ends: $6.967 \times 62.5 = 435$

4. Parcel 2 (Air Park 2nd): 102,978 sq. ft. (Sam's Warehouse)

Traffic Analysis

- a. Access to Kellogg Drive and Dugan
b. Trip rate: 71.160/1,000 sq. ft.
c. Trip ends: $71.160 \times 103 = 7,330$

5. Parcel 3 (Air Park 2nd): 4,185 sq. ft. (McDonald's)

Traffic Analysis

- a. Access to Kellogg Drive
b. Trip rate: 632.125/1,000 sq. ft.
c. Trip ends: $632.125 \times 4.2 = 2,655$

6. Parcel 4 (Air Park 3rd): 78 rooms (Wichita Inn West)

Traffic Analysis

- a. Access to Kellogg Drive
b. Trip rate: 10.189/occupied room
c. Trip ends: $10.189 \times 78 = 795$

- F. Area bounded by Julia, Taft, Hoover and Hendryx

Max. floor area (40%): 317,440 (Recreation, Mini Golf, Warehouse)

Traffic Analysis

- a. Access to Julia, Taft, Hoover and Hendryx
b. Trip rate: 4.882/1,000 sq. ft. (warehouse)
c. Trip ends: $4.882/317.4 = 1,550$

G. Area bounded by Julia, Hendryx, Hoover and Kellogg Drive

1. Gas station
2. High turnover restaurant (Denny's): 5,200 sq. ft.
3. Motel 6 177 rooms
4. Car dealership 50 employees
5. Motel (Scotsman Inn) 70 rooms

Traffic Analysis

a. Access Kellogg Drive

b. Trip rates:

1. 750/station
2. 200.895/1,000 sq. ft.
3. 10.189/occupied room
4. 24.041/employee
5. 10.189/occupied room

c. Trip ends:

1. 750
 2. $200.895 \times 5.2 = 1,045$
 3. $10.189 \times 177 = 1,803$
 4. $24.041 \times 50 = 1,202$
 5. $10.189 \times 70 = 700$
- Total 5,500

H. Area bounded by Hoover, I-235 and Kellogg
Heritage Inn: 152 rooms

Traffic Analysis

a. Access to Hoover

b. Trip rate: 10.189/occupied room

c. Trip ends: $10.189 \times 152 = 1,550$

| | |
|--|--------------|
| Builder Square | 2,520 |
| Strip on Kellogg Drive, West of Dugan | 3,000 |
| Wal Mart | 6,100 |
| Sam's Warehouse | 7,330 |
| Mc Donald's | 2,655 |
| Wichita Inn West | 795 |
| Strip on Kellogg Drive between Julia and Hoover | 5,500 |
| Heritage Inn | <u>1,500</u> |
| | 29,400 |

4/15
1/20

29,400
8,000
20,700

6-lane *Maplehurst*
Freeway

6-lane
Expressway

| KELLOOG (CAPACITY RESTRICTED) | Dugan/ Julia | Hoover | None | | Dugan/ Julia | Hoover | None |
|---|-----------------|--------|--------|--|-----------------|--------|--------|
| Adjust speed based on Capacity - 7 iterations | | | | | | | |
| 11pm W: (1055) | | | | | | | |
| N - 1636 | 1.951 | 1.951 | 1.951 | | 1.951 | 1.953 | 1.953 |
| E - 1056 | 14.052 | 14.051 | 14.051 | | 13.874 | 13.827 | 13.797 |
| S - 1610 | 1.246 | 1.223 | 1.223 | | 1.231 | 1.248 | 1.258 |
| W - 1831 | 14.711 | 14.729 | 14.729 | | 14.586 | 14.522 | 14.502 |
| Maize (1553) | | | | | | | |
| N - 983 | 3.557 | 3.785 | 3.785 | | 3.229 | 3.221 | 3.214 |
| E - 1040 | 22.162 | 22.384 | 22.384 | | 21.641 | 21.595 | 21.544 |
| S - 393 | 7.078 | 7.078 | 7.078 | | - | - | - |
| W - 1056 | 14.058 | 14.051 | 14.051 | | 20.941 | 20.894 | 20.860 |
| Tyler (1490) | | | | | | | |
| N - 1483 | 8.248 | 12.197 | 12.197 | | 11.733 | 11.940 | 11.750 |
| E - 985 | 31.131 | 35.156 | 35.156 | | 33.093 | 31.878 | 31.626 |
| S - 1058 | 3.442 | 3.479 | 3.479 | | 4.422 | 4.353 | 4.320 |
| W - 1040 | 25.523 | 25.862 | 25.862 | | 24.839 | 24.703 | 24.651 |
| Ridge (986) | | | | | | | |
| N - 977 | 13.576 | 12.495 | 12.495 | | 18.090 | 19.200 | 21.001 |
| E - 2007 | 40.497 | 43.672 | 43.672 | | 42.726 | 38.719 | 36.978 |
| S - 1039 | 32.660 | 32.652 | 32.652 | | 32.761 | 32.125 | 32.126 |
| W - 985 | 31.131 | 35.156 | 35.156 | | 33.093 | 31.898 | 31.626 |
| Dugan/Julia (1819) | | | | | | | |
| N - 387 | 21.576 | 31.483 | 31.483 | | 23.200 | 30.026 | 31.025 |
| E - 2008 | 63.044 | 76.206 | 76.206 | | 66.771 | 69.659 | 69.307 |
| S - 384 | 4.015 | 4.015 | 4.015 | | 4.015 | 4.015 | 4.015 |
| W - 2007 | 40.497 | 43.672 | 43.672 | | 42.726 | 38.719 | 36.978 |
| I-235 (989) | | | | | | | |
| N - 979 | 45.936 | 47.924 | 47.944 | | 41.141 | 41.235 | 41.414 |
| E - 1813 | 63.116 | 66.328 | 66.328 | | 62.172 | 65.422 | 64.773 |
| S - 1166 | 43.228 | 43.328 | 43.328 | | 42.175 | 42.039 | 41.715 |
| W - 2008 | 63.044 | 76.206 | 76.206 | | 66.771 | 69.659 | 68.907 |
| West (920) | | | | | | | |
| N - 980 | 37.604 | 41.619 | 41.619 | | 38.740 | 42.951 | 42.321 |
| E - 991 | 61.327 | 61.425 | 61.425 | | 61.050 | 59.525 | 59.542 |
| S - 1002 | 10.102 | 10.203 | 10.203 | | 10.735 | 10.525 | 10.625 |
| W - 1818 | 63.116 | 66.328 | 66.328 | | 62.172 | 65.422 | 64.773 |

SOURCE:

Freeway

Expressway

| KELLOGG (CAPACITY FREE) | Dugan/ Julra | Hoover | None | | Dugan/ Julra | Hoover | None |
|------------------------------------|-----------------|--------|--------|--|-----------------|--------|--------|
| <i>Based on Speed - 12th Point</i> | | | | | | | |
| 110th W (1055) | | | | | | | |
| N - 1636 | 1,949 | 1,949 | 1,949 | | 1,949 | 1,949 | 1,949 |
| E - 1056 | 13,708 | 13,708 | 13,708 | | 13,798 | 13,798 | 13,798 |
| S - 1610 | 1,024 | 1,024 | 1,024 | | 1,027 | 1,027 | 1,027 |
| W - 1831 | 14,581 | 14,581 | 14,581 | | 14,668 | 14,668 | 14,668 |
| Maize (1553) | | | | | | | |
| N - 983 | 3,521 | 3,521 | 3,521 | | 3,543 | 3,543 | 3,543 |
| E - 1040 | 21,777 | 21,777 | 21,777 | | 21,889 | 21,889 | 21,889 |
| S - 393 | 7,078 | 7,078 | 7,078 | | - | - | - |
| W - 1056 | 13,708 | 13,708 | 13,708 | | 20,876 | 20,876 | 20,876 |
| Tyler (1490) | | | | | | | |
| N - 1483 | 2,439 | 2,439 | 2,439 | | 2,439 | 2,439 | 2,439 |
| E - 985 | 25,196 | 25,196 | 25,196 | | 25,324 | 25,324 | 25,324 |
| S - 1058 | 3,491 | 3,491 | 3,491 | | 3,507 | 3,507 | 3,507 |
| W - 1070 | 25,268 | 25,268 | 25,268 | | 25,380 | 25,380 | 25,380 |
| Ridge (986) | | | | | | | |
| N - 977 | 15,990 | 15,990 | 15,990 | | 27,660 | 27,660 | 27,660 |
| E - 2007 | 37,978 | 37,978 | 37,978 | | 49,024 | 49,024 | 49,024 |
| S - 1039 | 32,808 | 32,808 | 32,808 | | 32,812 | 32,812 | 32,812 |
| W - 985 | 25,196 | 25,196 | 25,196 | | 25,324 | 25,324 | 25,324 |
| Dugan/Julra (1819) | | | | | | | |
| N - 387 | 31,488 | 31,488 | 31,488 | | 31,057 | 31,057 | 31,057 |
| E - 2008 | 63,290 | 70,497 | 70,497 | | 77,955 | 80,988 | 80,988 |
| S - 384 | 4,015 | 4,015 | 4,015 | | 4,015 | 4,015 | 4,015 |
| W - 2007 | 37,978 | 37,978 | 37,978 | | 49,024 | 49,024 | 49,024 |
| I-225 (989) | | | | | | | |
| N - 970 | 51,031 | 51,031 | 51,031 | | 38,307 | 40,822 | 40,822 |
| E - 1818 | 72,488 | 72,488 | 72,488 | | 78,012 | 78,530 | 78,530 |
| S - 1166 | 40,512 | 40,512 | 40,512 | | 49,072 | 49,072 | 49,072 |
| W - 2008 | 63,290 | 70,497 | 70,497 | | 77,955 | 80,988 | 80,988 |
| West (990) | | | | | | | |
| N - 980 | 49,079 | 49,079 | 49,079 | | 55,025 | 56,324 | 56,324 |
| E - 991 | 72,488 | 72,488 | 72,488 | | 72,423 | 72,423 | 72,423 |
| S - 1005 | 7,747 | 7,747 | 7,747 | | 7,989 | 7,989 | 7,989 |
| W - 1818 | 72,488 | 72,488 | 72,488 | | 78,012 | 78,530 | 78,530 |

SOURCE:

Freeway

Expressway 3

| MAPLE (CAPACITY RESTRICTED) | Dugan/ Julia | Hoover | None | | Dugan/ Julia | Hoover | None |
|--------------------------------|------------------|---------|---------|--|-----------------|--------|--------|
| 119th W. (1638) | | | | | | | |
| N - 1639 | 1,204 | 1,204 | 1,204 | | 1,215 | 1,218 | 1,218 |
| E - 1636 | 2,812 | 2,782 | 2,782 | | 3,120 | 3,164 | 3,182 |
| S - 1636 | 2,350 | 2,330 | 2,330 | | 2,448 | 2,568 | 2,581 |
| W - 1612 | 1,580 | 1,557 | 1,557 | | 1,727 | 1,713 | 1,719 |
| Maize (1554) | | | | | | | |
| N - 1492 | 4,478 | 4,236 | 4,236 | | 6,114 | 6,205 | 6,215 |
| E - 943 | 10,910 | 10,529 | 10,529 | | 12,510 | 12,505 | 12,582 |
| S - 983 | 1,065 | 1,065 | 1,065 | | 1,065 | 1,065 | 1,065 |
| W - 1656 | 8,847 | 8,712 | 8,712 | | 9,457 | 9,356 | 9,427 |
| Tyler (944) | | | | | | | |
| N - 896 | 10,849 | 11,147 | 11,147 | | 10,587 | 11,155 | 10,635 |
| E - 1826 | 13,527 | 10,043 | 10,043 | | 11,826 | 12,072 | 11,781 |
| S - 984 | 7,760 | 10,392 | 10,392 | | 10,189 | 10,584 | 10,433 |
| W - 1864 | 10,778 | 9,786 | 9,786 | | 11,704 | 11,775 | 11,852 |
| Ridge (946) | | | | | | | |
| N - 897 | 17,468 | 17,440 | 17,440 | | 17,998 | 18,041 | 18,712 |
| E - 947 | 15,409 | 12,071 | 12,071 | | 11,995 | 13,481 | 15,938 |
| S - 977 | 19,218 | 18,672 | 18,672 | | 24,777 | 25,619 | 27,298 |
| W - 945 | 17,446 | 12,520 | 12,520 | | 13,953 | 14,543 | 14,310 |
| Dugan/Julia (941) | | | | | | | |
| N - 960 | 26,263 | 2,643 | 12,654 | | 5,080 | 3,000 | |
| E - 377+387 | 22,290 10,290 | 2,243+0 | 2,243+0 | | 18,208 | 13,200 | 15,381 |
| W - 947 | 15,734 | 12,071 | 12,071 | | 11,995 | 13,481 | 15,938 |
| I-235 (948) | | | | | | | |
| N - 898 | 47,882 | 47,628 | 47,628 | | 41,141 | 41,235 | 41,414 |
| E - 950 | 27,672 | 18,346 | 18,346 | | 18,208 | 14,326 | 15,381 |
| S - 979 | 45,926 | 47,944 | 47,944 | | 41,141 | 41,235 | 41,414 |
| W - 960 | 26,263 | 12,654 | 12,654 | | 18,208 | 14,326 | 15,381 |
| West (951) | | | | | | | |
| N - 899 | 11,775 | 11,375 | 11,375 | | 16,991 | 16,656 | 15,846 |
| E - 952 | 7,440 | 7,440 | 7,440 | | 7,287 | 8,127 | 9,204 |
| S - 980 | 12,679 | 13,149 | 13,149 | | 18,786 | 19,513 | 19,754 |
| W - 1817 | 2,366 | 1,257 | 1,257 | | 5,551 | 5,589 | 7,466 |
| SOURCE: | | | | | | | |

Freeway

Expressway

| MAPLE (CAPACITY FREE) | Dugan/ Julia | Hoover | None | | Dugan/ Julia | Hoover | None |
|--------------------------|-----------------|--------|--------|--|-----------------|--------|--------|
| 11941 W (1688) | | | | | | | |
| N - 1639 | 1.103 | 1.103 | 1.103 | | 1.103 | 1.103 | 1.103 |
| E - 1656 | 2.829 | 2.829 | 2.829 | | 2.957 | 2.957 | 2.957 |
| S - 1836 | 2.514 | 2.514 | 2.514 | | 2.430 | 2.430 | 2.430 |
| W - 1612 | 1.542 | 1.542 | 1.542 | | 1.754 | 1.754 | 1.754 |
| Maize (1554) | | | | | | | |
| N - 1492 | 4.955 | 4.955 | 4.955 | | 5.810 | 5.810 | 5.810 |
| E - 943 | 12.551 | 12.551 | 12.551 | | 12.931 | 12.931 | 12.931 |
| S - 983 | 1.065 | 1.065 | 1.065 | | 1.065 | 1.065 | 1.065 |
| W - 1656 | 10.159 | 10.159 | 10.159 | | 10.224 | 10.224 | 10.224 |
| Tyler (944) | | | | | | | |
| N - 896 | 5.021 | 5.021 | 5.021 | | 5.000 | 5.000 | 5.000 |
| E - 1826 | 16.710 | 16.710 | 16.710 | | 17.056 | 17.056 | 17.056 |
| S - 984 | 2.030 | 2.030 | 2.030 | | 2.030 | 2.030 | 2.030 |
| W - 1869 | 13.721 | 13.721 | 13.721 | | 14.088 | 14.088 | 14.088 |
| Ridge (946) | | | | | | | |
| N - 897 | 12.719 | 12.805 | 12.805 | | 16.426 | 14.826 | 14.826 |
| E - 947 | 16.509 | 16.823 | 16.823 | | 8.060 | 8.374 | 8.805 |
| S - 977 | 23.062 | 23.062 | 23.062 | | 36.018 | 34.712 | 35.163 |
| W - 945 | 26.646 | 26.646 | 26.646 | | 26.780 | 26.780 | 26.780 |
| Dugan/Julia (1491) | | | | | | | |
| N | | | | | | | |
| E - 960 | 24.623 | 17.410 | 17.410 | | 9.551 | 7.637 | 8.118 |
| S - 377+387 | 2243+7527 | 2243+0 | 2243+0 | | 2243+178 | 2243+0 | 2243+0 |
| W - 947 | 16.509 | 16.823 | 16.823 | | 8.060 | 8.374 | 8.805 |
| I-235 (948) | | | | | | | |
| N - 898 | 47.622 | 46.688 | 46.688 | | 38.307 | 40.822 | 40.822 |
| E - 950 | 17.645 | 17.253 | 17.253 | | 9.551 | 8.118 | 8.118 |
| S - 979 | 45.144 | 51.021 | 51.021 | | 38.307 | 40.822 | 40.822 |
| W - 960 | 24.623 | 17.410 | 17.410 | | 9.551 | 8.118 | 8.118 |
| West (951) | | | | | | | |
| N - 899 | 14.627 | 15.511 | 15.511 | | 19.821 | 20.086 | 20.086 |
| E - 952 | 2.742 | 2.742 | 2.742 | | 2.738 | 2.738 | 2.738 |
| S - 980 | 15.870 | 16.946 | 16.946 | | 20.638 | 21.904 | 21.904 |
| W - 1817 | 1.289 | 8.97 | 8.97 | | 2.087 | 1.086 | 1.086 |
| SOURCE: | | | | | | | |

SUMMARY OF THE 1980 & 2000 MICHITA COLLECTED SOCIO-ECONOMIC DATA FOR WEST KELLOGG AREA

| O-D ZONES | DWELLING UNITS | | POPULATION | | AUTOS | | TOTAL EMPLOYMENT | | RETAIL EMPLOYMENT | | SERVICE EMPLOYMENT | | EMPLOYED RESIDENTS | | O-D CEUSIS ZONES TRACTS | | | | | | | | | | |
|-----------|----------------|-------|------------|--------|--------|--------|------------------|--------|-------------------|--------|--------------------|-------|--------------------|-------|-------------------------|-------|-------|------|-------|--------|-------|-------|-----|-----|----|
| | 1980 | 2000 | 1980 | 2000 | 1980 | 2000 | 1980 | 2000 | 1980 | 2000 | 1980 | 2000 | 1980 | 2000 | 1980 | 2000 | | | | | | | | | |
| 1 | 330 | 154 | 200 | 46 | 553 | 791 | 238 | 346 | 369 | 23 | 980 | 5,500 | 5,520 | 30 | 30 | 0 | 71 | 80 | 9 | 270 | 270 | 0 | 330 | 96 | |
| 2 | 343 | 68 | 100 | 32 | 196 | 297 | 101 | 122 | 183 | 61 | 21 | 30 | 9 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 82 | 135 | 53 | 343 | 96 |
| 3 | 377 | 192 | 200 | 8 | 506 | 700 | 194 | 407 | 375 | 320 | 1,015 | 0 | (1,015) | 65 | 0 | (65) | 200 | 0 | (200) | 303 | 270 | (33) | 377 | 92 | |
| 4 | 378 | 591 | 600 | 9 | 1,286 | 1,407 | 121 | 812 | 1,154 | 342 | 70 | 200 | 130 | 6 | 74 | 88 | 30 | 40 | 10 | 760 | 772 | 12 | 378 | 93 | |
| 5 | 383 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,423 | 4,200 | 777 | 157 | 160 | 3 | 308 | 320 | 12 | 0 | 0 | 0 | 383 | 92 | |
| 6 | 384 | 37 | 35 | (21) | 110 | 102 | (8) | 79 | 77 | (2) | 1,159 | 800 | (359) | 179 | 180 | 1 | 250 | 250 | 0 | 80 | 47 | (33) | 384 | 92 | |
| 7 | 386 | 0 | 0 | 0 | 30 | 0 | (30) | 0 | 0 | 0 | 7,923 | 2,000 | (5,923) | 307 | 60 | (247) | 539 | 100 | (439) | 10 | 0 | (10) | 386 | 92 | |
| 8 | 387 | 0 | 300 | 300 | 0 | 603 | 603 | 0 | 581 | 581 | 568 | 2,550 | 1,982 | 76 | 660 | 584 | 138 | 820 | 682 | 0 | 386 | 386 | 387 | 92 | |
| 9 | 388 | 480 | 500 | 20 | 1,200 | 1,250 | 50 | 916 | 937 | 21 | 314 | 200 | (114) | 104 | 55 | (49) | 84 | 30 | (54) | 717 | 675 | (42) | 388 | 92 | |
| 10 | 389 | 549 | 795 | 246 | 1,280 | 2,616 | 1,336 | 886 | 1,530 | 642 | 515 | 512 | (3) | 101 | 135 | 34 | 106 | 110 | 4 | 676 | 1,113 | 437 | 389 | 93 | |
| 11 | 393 | 98 | 1,276 | 1,178 | 175 | 2,680 | 2,505 | 154 | 2,605 | 2,451 | 126 | 200 | 74 | 21 | 100 | 79 | 10 | 10 | 0 | 139 | 1,302 | 1,163 | 393 | 95 | |
| 12 | 394 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 89 | 61 | 0 | 20 | 20 | 2 | 10 | 8 | 0 | 0 | 0 | 394 | 92 | |
| 13 | 395 | 451 | 500 | 49 | 1,183 | 1,418 | 235 | 925 | 936 | 11 | 307 | 100 | (207) | 104 | 40 | (64) | 72 | 40 | (32) | 633 | 675 | 42 | 395 | 92 | |
| 14 | 396 | 1,035 | 1,100 | 65 | 2,393 | 2,543 | 150 | 1,729 | 2,198 | 469 | 606 | 400 | (206) | 259 | 200 | (59) | 149 | 100 | (49) | 1,240 | 1,318 | 78 | 396 | 94 | |
| 15 | 397 | 281 | 400 | 119 | 1,085 | 1,268 | 183 | 676 | 833 | 157 | 81 | 100 | 19 | 18 | 44 | 26 | 20 | 20 | 0 | 529 | 540 | 11 | 397 | 95 | |
| 16 | 398 | 107 | 1,400 | 1,293 | 265 | 4,119 | 3,834 | 158 | 2,856 | 2,698 | 10 | 200 | 190 | 0 | 80 | 80 | 2 | 10 | 8 | 152 | 1,844 | 1,712 | 398 | 95 | |
| 17 | 405 | 0 | 0 | 0 | 39 | 0 | (39) | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | (15) | 405 | 95 | |
| 18 | 406 | 50 | 200 | 110 | 341 | 758 | 417 | 222 | 520 | 298 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 270 | 98 | 406 | 95 | |
| 19 | 409 | 84 | 826 | 742 | 334 | 2,330 | 1,996 | 228 | 1,552 | 1,334 | 0 | 40 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 892 | 754 | 409 | 95 | |
| TOTAL | 4,217 | 8,432 | 4,215 | 10,996 | 22,882 | 11,886 | 7,662 | 16,696 | 9,034 | 17,146 | 18,221 | 1,075 | 1,427 | 1,848 | 421 | 1,988 | 1,940 | (48) | 5,916 | 10,929 | 4,613 | TOTAL | | | |

NOTES : 1. ALL EMPLOYMENT IN ZONE 377 HAS BEEN MOVED TO ZONE 387.

2. MICHITA MID-CONTINENT AIRPORT IN ZONE 383 IS A SPECIAL TRIP GENERATOR.

3. ZONE 387 INCLUDING RIDGE PLAZA, DURHAM CENTER, LANDING, ETC. IS A SPECIAL TRIP GENERATOR.

Wichita Municipal Airport zone 303

Airport and Zone Trips

2000

| | | | |
|----|---|-------|-------------------|
| 1 | employment | 4,200 | 3569 |
| 2 | airport HBW person trips (#1 x 1.27) | 5,334 | 4533 ✓ |
| 3 | vehicle trips/passenger (HBO + NHB) | | 2.1 |
| 4 | average daily passengers | | 7950 |
| 5 | airport vehicle trips (HBO + NHB) [#3 x #4] | | 16695 |
| 6 | HBO airport vehicle trips (#5 x 65%) | | 10852 |
| 6a | HBO airport person trips (#6 x 1.44) | | 15627 ✓ |
| 7 | NHB airport vehicle trips (#5 x 35%) | | 5843 |
| 7a | NHB airport person trips (#7 x 1.44) | | 8414 ✓ |

* zone is dominated by airport travel

Shopping Centers

Westside Metro
Zone 387

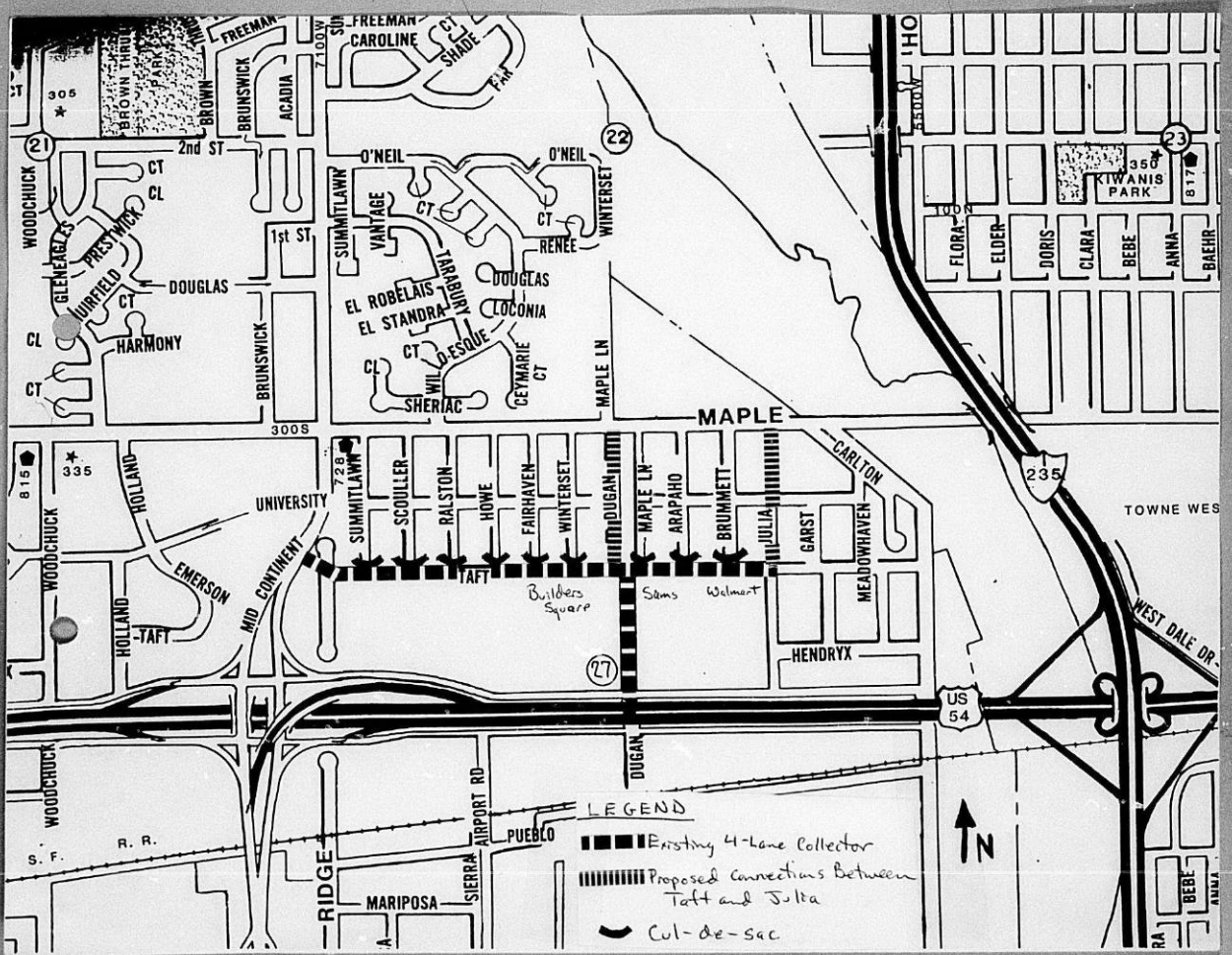
1-27-89

Shopping Center Trips

| | |
|--|--------|
| 1. vehicle trips/1000 sq. ft. | 35 |
| 2. GFA (1000's) | 1,000 |
| 3. total center vehicle trips (#1 x #2) | 35,000 |
| 4. center employment | 2,550 |
| 5. center HBW person trips (#4 x 1.27) | 3,238 |
| 5a. center HBW vehicle trips (#5 / 1.17) | 2,768 |
| 6. total center vehicle trips - center HBW vehicle trips (#3 - #5a) | 32,232 |
| 7. center HBW vehicle trips (#6 x 51%) | 16,438 |
| 7a. center HBW person trips (#7 x 1.44) | 23,671 |
| 8. center NHB vehicle trips (#6 x 49%) | 15,794 |
| 8a. center NHB person trips (#8 x 1.44) | 22,743 |

Zone Trips w/o Center

| | |
|---|-----|
| 9. zone population | 603 |
| 10. employment w/o center | - |
| 11. zone HBW person trips w/o center (#10 x 1.27) | - |
| 12. zone retail employment w/o center | - |
| 13. zone service employment w/o center | - |
| 14. zone HBW person trips w/o center | - |
| 15. zone NHB person trips w/o center | - |

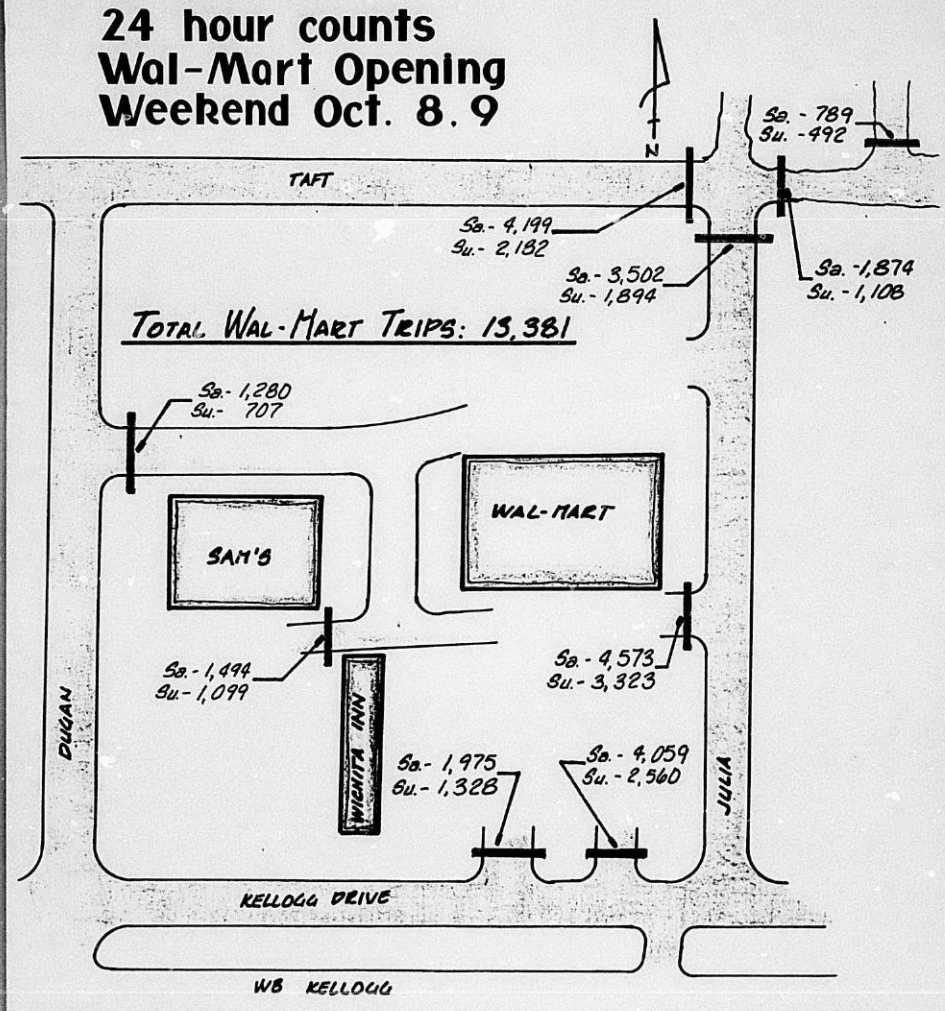


LEGEND

- Existing 4-Lane Collector
- Proposed connections Between Taft and Julia
- Cul-de-sac



24 hour counts Wal-Mart Opening Weekend Oct. 8. 9



FROM Stten DATE 1-27-89

- | | | | |
|------------------------------------|--|------------------------------------|---------------------------------|
| ADMINISTRATION | TRANS-PORTATION | CURRENT PLANS | GRAPHICS |
| <input type="checkbox"/> Krout | <input type="checkbox"/> Stockwell | <input type="checkbox"/> Galbraith | <input type="checkbox"/> Pierce |
| <input type="checkbox"/> Lopez | <input checked="" type="checkbox"/> Peterson | <input type="checkbox"/> Olivarez | <input type="checkbox"/> Commer |
| <input type="checkbox"/> Eubanks | <input type="checkbox"/> Shen | <input type="checkbox"/> Young | <input type="checkbox"/> Crook |
| <input type="checkbox"/> Henderson | <input type="checkbox"/> Beck | <input type="checkbox"/> Nagley | <input type="checkbox"/> Jones |
| <input type="checkbox"/> Morgan | <input type="checkbox"/> Hart | <input type="checkbox"/> Bickhaus | |
| <input type="checkbox"/> Wimbley | <input type="checkbox"/> _____ | <input type="checkbox"/> Losew | |
| <input type="checkbox"/> _____ | | | |
| <input type="checkbox"/> _____ | | | |
- LAND USE**
- Miller
 - Mitchell
 - Bechtel
 - Kidd
 - Tallman
 - _____

- Note & Return
- Handle
- All Staff
- Comment
- Signature
- Library
- Information
- Files
- Type
- Initial

REMARKS Towne West
transfer data for
your file.

MALL NAME:

MONTH: December, 1988

| DATE | DAY OF WEEK | COMMENTS FOR ALL ENTRANCES | ENTRANCE A: Kellogg | | ENTRANCE B: Tracy South | | ENTRANCE C: Tracy North | | ENTRANCE D: Maple East | |
|--------------|-------------|----------------------------|---------------------|----------|-------------------------|----------|-------------------------|----------|------------------------|----------|
| | | | COUNT | OTH CMTS | COUNT | OTH CMTS | COUNT | OTH CMTS | COUNT | OTH CMTS |
| 01-Dec-88 | Thu | | 1,437 | | 2,574 | | 1,938 | | 2,146 | |
| 02-Dec-88 | Fri | | 1,759 | | 2,508 | | 2,314 | | 2,410 | |
| 03-Dec-88 | Sat | | 2,165 | | 3,069 | | 2,881 | | 3,042 | |
| 04-Dec-88 | Sun | | 1,687 | | 2,164 | | 2,216 | | 2,228 | |
| 05-Dec-88 | Mon | | 1,401 | | 2,097 | | 2,481 | | 2,637 | |
| 06-Dec-88 | Tue | | 1,398 | | 2,027 | | 2,207 | | 2,235 | |
| 07-Dec-88 | Wed | | 1,398 | | 1,848 | | 2,164 | | 2,223 | |
| 08-Dec-88 | Thu | | 1,613 | | 3,002 | | 2,294 | | 2,257 | |
| 09-Dec-88 | Fri | | 1,862 | | 2,665 | | 2,569 | | 2,546 | |
| 10-Dec-88 | Sat | | 2,566 | | 2,545 | | 3,519 | | 3,213 | |
| 11-Dec-88 | Sun | | 1,641 | | 0 | 11 | 2,160 | | 1,730 | |
| 12-Dec-88 | Mon | | 1,590 | | 0 | 11 | 2,167 | | 2,107 | |
| 13-Dec-88 | Tue | | 1,637 | | 0 | 11 | 2,557 | | 2,501 | |
| 14-Dec-88 | Wed | | 1,652 | | 0 | 11 | 2,662 | | 2,525 | |
| 15-Dec-88 | Thu | | 1,794 | | 0 | 11 | 0 | 11 | 2,404 | |
| 16-Dec-88 | Fri | | 4,172 | | 2,382 | | 1,442 | | 5,279 | |
| 17-Dec-88 | Sat | | 2,713 | | 4,882 | | 3,667 | | 3,602 | |
| 18-Dec-88 | Sun | | 1,951 | | 3,052 | | 2,556 | | 2,315 | |
| 19-Dec-88 | Mon | | 2,141 | | 4,293 | | 3,226 | | 2,814 | |
| 20-Dec-88 | Tue | | 2,282 | | 6,511 | | 3,365 | | 3,089 | |
| 21-Dec-88 | Wed | | 2,306 | | 6,185 | | 3,366 | | 3,186 | |
| 22-Dec-88 | Thu | | 2,269 | | 5,884 | | 3,412 | | 3,159 | |
| 23-Dec-88 | Fri | | 2,791 | | 5,713 | | 3,883 | | 3,597 | |
| 24-Dec-88 | Sat | | 2,006 | | 5,508 | | 0 | 11 | 2,934 | |
| 25-Dec-88 | Sun | 14 | 168 | | 930 | | 319 | | 374 | |
| 26-Dec-88 | Mon | | 1,966 | | 5,577 | | 2,768 | | 2,550 | |
| 27-Dec-88 | Tue | | 1,530 | | 5,505 | | 2,343 | | 2,376 | |
| 28-Dec-88 | Wed | | 1,340 | | 5,169 | | 2,164 | | 2,378 | |
| 29-Dec-88 | Thu | | 1,283 | | 5,101 | | 2,074 | | 2,368 | |
| 30-Dec-88 | Fri | | 1,460 | | 5,389 | | 2,208 | | 2,429 | |
| 31-Dec-88 | Sat | | 1,247 | | 4,412 | | 1,938 | | 2,245 | |
| DEC TOTAL | | | 57,225 | | 101,072 | | 73,060 | | 80,899 | |
| DEC AVERAGE | | | 1,846 | | 3,887 | | 2,519 | | 2,610 | |
| DAY OF WEEK | | | | | | | | | | |
| Monday | | | 7,098 | | 11,967 | | 10,642 | | 10,108 | |
| Tuesday | | | 6,847 | | 14,043 | | 10,472 | | 10,201 | |
| Wednesday | | | 6,696 | | 13,202 | | 10,356 | | 10,312 | |
| Thursday | | | 8,396 | | 16,561 | | 9,718 | | 12,334 | |
| Friday | | | 12,044 | | 18,657 | | 12,416 | | 16,261 | |
| Saturday | | | 10,697 | | 20,496 | | 12,205 | | 15,036 | |
| Sunday | | | 5,447 | | 6,146 | | 7,251 | | 6,647 | |
| TOTAL | | | 57,225 | | 101,072 | | 73,060 | | 80,899 | |
| WEEKLY COUNT | | | | | | | | | | |
| Dec. 1-4 | | | 7,048 | | 10,315 | | 9,349 | | 9,826 | |
| Dec. 5-11 | | | 11,879 | | 14,184 | | 17,394 | | 16,841 | |
| Dec. 6-18 | | | 15,509 | | 10,316 | | 15,251 | | 20,733 | |
| Dec. 19-25 | | | 13,963 | | 35,104 | | 17,571 | | 19,153 | |
| Dec. 26-31 | | | 8,826 | | 31,153 | | 13,495 | | 14,346 | |
| TOTAL | | | 57,225 | | 101,072 | | 73,060 | | 80,899 | |

* Actual counts for entrances with less than 14 days of counts will not appear on this report.

MALL NAME:

| DATE | ENTRANCE E: Maple West | | ENTRANCE F: No Entrance | | ENTRANCE G: No Entrance | | ENTRANCE H: No Entrance | | ACTUAL TOTAL * | WTD. TOTAL |
|--------------|---------------------------|----------|----------------------------|----------|----------------------------|----------|----------------------------|----------|-------------------|---------------|
| | COUNT | OTH CMTS | COUNT | OTH CMTS | COUNT | OTH CMTS | COUNT | OTH CMTS | | |
| 01-Dec-88 | 3,063 | | | | | | | | 11,158 | 11,158 |
| 02-Dec-88 | 3,848 | | | | | | | | 12,839 | 12,839 |
| 03-Dec-88 | 5,364 | | | | | | | | 16,521 | 16,521 |
| 04-Dec-88 | 4,094 | | | | | | | | 12,389 | 12,389 |
| 05-Dec-88 | 3,711 | | | | | | | | 12,327 | 12,327 |
| 06-Dec-88 | 3,297 | | | | | | | | 11,164 | 11,164 |
| 07-Dec-88 | 3,343 | | | | | | | | 10,975 | 10,976 |
| 08-Dec-88 | 3,537 | | | | | | | | 12,703 | 12,703 |
| 09-Dec-88 | 4,090 | | | | | | | | 13,732 | 13,732 |
| 10-Dec-88 | 6,009 | | | | | | | | 17,852 | 17,852 |
| 11-Dec-88 | 3,906 | | | | | | | | 9,437 | 11,486 |
| 12-Dec-88 | 3,422 | | | | | | | | 9,286 | 13,275 |
| 13-Dec-88 | 3,816 | | | | | | | | 10,511 | 15,192 |
| 14-Dec-88 | 4,094 | | | | | | | | 10,933 | 15,334 |
| 15-Dec-88 | 4,013 | | | | | | | | 8,211 | 14,781 |
| 16-Dec-88 | 8,878 | | | | | | | | 22,153 | 22,153 |
| 17-Dec-88 | 6,607 | | | | | | | | 21,671 | 21,671 |
| 18-Dec-88 | 4,387 | | | | | | | | 14,261 | 14,261 |
| 19-Dec-88 | 4,817 | | | | | | | | 17,291 | 17,291 |
| 20-Dec-88 | 5,135 | | | | | | | | 20,382 | 20,382 |
| 21-Dec-88 | 5,233 | | | | | | | | 20,276 | 20,276 |
| 22-Dec-88 | 5,720 | | | | | | | | 20,444 | 20,444 |
| 23-Dec-88 | 6,803 | | | | | | | | 22,787 | 22,787 |
| 24-Dec-88 | 5,207 | | | | | | | | 15,735 | 18,786 |
| 25-Dec-88 | 741 | | | | | | | | 2,532 | 2,532 |
| 26-Dec-88 | 4,835 | | | | | | | | 17,696 | 17,696 |
| 27-Dec-88 | 2,347 | | | | | | | | 14,101 | 14,101 |
| 28-Dec-88 | 3,870 | | | | | | | | 14,921 | 14,921 |
| 29-Dec-88 | 3,797 | | | | | | | | 14,623 | 14,623 |
| 30-Dec-88 | 4,117 | | | | | | | | 15,603 | 15,603 |
| 31-Dec-88 | 3,761 | | | | | | | | 13,603 | 13,603 |
| DEC TOTAL | 135,862 | | 0 | | 0 | | 0 | | 448,118 | 472,858 |
| DEC AVERAGE | 4,383 | | 0 | | 0 | | 0 | | 14,455 | 15,253 |
| DAY OF WEEK | | | | | | | | | | |
| Monday | 16,785 | | 0 | | 0 | | 0 | | 56,600 | |
| Tuesday | 14,595 | | 0 | | 0 | | 0 | | 56,158 | |
| Wednesday | 16,540 | | 0 | | 0 | | 0 | | 57,106 | |
| Thursday | 20,130 | | 0 | | 0 | | 0 | | 67,139 | |
| Friday | 27,736 | | 0 | | 0 | | 0 | | 87,114 | |
| Saturday | 26,948 | | 0 | | 0 | | 0 | | 85,382 | |
| Sunday | 13,128 | | 0 | | 0 | | 0 | | 38,619 | |
| TOTAL | 135,862 | | 0 | | 0 | | 0 | | 448,118 | |
| WEEKLY COUNT | | | | | | | | | | |
| Dec. 1-4 | 16,369 | | 0 | | 0 | | 0 | | 52,907 | |
| Dec. 5-11 | 27,893 | | 0 | | 0 | | 0 | | 88,191 | |
| Dec. 6-18 | 35,217 | | 0 | | 0 | | 0 | | 97,026 | |
| Dec. 19-25 | 33,656 | | 0 | | 0 | | 0 | | 119,447 | |
| Dec. 26-31 | 22,727 | | 0 | | 0 | | 0 | | 90,547 | |
| TOTAL | 135,862 | | 0 | | 0 | | 0 | | 448,118 | |

* Actual counts for entrances with less than 14 days of counts will not appear on this report.

COMMENT CODES:

- 1 Bad Weather
- 2 Good Weather
- 3 Advertised Events
- 4 Advertised Sales
- 5 Mall Construction
- 6 Area Road Construction
- 7 Payday
- 8 Holiday (Mall Open)
- 9 Major Local Event
- 10 Competitor Promotion
- 11 Counter Not Working
- 12 No Data
- 13 Routine Closing
- 14 Mall Advertising
- 15 Other:-----

MSA TRAFFIC COUNTER PROGRAM - III. MONTHLY SUMMARY REPORT

13-Jan-89

MALL NAME:

MONTH: December, 1988

| ENTRANCE | LOCATION | ACTUAL * | | ADJUSTED TOTAL ** | WEIGHTING FACTOR | WEIGHTED *** | |
|----------|-------------|----------|-----------|----------------------|---------------------|--------------|-----------|
| | | COUNT | # OF DAYS | | | TOTAL | DAILY AVG |
| A | Kellogg | 57,225 | 31 | 57,225 | 7% | 57,225 | 1,846 |
| B | Tracy South | 101,072 | 26 | 120,332 | 31% | 170,332 | 3,882 |
| C | Tracy North | 73,060 | 29 | 78,541 | 23% | 78,541 | 2,534 |
| D | Maple East | 80,899 | 31 | 80,899 | 18% | 80,899 | 2,610 |
| E | Maple West | 135,862 | 31 | 135,862 | 21% | 135,862 | 4,383 |
| F | No Entrance | 0 | 0 | 0 | 0% | 0 | 0 |
| G | No Entrance | 0 | 0 | 0 | 0% | 0 | 0 |
| H | No Entrance | 0 | 0 | 0 | 0% | 0 | 0 |
| TOTAL | | 448,118 | | 472,858 | 100% | 472,858 | 15,253 |

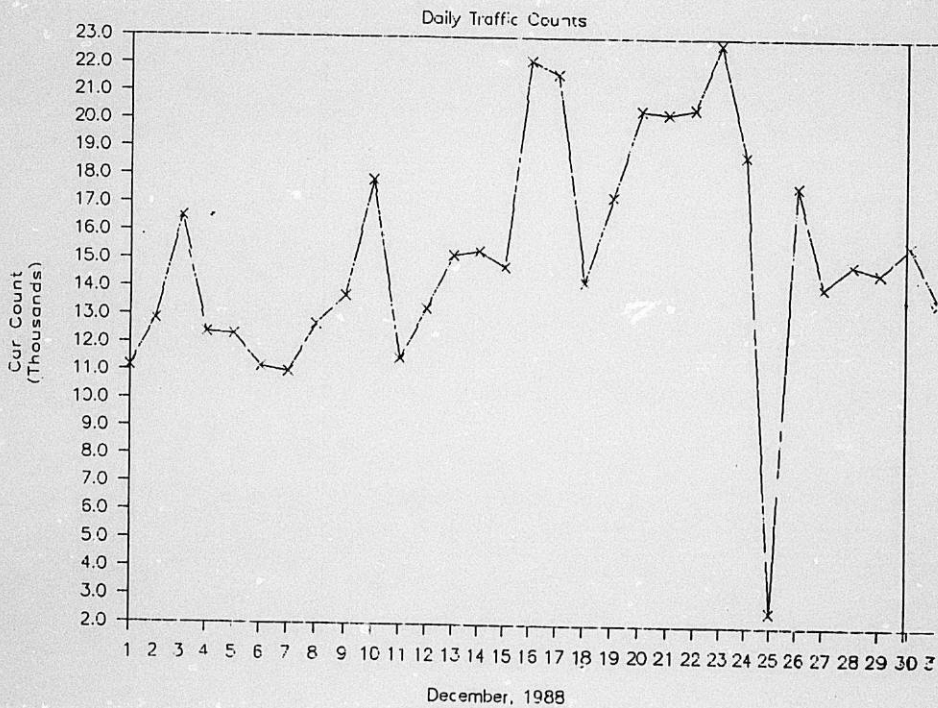
| WEEKLY COUNT | ACTUAL COUNT * | ADJUSTED TOTAL ** | WEIGHTED TOTAL *** |
|----------------|-------------------|----------------------|-----------------------|
| December 1-4 | 52,907 | 52,907 | 52,907 |
| December 5-11 | 88,191 | 90,240 | 90,240 |
| December 12-18 | 97,026 | 116,666 | 116,666 |
| December 19-25 | 119,447 | 122,498 | 122,498 |
| December 26-31 | 90,547 | 90,547 | 90,547 |
| TOTAL | 448,118 | 472,858 | 472,858 |

| DAY OF WEEK | ACTUAL COUNT * | ADJUSTED TOTAL ** | WEIGHTED *** | | PERCENT BY DAY OF WK |
|-------------|-------------------|----------------------|--------------|---------|-------------------------|
| | | | TOTAL | AVERAGE | |
| Monday | 56,600 | 60,589 | 60,589 | 15,147 | 14% |
| Tuesday | 56,158 | 60,839 | 60,839 | 15,210 | 14% |
| Wednesday | 57,106 | 61,507 | 61,507 | 15,317 | 15% |
| Thursday | 67,139 | 73,709 | 73,709 | 14,742 | 14% |
| Friday | 87,114 | 87,114 | 87,114 | 17,423 | 16% |
| Saturday | 85,382 | 88,433 | 88,433 | 17,687 | 17% |
| Sunday | 38,619 | 40,668 | 40,668 | 10,167 | 10% |
| TOTAL | 448,118 | 472,858 | 472,858 | 15,253 | 100% |

* Actual counts for entrances with less than 14 days of counts will not appear on this report. The weighted figures will provide accurate estimates for these entrances.

** Adjusted figures account for incomplete monthly data.

*** Weighted figures adjust for entrances without counters.



MALL NAME:
Towne West Square

MONTH: November, 1988

| DATE | DAY OF WEEK | COMMENTS FOR ALL ENTRANCES | ENTRANCE A: Kellogg | | ENTRANCE B: Tracy South | | ENTRANCE C: Tracy North | | ENTRANCE D: Maple East | |
|--------------|-------------|----------------------------|---------------------|----------|-------------------------|----------|-------------------------|----------|------------------------|----------|
| | | | COUNT | OTH CMTS | COUNT | OTH CMTS | COUNT | OTH CMTS | COUNT | OTH CMTS |
| 01-Nov-88 | Tue | | 600 | | 2,933 | | 1,118 | | 1,366 | |
| 02-Nov-88 | Wed | | 608 | | 3,294 | | 1,184 | | 1,426 | |
| 03-Nov-88 | Thu | | 743 | | 3,558 | | 1,228 | | 1,513 | |
| 04-Nov-88 | Fri | | 830 | | 3,360 | | 1,232 | | 1,710 | |
| 05-Nov-88 | Sat | | 1,090 | | 3,390 | | 1,274 | | 1,932 | |
| 06-Nov-88 | Sun | | 1,071 | | 3,569 | | 1,368 | | 1,725 | |
| 07-Nov-88 | Mon | | 858 | | 4,061 | | 1,457 | | 1,856 | |
| 08-Nov-88 | Tue | 8 | 644 | | 3,239 | | 1,170 | | 1,427 | |
| 09-Nov-88 | Wed | | 784 | | 3,782 | | 1,377 | | 1,652 | |
| 10-Nov-88 | Thu | | 777 | | 3,669 | | 1,385 | | 1,702 | |
| 11-Nov-88 | Fri | | 1,498 | | 5,211 | | 1,895 | | 2,217 | |
| 12-Nov-88 | Sat | | 1,707 | | 5,180 | | 2,130 | | 2,468 | |
| 13-Nov-88 | Sun | | 1,035 | | 3,826 | | 1,290 | | 1,494 | |
| 14-Nov-88 | Mon | | 816 | | 3,641 | | 1,367 | | 1,484 | |
| 15-Nov-88 | Tue | | 778 | | 3,495 | | 1,266 | | 1,382 | |
| 16-Nov-88 | Wed | | 850 | | 3,908 | | 1,445 | | 1,604 | |
| 17-Nov-88 | Thu | 3,4 | 995 | | 4,472 | | 1,679 | | 1,862 | |
| 18-Nov-88 | Fri | | 1,240 | | 4,950 | | 1,735 | | 1,920 | |
| 19-Nov-88 | Sat | 3 | 1,733 | | 5,855 | | 2,283 | | 2,375 | |
| 20-Nov-88 | Sun | | 1,163 | | 3,911 | | 1,323 | | 1,412 | |
| 21-Nov-88 | Mon | | 941 | | 4,262 | | 1,634 | | 1,650 | |
| 22-Nov-88 | Tue | | 889 | | 4,002 | | 1,555 | | 1,772 | |
| 23-Nov-88 | Wed | | 2,052 | | 5,172 | | 1,744 | | 2,118 | |
| 24-Nov-88 | Thu | 14 | 135 | | 1 | 11 | 101 | | 200 | |
| 25-Nov-88 | Fri | | 2,437 | | 19 | 11 | 2,988 | | 2,648 | |
| 26-Nov-88 | Sat | | 2,414 | | 2,175 | | 2,440 | | 2,382 | |
| 27-Nov-88 | Sun | | 1,438 | | 3,081 | | 1,633 | | 1,523 | |
| 28-Nov-88 | Mon | | 1,402 | | 3,426 | | 1,837 | | 1,809 | |
| 29-Nov-88 | Tue | | 1,276 | | 3,077 | | 1,726 | | 1,780 | |
| 30-Nov-88 | Wed | | 1,239 | | 2,662 | | 1,750 | | 1,832 | |
| NOV TOTAL | | | 34,043 | | 107,181 | | 46,614 | | 52,241 | |
| NOV AVERAGE | | | 1,135 | | 3,573 | | 1,554 | | 1,741 | |
| DAY OF WEEK | | | | | | | | | | |
| Monday | | | 4,017 | | 15,390 | | 6,295 | | 6,799 | |
| Tuesday | | | 4,187 | | 16,746 | | 6,895 | | 7,727 | |
| Wednesday | | | 5,533 | | 18,818 | | 7,500 | | 8,632 | |
| Thursday | | | 2,650 | | 11,700 | | 4,393 | | 5,277 | |
| Friday | | | 6,005 | | 13,540 | | 7,850 | | 8,495 | |
| Saturday | | | 6,944 | | 16,600 | | 8,127 | | 9,157 | |
| Sunday | | | 4,707 | | 14,387 | | 5,614 | | 6,154 | |
| TOTAL | | | 34,043 | | 107,181 | | 46,614 | | 52,241 | |
| WEEKLY COUNT | | | | | | | | | | |
| Nov. 1-6 | | | 4,942 | | 20,104 | | 7,404 | | 9,672 | |
| Nov. 7-13 | | | 7,303 | | 28,968 | | 10,704 | | 12,816 | |
| Nov. 14-20 | | | 7,575 | | 30,232 | | 11,098 | | 12,039 | |
| Nov. 21-27 | | | 10,306 | | 18,712 | | 12,095 | | 12,293 | |
| Nov. 28-30 | | | 3,917 | | 9,165 | | 5,313 | | 5,421 | |
| TOTAL | | | 34,043 | | 107,181 | | 46,614 | | 52,241 | |

* Actual counts for entrances with less than 14 days of counts will not appear on this report.

MALL NAME:
Towne West S

| DATE | ENTRANCE E: Maple West | | ENTRANCE F: No Entrance | | ENTRANCE G: No Entrance | | ENTRANCE H: No Entrance | | ACTUAL TOTAL * | WTD. TOTAL |
|--------------|---------------------------|----------|----------------------------|----------|----------------------------|----------|----------------------------|----------|-------------------|---------------|
| | COUNT | OTH CMTS | COUNT | OTH CMTS | COUNT | OTH CMTS | COUNT | OTH CMTS | | |
| 01-Nov-88 | 1,630 | | | | | | | | 7,647 | 7,647 |
| 02-Nov-88 | 1,765 | | | | | | | | 8,277 | 8,277 |
| 03-Nov-88 | 1,853 | | | | | | | | 8,895 | 8,895 |
| 04-Nov-88 | 2,259 | | | | | | | | 9,391 | 9,391 |
| 05-Nov-88 | 2,683 | | | | | | | | 10,369 | 10,369 |
| 06-Nov-88 | 2,465 | | | | | | | | 10,198 | 10,198 |
| 07-Nov-88 | 2,428 | | | | | | | | 10,660 | 10,660 |
| 08-Nov-88 | 1,873 | | | | | | | | 8,353 | 8,353 |
| 09-Nov-88 | 2,353 | | | | | | | | 9,948 | 9,948 |
| 10-Nov-88 | 2,206 | | | | | | | | 9,739 | 9,739 |
| 11-Nov-88 | 3,217 | | | | | | | | 14,038 | 14,038 |
| 12-Nov-88 | 4,064 | | | | | | | | 15,549 | 15,549 |
| 13-Nov-88 | 2,541 | | | | | | | | 10,186 | 10,186 |
| 14-Nov-88 | 1,982 | | | | | | | | 9,290 | 9,290 |
| 15-Nov-88 | 1,834 | | | | | | | | 8,755 | 8,755 |
| 16-Nov-88 | 2,237 | | | | | | | | 10,044 | 10,044 |
| 17-Nov-88 | 2,537 | | | | | | | | 11,545 | 11,545 |
| 18-Nov-88 | 2,993 | | | | | | | | 12,838 | 12,838 |
| 19-Nov-88 | 4,715 | | | | | | | | 16,961 | 16,961 |
| 20-Nov-88 | 2,843 | | | | | | | | 10,652 | 10,652 |
| 21-Nov-88 | 2,465 | | | | | | | | 10,952 | 10,952 |
| 22-Nov-88 | 2,462 | | | | | | | | 10,680 | 10,680 |
| 23-Nov-88 | 3,116 | | | | | | | | 14,202 | 14,202 |
| 24-Nov-88 | 333 | | | | | | | 770 | 770 | |
| 25-Nov-88 | 5,335 | | | | | | | 13,427 | 13,427 | |
| 26-Nov-88 | 4,917 | | | | | | | 14,328 | 14,328 | |
| 27-Nov-88 | 3,165 | | | | | | | 10,840 | 10,840 | |
| 28-Nov-88 | 2,995 | | | | | | | 11,469 | 11,469 | |
| 29-Nov-88 | 2,832 | | | | | | | 10,691 | 10,691 | |
| 30-Nov-88 | 2,703 | | | | | | | 10,186 | 10,186 | |
| NOV TOTAL | 80,801 | | 0 | 0 | 0 | 0 | 0 | 320,880 | 320,880 | |
| NOV AVERAGE | 2,693 | | 0 | 0 | 0 | 0 | 0 | 10,696 | 10,696 | |
| DAY OF WEEK | | | | | | | | | | |
| Monday | 9,870 | | 0 | 0 | 0 | 0 | 0 | 42,371 | | |
| Tuesday | 10,631 | | 0 | 0 | 0 | 0 | 0 | 46,126 | | |
| Wednesday | 12,174 | | 0 | 0 | 0 | 0 | 0 | 52,657 | | |
| Thursday | 6,929 | | 0 | 0 | 0 | 0 | 0 | 30,948 | | |
| Friday | 13,804 | | 0 | 0 | 0 | 0 | 0 | 49,694 | | |
| Saturday | 16,379 | | 0 | 0 | 0 | 0 | 0 | 57,207 | | |
| Sunday | 11,014 | | 0 | 0 | 0 | 0 | 0 | 41,876 | | |
| TOTAL | 80,801 | | 0 | 0 | 0 | 0 | 0 | 320,880 | | |
| WEEKLY COUNT | | | | | | | | | | |
| Nov. 1-6 | 12,655 | | 0 | 0 | 0 | 0 | 0 | 54,777 | | |
| Nov. 7-13 | 18,682 | | 0 | 0 | 0 | 0 | 0 | 78,473 | | |
| Nov. 14-20 | 19,141 | | 0 | 0 | 0 | 0 | 0 | 80,085 | | |
| Nov. 21-27 | 21,793 | | 0 | 0 | 0 | 0 | 0 | 75,199 | | |
| Nov. 28-30 | 8,530 | | 0 | 0 | 0 | 0 | 0 | 32,346 | | |
| TOTAL | 80,801 | | 0 | 0 | 0 | 0 | 0 | 320,880 | | |

* Actual counts for entrances with less than 14 days of counts will not appear on this report.

COMMENT CODES:

- 1 Bad Weather
- 2 Good Weather
- 3 Advertised Events
- 4 Advertised Sales
- 5 Mall Construction
- 6 Area Road Construction
- 7 Payday
- 8 Holiday (Mall Open)
- 9 Major Local Event
- 10 Competitor Promotion
- 11 Counter Not Working
- 12 No Data
- 13 Routine Closing
- 14 Mall Advertising
- 15 Other:

MSA TRAFFIC COUNTER PROGRAM - III. MONTHLY SUMMARY REPORT

13-Jan-89

MALL NAME: Towne West Square

MONTH: November, 1988

| ENTRANCE | LOCATION | ACTUAL * | | ADJUSTED TOTAL ** | WEIGHTING FACTOR | WEIGHTED *** | |
|----------|-------------|----------|-----------|----------------------|---------------------|--------------|-----------|
| | | COUNT | # OF DAYS | | | TOTAL | DAILY AVG |
| A | Kellogg | 34,043 | 30 | 34,043 | 7% | 34,043 | 1,135 |
| B | Tracy South | 107,181 | 30 | 107,181 | 31% | 107,181 | 3,573 |
| C | Tracy North | 46,614 | 30 | 46,614 | 23% | 46,614 | 1,554 |
| D | Maple East | 52,241 | 30 | 52,241 | 18% | 52,241 | 1,741 |
| E | Maple West | 80,801 | 30 | 80,801 | 21% | 80,801 | 2,693 |
| F | No Entrance | 0 | 0 | 0 | 0% | 0 | 0 |
| G | No Entrance | 0 | 0 | 0 | 0% | 0 | 0 |
| H | No Entrance | 0 | 0 | 0 | 0% | 0 | 0 |
| TOTAL | | 320,880 | | 320,880 | 100% | 320,880 | 10,696 |

| WEEKLY COUNT | ACTUAL COUNT * | ADJUSTED TOTAL ** | WEIGHTED TOTAL *** |
|----------------|-------------------|----------------------|-----------------------|
| November 1-6 | 54,777 | 54,777 | 54,777 |
| November 7-13 | 78,473 | 78,473 | 78,473 |
| November 14-20 | 80,085 | 80,085 | 80,085 |
| November 21-27 | 75,199 | 75,199 | 75,199 |
| November 28-30 | 32,346 | 32,346 | 32,346 |
| TOTAL | 320,880 | 320,880 | 320,880 |

| DAY OF WEEK | ACTUAL COUNT * | ADJUSTED TOTAL ** | WEIGHTED *** | | PERCENT BY DAY OF WK |
|-------------|-------------------|----------------------|--------------|---------|-------------------------|
| | | | TOTAL | AVERAGE | |
| Monday | 42,371 | 42,371 | 42,371 | 10,593 | 14% |
| Tuesday | 46,126 | 46,126 | 46,126 | 9,225 | 12% |
| Wednesday | 52,657 | 52,657 | 52,657 | 10,531 | 14% |
| Thursday | 30,949 | 30,949 | 30,949 | 7,737 | 10% |
| Friday | 49,694 | 49,694 | 49,694 | 12,424 | 17% |
| Saturday | 57,207 | 57,207 | 57,207 | 14,302 | 19% |
| Sunday | 41,876 | 41,876 | 41,876 | 10,469 | 14% |
| TOTAL | 320,880 | 320,880 | 320,880 | 10,696 | 100% |

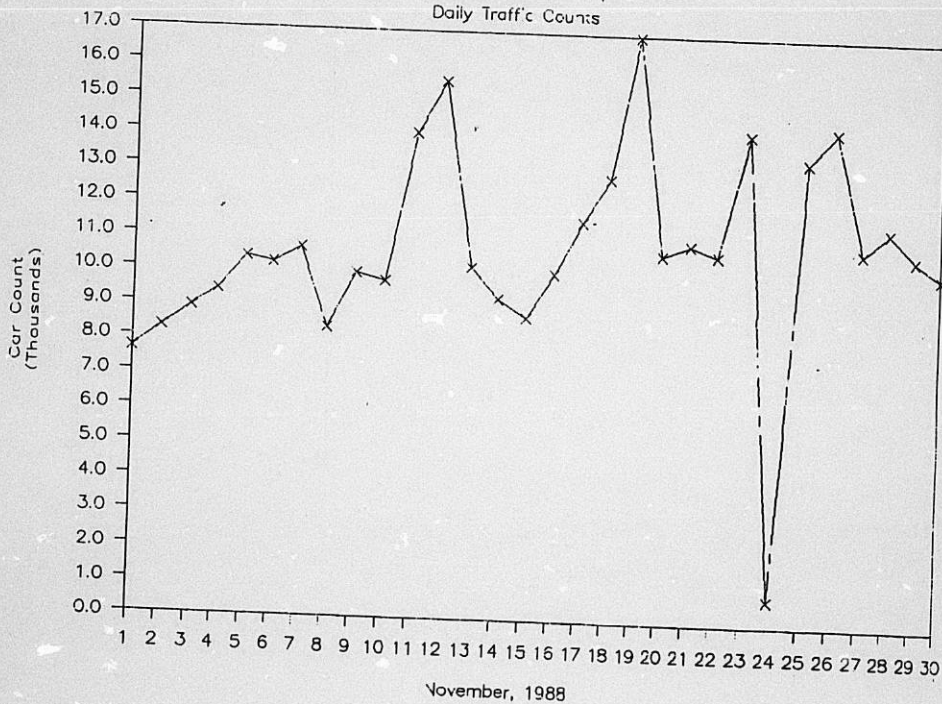
* Actual counts for entrances with less than 14 days of counts will not appear on this report. The weighted figures will provide accurate estimates for these entrances.

** Adjusted figures account for incomplete monthly data.

*** Weighted figures adjust for entrances without counters.

Towne West Square

Daily Traffic Counts



MALL NAME:
Towne West Square

MONTH: October, 1988

| DATE | DAY OF WEEK | COMMENTS FOR ALL ENTRANCES | ENTRANCE A: Kellogg | | ENTRANCE B: Tracy South | | ENTRANCE C: Tracy North | | ENTRANCE D: Maple East | |
|--------------|-------------|----------------------------|------------------------|----------|----------------------------|----------|----------------------------|----------|---------------------------|----------|
| | | | COUNT | OTH CMTS | COUNT | OTH CMTS | COUNT | OTH CMTS | COUNT | OTH CMTS |
| 01-Oct-88 | Sat | | 0 | 11 | 3,442 | | 2,087 | | 2,232 | |
| 02-Oct-88 | Sun | | 0 | 11 | 1,892 | | 1,124 | | 1,268 | |
| 03-Oct-88 | Mon | | 501 | | 2,221 | | 1,181 | | 1,483 | |
| 04-Oct-88 | Tue | | 301 | | 2,249 | | 1,248 | | 1,556 | |
| 05-Oct-88 | Wed | | 498 | | 2,594 | | 1,287 | | 1,580 | |
| 06-Oct-88 | Thu | 4 | 688 | | 3,007 | | 1,528 | | 0 | 11 |
| 07-Oct-88 | Fri | 4 | 641 | | 2,494 | | 1,464 | | 1,710 | |
| 08-Oct-88 | Sat | 4 | 878 | | 3,124 | | 2,018 | | 2,328 | |
| 09-Oct-88 | Sun | 4 | 655 | | 1,812 | | 1,202 | | 1,342 | |
| 10-Oct-88 | Mon | | 701 | | 2,162 | | 1,272 | | 1,300 | |
| 11-Oct-88 | Tue | | 719 | | 2,606 | | 1,534 | | 2,126 | |
| 12-Oct-88 | Wed | | 700 | | 2,076 | | 1,174 | | 1,455 | |
| 13-Oct-88 | Thu | 3 | 740 | | 2,436 | | 1,378 | | 1,770 | |
| 14-Oct-88 | Fri | 3 | 952 | | 2,802 | | 1,576 | | 1,940 | |
| 15-Oct-88 | Sat | 3 | 712 | | 3,210 | | 1,838 | | 1,983 | |
| 16-Oct-88 | Sun | 3 | 614 | | 1,776 | | 1,196 | | 1,539 | |
| 17-Oct-88 | Mon | | 0 | | 2,132 | | 1,299 | | 1,627 | |
| 18-Oct-88 | Tue | | 0 | | 2,142 | | 1,318 | | 1,590 | |
| 19-Oct-88 | Wed | | 470 | | 1,828 | | 1,111 | | 1,253 | |
| 20-Oct-88 | Thu | | 733 | | 2,277 | | 1,392 | | 1,792 | |
| 21-Oct-88 | Fri | | 900 | | 2,486 | | 1,482 | | 1,837 | |
| 22-Oct-88 | Sat | | 1,405 | | 3,268 | | 2,022 | | 2,295 | |
| 23-Oct-88 | Sun | | 981 | | 1,806 | | 0 | 11 | 1,258 | |
| 24-Oct-88 | Mon | | 655 | | 2,069 | | 1,168 | | 1,377 | |
| 25-Oct-88 | Tue | | 695 | | 1,856 | | 1,183 | | 1,412 | |
| 26-Oct-88 | Wed | | 725 | | 0 | 11 | 1,283 | | 1,402 | |
| 27-Oct-88 | Thu | | 741 | | 2,300 | | 1,350 | | 1,537 | |
| 28-Oct-88 | Fri | | 1,017 | | 4,468 | | 1,680 | | 1,894 | |
| 29-Oct-88 | Sat | | 1,125 | | 5,912 | | 2,144 | | 2,957 | |
| 30-Oct-88 | Sun | | 864 | | 3,145 | | 1,225 | | 1,443 | |
| 31-Oct-88 | Mon | 3 | 602 | | 3,500 | | 1,326 | | 1,488 | |
| OCT TOTAL | | | 20,213 | | 79,092 | | 43,090 | | 50,774 | |
| OCT AVERAGE | | | 749 | | 2,636 | | 1,436 | | 1,692 | |
| DAY OF WEEK | | | | | | | | | | |
| Monday | | | 2,459 | | 12,084 | | 6,246 | | 7,275 | |
| Tuesday | | | 1,715 | | 8,853 | | 5,283 | | 6,684 | |
| Wednesday | | | 2,393 | | 6,496 | | 4,855 | | 5,690 | |
| Thursday | | | 2,302 | | 10,020 | | 5,648 | | 5,099 | |
| Friday | | | 3,510 | | 12,250 | | 6,202 | | 7,381 | |
| Saturday | | | 4,120 | | 18,956 | | 10,109 | | 11,795 | |
| Sunday | | | 3,114 | | 10,431 | | 4,747 | | 6,850 | |
| TOTAL | | | 20,213 | | 79,092 | | 43,090 | | 50,774 | |
| WEEKLY COUNT | | | | | | | | | | |
| Oct. 1-2 | | | 0 | | 5,334 | | 3,211 | | 3,500 | |
| Oct. 3-9 | | | 4,162 | | 17,501 | | 9,928 | | 9,999 | |
| Oct. 10-16 | | | 5,138 | | 17,068 | | 9,968 | | 12,113 | |
| Oct. 17-23 | | | 4,489 | | 15,939 | | 8,624 | | 11,652 | |
| Oct. 24-31 | | | 6,424 | | 23,250 | | 11,359 | | 13,510 | |
| TOTAL | | | 20,213 | | 79,092 | | 43,090 | | 50,774 | |

* Actual counts for entrances with less than 14 days of counts will not appear on this report.

MALL NAME:
Towne West S

| DATE | ENTRANCE E: Maple West | | ENTRANCE F: No Entrance | | ENTRANCE G: No Entrance | | ENTRANCE H: No Entrance | | ACTUAL TOTAL * | WTD. TOTAL |
|--------------|---------------------------|----------|----------------------------|----------|----------------------------|----------|----------------------------|----------|-------------------|---------------|
| | COUNT | OTH CMTS | COUNT | OTH CMTS | COUNT | OTH CMTS | COUNT | OTH CMTS | | |
| 01-Oct-88 | 3,581 | | | | | | | | 11,342 | 12,372 |
| 02-Oct-88 | 1,942 | | | | | | | | 6,226 | 7,005 |
| 03-Oct-88 | 1,740 | | | | | | | | 7,126 | 7,126 |
| 04-Oct-88 | 1,807 | | | | | | | | 7,161 | 7,161 |
| 05-Oct-88 | 19,259 | | | | | | | | 25,218 | 25,218 |
| 06-Oct-88 | 2,758 | | | | | | | | 7,981 | 9,681 |
| 07-Oct-88 | 2,244 | | | | | | | | 8,553 | 8,553 |
| 08-Oct-88 | 3,728 | | | | | | | | 12,076 | 12,076 |
| 09-Oct-88 | 2,186 | | | | | | | | 7,197 | 7,197 |
| 10-Oct-88 | 1,756 | | | | | | | | 7,191 | 7,191 |
| 11-Oct-88 | 2,520 | | | | | | | | 9,505 | 9,505 |
| 12-Oct-88 | 1,871 | | | | | | | | 7,276 | 7,276 |
| 13-Oct-88 | 2,172 | | | | | | | | 8,496 | 8,496 |
| 14-Oct-88 | 2,701 | | | | | | | | 9,971 | 9,971 |
| 15-Oct-88 | 3,418 | | | | | | | | 11,161 | 11,161 |
| 16-Oct-88 | 2,184 | | | | | | | | 7,309 | 7,309 |
| 17-Oct-88 | 2,016 | | | | | | | | 7,074 | 7,689 |
| 18-Oct-88 | 1,990 | | | | | | | | 7,040 | 7,612 |
| 19-Oct-88 | 1,550 | | | | | | | | 6,212 | 6,212 |
| 20-Oct-88 | 2,171 | | | | | | | | 8,365 | 8,365 |
| 21-Oct-88 | 2,581 | | | | | | | | 9,286 | 9,286 |
| 22-Oct-88 | 3,660 | | | | | | | | 12,650 | 12,650 |
| 23-Oct-88 | 2,056 | | | | | | | | 6,101 | 7,288 |
| 24-Oct-88 | 1,657 | | | | | | | | 6,926 | 6,926 |
| 25-Oct-88 | 1,715 | | | | | | | | 6,861 | 6,861 |
| 26-Oct-88 | 1,754 | | | | | | | | 5,164 | 7,330 |
| 27-Oct-88 | 1,895 | | | | | | | | 7,823 | 7,823 |
| 28-Oct-88 | 2,544 | | | | | | | | 11,603 | 11,603 |
| 29-Oct-88 | 3,890 | | | | | | | | 16,028 | 16,028 |
| 30-Oct-88 | 2,168 | | | | | | | | 8,845 | 8,845 |
| 31-Oct-88 | 1,811 | | | | | | | | 8,727 | 8,727 |
| OCT TOTAL | 89,325 | | 0 | | 0 | | 0 | | 282,494 | 290,541 |
| OCT AVERAGE | 2,881 | | 0 | | 0 | | 0 | | 9,113 | 9,372 |
| DAY OF WEEK | | | | | | | | | | |
| Monday | 8,980 | | 0 | | 0 | | 0 | | 37,044 | |
| Tuesday | 8,032 | | 0 | | 0 | | 0 | | 30,567 | |
| Wednesday | 24,434 | | 0 | | 0 | | 0 | | 43,870 | |
| Thursday | 8,996 | | 0 | | 0 | | 0 | | 32,665 | |
| Friday | 10,070 | | 0 | | 0 | | 0 | | 39,413 | |
| Saturday | 18,277 | | 0 | | 0 | | 0 | | 63,257 | |
| Sunday | 10,536 | | 0 | | 0 | | 0 | | 35,678 | |
| TOTAL | 89,325 | | 0 | | 0 | | 0 | | 282,494 | |
| WEEKLY COUNT | | | | | | | | | | |
| Oct. 1-2 | 5,523 | | 0 | | 0 | | 0 | | 17,568 | |
| Oct. 3-9 | 33,722 | | 0 | | 0 | | 0 | | 75,312 | |
| Oct. 10-16 | 16,622 | | 0 | | 0 | | 0 | | 60,909 | |
| Oct. 17-23 | 16,024 | | 0 | | 0 | | 0 | | 56,728 | |
| Oct. 24-31 | 17,434 | | 0 | | 0 | | 0 | | 71,977 | |
| TOTAL | 89,325 | | 0 | | 0 | | 0 | | 282,494 | |

* Actual counts for entrances with less than 14 days of counts will not appear on this report.

COMMENT CODES:

- 1 Bad Weather
- 2 Good Weather
- 3 Advertised Events
- 4 Advertised Sales
- 5 Mall Construction
- 6 Area Road Construction
- 7 Payday
- 8 Holiday (Mall Open)
- 9 Major Local Event
- 10 Competitor Promotion
- 11 Counter Not Working
- 12 No Data
- 13 Routine Closing
- 14 Mall Advertising
- 15 Other: _____

MSA TRAFFIC COUNTER PROGRAM - III. MONTHLY SUMMARY REPORT

13-Jan-89

MALL NAME: Towne West Square

MONTH: October, 1988

| ENTRANCE | LOCATION | ACTUAL * | | ADJUSTED TOTAL ** | WEIGHTING FACTOR | WEIGHTED *** | |
|----------|-------------|----------|-----------|----------------------|---------------------|--------------|-----------|
| | | COUNT | % OF DAYS | | | TOTAL | DAILY AVG |
| A | Kellogg | 20,213 | 27 | 23,208 | 7% | 23,208 | 749 |
| B | Tracy South | 79,092 | 30 | 81,258 | 31% | 81,258 | 2,521 |
| C | Tracy North | 43,090 | 30 | 44,277 | 23% | 44,277 | 1,428 |
| D | Maple East | 50,774 | 30 | 52,474 | 18% | 52,474 | 1,693 |
| E | Maple West | 89,325 | 31 | 89,325 | 21% | 89,325 | 2,881 |
| F | No Entrance | 0 | 0 | 0 | 0% | 0 | 0 |
| G | No Entrance | 0 | 0 | 0 | 0% | 0 | 0 |
| H | No Entrance | 0 | 0 | 0 | 0% | 0 | 0 |
| TOTAL | | 282,494 | | 290,541 | 100% | 290,541 | 9,372 |

| WEEKLY COUNT | ACTUAL COUNT * | ADJUSTED TOTAL ** | WEIGHTED TOTAL *** |
|---------------|-------------------|----------------------|-----------------------|
| October 1-2 | 17,568 | 19,377 | 19,377 |
| October 3-9 | 75,312 | 77,012 | 77,012 |
| October 10-16 | 60,909 | 60,909 | 60,909 |
| October 17-23 | 56,728 | 59,101 | 59,101 |
| October 24-31 | 71,977 | 74,143 | 74,143 |
| TOTAL | 282,494 | 290,541 | 290,541 |

| DAY OF WEEK | ACTUAL COUNT * | ADJUSTED TOTAL ** | WEIGHTED *** | | PERCENT BY DAY OF WK |
|-------------|-------------------|----------------------|--------------|---------|-------------------------|
| | | | TOTAL | AVERAGE | |
| Monday | 37,044 | 37,659 | 37,659 | 7,532 | 11% |
| Tuesday | 30,567 | 31,139 | 31,139 | 7,785 | 12% |
| Wednesday | 43,870 | 46,036 | 46,036 | 11,509 | 18% |
| Thursday | 32,665 | 34,365 | 34,365 | 8,591 | 13% |
| Friday | 39,413 | 39,413 | 39,413 | 9,853 | 15% |
| Saturday | 63,257 | 64,287 | 64,287 | 12,857 | 20% |
| Sunday | 35,678 | 37,643 | 37,643 | 7,529 | 11% |
| TOTAL | 282,494 | 290,541 | 290,541 | 9,372 | 100% |

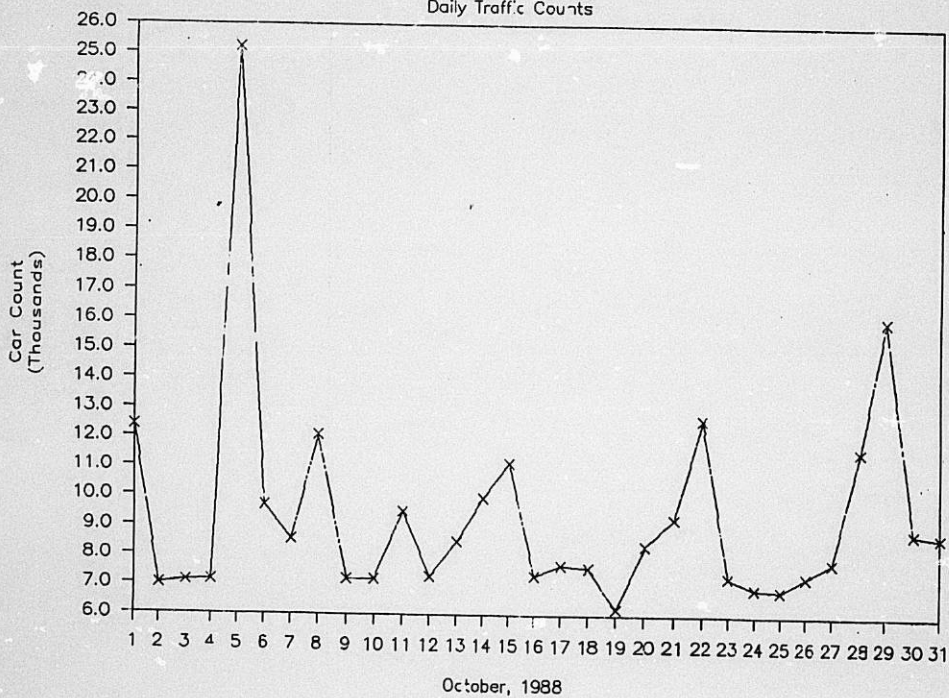
* Actual counts for entrances with less than 14 days of counts will not appear on this report. The weighted figures will provide accurate estimates for these entrances.

** Adjusted figures account for incomplete monthly data.

*** Weighted figures adjust for entrances without counters.

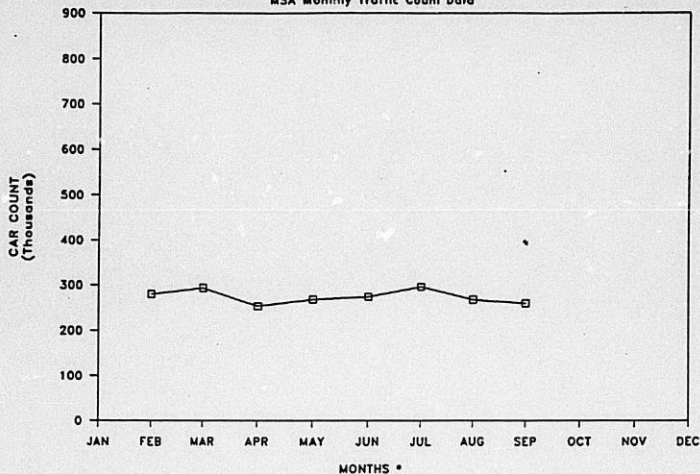
Towne West Square

Daily Traffic Counts



TOWNE WEST SQUARE

MSA Monthly Traffic Count Data



MONTHLY WEIGHTED TRAFFIC COUNTS

| | 1986 | 1987 | 1988 | % CHANGE 1987-1988 |
|-----------------------|---------|---------|---------|-----------------------|
| January | 257,069 | 251,554 | NA | NA |
| February | 209,234 | 236,770 | 280,379 | 18.4% |
| March | 216,796 | 231,435 | 294,100 | 27.1% |
| April | 185,897 | 232,602 | 253,714 | 9.1% |
| May | 258,745 | 348,887 | 269,186 | -22.8% |
| June | 261,157 | 329,155 | 274,939 | -16.5% |
| July | 294,465 | 537,570 | 297,244 | -44.7% |
| August | 301,239 | 465,117 | 268,665 | -42.2% |
| September | 327,723 | 416,565 | 260,367 | -37.5% |
| October | 302,440 | NA | NA | NA |
| November | 309,701 | NA | NA | NA |
| December | 648,172 | NA | NA | NA |
| Oct. 1986 - Sep. 1987 | | | | % CHANGE |
| THIS CTR: 4,309,968 | | | | -19.7% |
| SIP REG: 4,311,228 | | | | -3.6% |
| ALL MALLS: 3,460,825 | | | | -1.0% |
| Oct. 1987 - Sep. 1988 | | | | % CHANGE |
| THIS CTR: 3,459,629 | | | | -19.7% |
| SIP REG: 4,154,144 | | | | -3.6% |
| ALL MALLS: 3,424,503 | | | | -1.0% |

* Graph contains available data from the most recent twelve-month period, October 1987 through Sept. 1988.

** Twelve-month counts represent data from the most recent twelve-month period, October 1987 through September 1988, as compared to the prior twelve-month period, October 1986 through September 1987. Estimated annualized figures are shown for malls without twelve months of data for each twelve-month period.

Source: Simon Research, December, 1988

LARKIN ASSOCIATES CONSULTING ENGINEERS, INC.



9233 WARD PARKWAY / SUITE 300 / KANSAS CITY / MISSOURI 64114 / TELEPHONE 816/361-0440

PRINCIPALS
KENNETH J. LAUGHN, P.E.
PRESIDENT

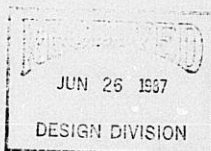
GLENN C. CRAY, P.E.
WALLACE W. BEASLEY, P.E.
DAVID V. CRAWLEY, P.E.
M. CLARK THOMPSON, P.E.
NANCY E. LEBEN, P.E.

ASSOCIATES

DONALD T. CARPNER, P.E.
PAUL M. BERTRAND, P.E.
FRANK HOBLOCK, P.E.

KENNETH H. LARKIN
FOUNDER 1908-1973

June 25, 1987



Mr. W. G. Bothwell
Real Estate Manager
Wal-Mart Stores, Inc.
701 South Walton Blvd.
Bentonville, AR 72716

Re: Traffic Impact Analysis
Proposed Wal-Mart Store
Kellogg & Julia
LA #87071

Dear Mr. Bothwell:

As you requested, we have studied the proposed Wal-Mart store development to be located in the northwest corner of the intersection of Kellogg Drive and Julia Street in Wichita, Kansas. This study utilized a previous detailed traffic engineering analysis completed in February, 1986, for the joint Dugan and Landing C.U.P.'s, which included the proposed Wal-Mart development site. At the request of the Wichita City staff, additional traffic counts were recorded to determine the impact of the Builders Square project which is in operation on the Dugan C.U.P. tract and to determine more specifically what the expected trip generation of the proposed Wal-Mart store will be. Traffic counts of the vehicles entering and leaving the Builders Square site were recorded by direction of approach during the evening weekday peak hour (i.e. 4:45-5:45 p.m.) on June 4, 1987. Similar counts were also recorded during the Saturday peak hour (i.e. 1:15-2:15 p.m.) on June 5, 1987.

Traffic counts were recorded at an identical size Wal-Mart store at a comparable location on Kansas Route 150 in Olathe, Kansas. The store included about 90,000 square feet of gross leasible floor area including the vestibule and office mezzanine. The Olathe Wal-Mart store also included a fenced area for storage of garden plants and supplies. The traffic counts were recorded during the evening commuter peak hour and the Saturday shopping peak hour.

Based on the counts at the Builders Square store and Olathe Wal-Mart store, the following summaries have been prepared to indicate the typical trip generations from the approved Phase One development sites in the Dugan and Landing C.U.P.'s. These summaries indicate the P.M. weekday and Saturday peak hour trip generations that were used in the previous February, 1986, study, as well as the peak hour trip generations which were measured at the Wichita Builders Square store and the comparable Olathe Wal-Mart store.

EQUAL OPPORTUNITY
EMPLOYER

Mr. W. G. Bothwell
June 25, 1987
Page -2-

Weekday Peak Hour Trip Generation

| <u>Site</u> | <u>Previously Assumed</u> | | <u>Based on Measurements</u> | |
|-----------------|---------------------------|------------|------------------------------|------------|
| | <u>In</u> | <u>Out</u> | <u>In</u> | <u>Out</u> |
| Builders Square | 192 | 200 | 162 | 191 |
| Wal-Mart | <u>218</u> | <u>233</u> | <u>247</u> | <u>292</u> |
| Total | 410 | 433 | 409 | 483 |

Saturday Peak Hour Trip Generation

| <u>Site</u> | <u>Previously Assumed</u> | | <u>Based on Measurements</u> | |
|-----------------|---------------------------|------------|------------------------------|------------|
| | <u>In</u> | <u>Out</u> | <u>In</u> | <u>Out</u> |
| Builders Square | 440 | 456 | 307 | 316 |
| Wal-Mart | <u>346</u> | <u>324</u> | <u>380</u> | <u>403</u> |
| Total | 786 | 780 | 687 | 719 |

As can be seen, the measured trip generations by the Builders Square store are close to the assumed values during the weekday evening peak hour, but are significantly lower than the assumed rates during the Saturday peak hour. The Wal-Mart store is, however, expected to generate slightly more trips than previously assumed during both the weekday and Saturday peak hours.

It should be noted that these trip generations are recorded at the site driveways and do not reflect multiple stop trips to and from the area. Such trips might include stops, for example, at Builders Square, Sam's, Wal-Mart, and McDonalds. Therefore, the number of trips through major intersections such as Kellogg and Dugan or Mid-Continent and Taft are conservatively over-estimated in this analysis.

The following "TRIP DISTRIBUTION PERCENTAGES" table summarizes three sets of values of the peak hour directional trip distributions. The values listed as "Old" are the assumed percentages used in the February, 1986, study. These values were based on estimated distributions of the potential user market around the Dugan and Landing C.U.P.'s using the City's land use maps. The values listed as "Measured" reflect the directional distributions of the recorded trips traveling to and from the Builders Square store. The values listed as "New" reflect the revised trip

Mr. W. G. Bothwell
June 25, 1987
Page -3-

distributions which were used in this analysis. These "New" values reflect a desire for more vehicles to use Taft Street for access to and from the C.U.P.'s after it is paved with a hard surface, as planned.

TRIP DISTRIBUTION PERCENTAGES

| | Weekday Peak Hour Trip Generation | | | | | |
|-------------------------|-----------------------------------|----------|-----|-----|----------|-----|
| | In | | | Out | | |
| | Old | Measured | New | Old | Measured | New |
| East via Kellogg Ave. | 56 | 49 | 49 | 36 | 36 | 36 |
| West via Kellogg Ave. | 27 | 40 | 34 | 38 | 44 | 38 |
| North via Mid-Continent | 17 | 11 | 17 | 26 | 20 | 26 |

| | Saturday Peak Hour Trip Generation | | | | | |
|-------------------------|------------------------------------|----------|-----|-----|----------|-----|
| | In | | | Out | | |
| | Old | Measured | New | Old | Measured | New |
| East via Kellogg Ave. | 46 | 30 | 30 | 51 | 50 | 50 |
| West via Kellogg Ave. | 35 | 57 | 51 | 31 | 27 | 27 |
| North via Mid-Continent | 19 | 13 | 19 | 18 | 23 | 23 |

As can be seen in the "TRIP DISTRIBUTION PERCENTAGES" table, most values are generally consistent. However, significantly more trips were recorded to enter the study site from the west along Kellogg than was assumed previously. As discussed earlier, it is expected that some of these trips would shift to use Taft Street for access when it is improved.

This analysis included the assignment of the revised expected trip generations (i.e. based on measurements) to the available street system using the new trip distribution percentages and considerations of vehicle delay and congestion. The expected peak hour trips in the study area are shown on Exhibits 1 and 2. The assigned peak hour traffic volumes and the respective computed hourly capacities for all movements through the intersections of Kellogg Avenue with Dugan Street and Mid-Continent Drive with Taft Street are listed in Table 1. As can be seen, all movements through these two main access intersections are expected to operate at a Level of Service D or better, except the westbound through movement on Kellogg

Mr. W. G. Bothwell
June 25, 1987
Page -4-

at Dugan. This movement was computed to operate at a level of service E even before the Builders Square store was in operation.

The capacities listed in Table I reflect the Phase One, short-term, additional traffic lanes, signal revisions, and other improvements in the study area which have been recently completed and those which are either under construction or awaiting funding. The operating conditions at other minor intersections in the study area, such as Dugan and Taft or Julia and Kellogg Drive, are expected to be adequate and will not require special lane arrangements or traffic controls.

It should be noted that an improved access point is planned between Kellogg Drive and the westbound lanes of Kellogg Avenue. This point is about 150 feet west of the Julia Street intersection on Kellogg Drive. The two proposed driveways between the Wal-Mart site and Kellogg Drive should be located so that the east drive is east of the improved Kellogg Avenue access point and the west drive is at least 150 feet west of the improved access point.

We hope that this revised traffic impact analysis of the proposed Wal-Mart store at Kellogg and Julia, based on the previous study of Dugan/Landing C.U.P.'s, will provide you with enough information to proceed with the planning of your Wal-Mart store project.

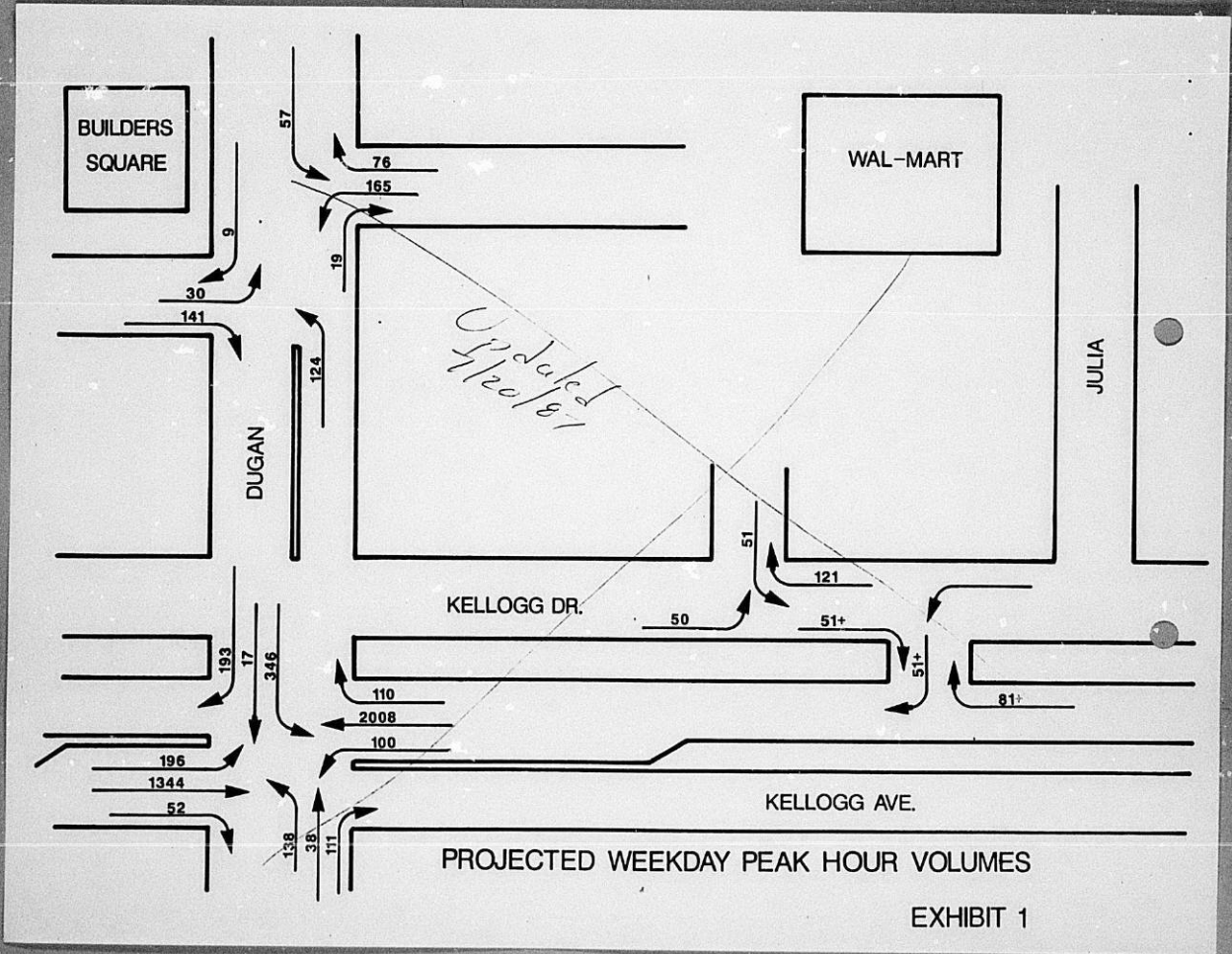
Sincerely,



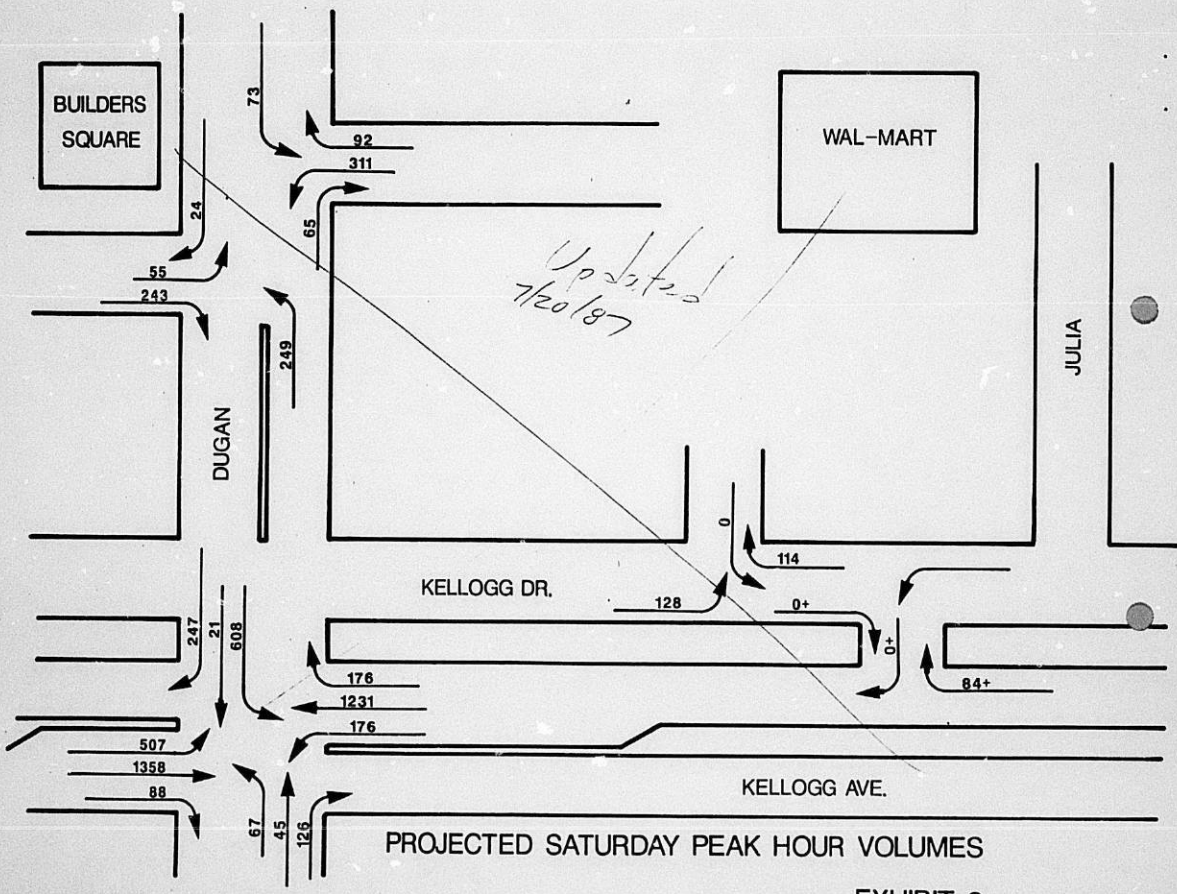
Paul M. Bertrand, P.E.

PMB/sv

Encl.



*Updated
7/20/87*



PROJECTED SATURDAY PEAK HOUR VOLUMES

EXHIBIT 2

TABLE 1
VOLUME/CAPACITY SUMMARY

PROJECTED CONDITIONS - PHASE ONE WITH WAL-MART

| Traffic Movement | KELLOGG AVENUE & DUGAN STREET | | | | | |
|------------------|-------------------------------|----------|------|--------------------|----------|------|
| | P.M. PEAK HOUR | | | SATURDAY PEAK HOUR | | |
| | Volume | Capacity | V/C | Volume | Capacity | V/C |
| Northbound | | | | | | |
| Left Turn | 138 | 120 | 1.15 | 67 | 100 | 0.67 |
| Thru & Right | 149 | 130 | 1.15 | 171 | 150 | 1.14 |
| Southbound | | | | | | |
| Left Turn | 346 | 300 | 1.15 | 608 | 530 | 1.15 |
| Thru & Right | 210 | 190 | 1.11 | 268 | 405 | 0.66 |
| Eastbound | | | | | | |
| Left Turn | 196 | 170 | 1.15 | 507 | 440 | 1.15 |
| Thru | 1344 | 1650 | 0.81 | 1358 | 1300 | 1.04 |
| Right Turn | 52 | 850 | 0.06 | 88 | 800 | 0.11 |
| Westbound | | | | | | |
| Left Turn | 100 | 110 | 0.91 | 201 | 180 | 1.12 |
| Thru | 2008 | 1690 | 1.19 | 1231 | 1070 | 1.15 |
| Right Turn | 110 | 650 | 0.17 | 176 | 650 | 0.27 |

| Traffic Movement | MID-CONTINENT DRIVE & TAFT STREET | | | | | |
|------------------|-----------------------------------|----------|------|--------------------|----------|------|
| | P.M. PEAK HOUR | | | SATURDAY PEAK HOUR | | |
| | Volume | Capacity | V/C | Volume | Capacity | V/C |
| Northbound | | | | | | |
| Thru | 1131 | (1) | | 588 | (1) | |
| Southbound | | | | | | |
| Left Turn | 114 | 270 | 0.42 | 148 | 560 | 0.26 |
| Thru | 626 | (1) | | 588 | (1) | |
| Westbound | | | | | | |
| Left Turn | 17 | 50 | 0.34 | 18 | 140 | 0.13 |
| Right Turn | 200 | 270 | 0.74 | 224 | 560 | 0.40 |

(1) This movement is not capacity constrained.

LEVELS OF TRAFFIC SERVICE:

| Volume / Capacity Ratio | Level of Service |
|-------------------------|----------------------------|
| < 0.85 | A |
| 0.86 - 0.95 | B |
| 0.96 - 1.05 | C (Desirable Design Level) |
| 1.06 - 1.15 | D |
| 1.16 - 1.30 | E (Possible Capacity) |
| > 1.30 | F |

Exhibits

EXISTING A.M. PEAK HOUR

KELLOGG & DUGAN

From 7:15 (A.M.) (RM)
To 8:15 (A.M.) (RM)
Average Day of Week
Date

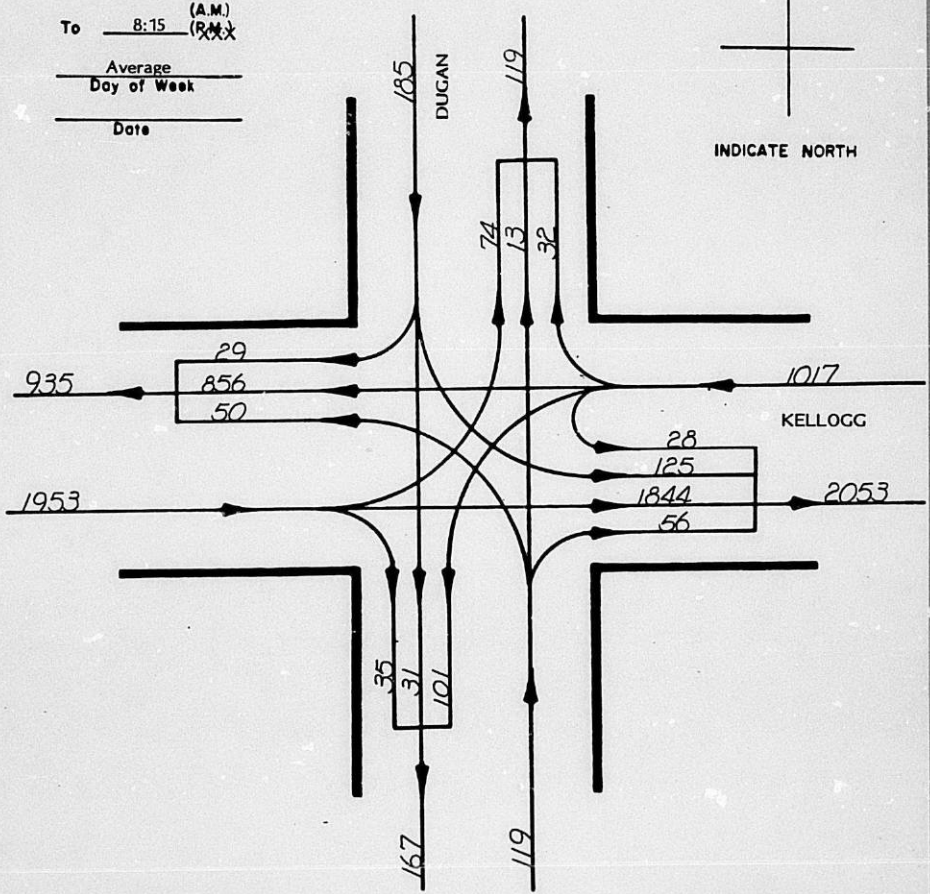


EXHIBIT 1



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

EXISTING P.M. PEAK HOUR

KELLOGG & DUGAN

From 5:00 (~~AM~~) (P.M.)
To 6:00 (~~AM~~) (P.M.)
Average
Day of Week
Date

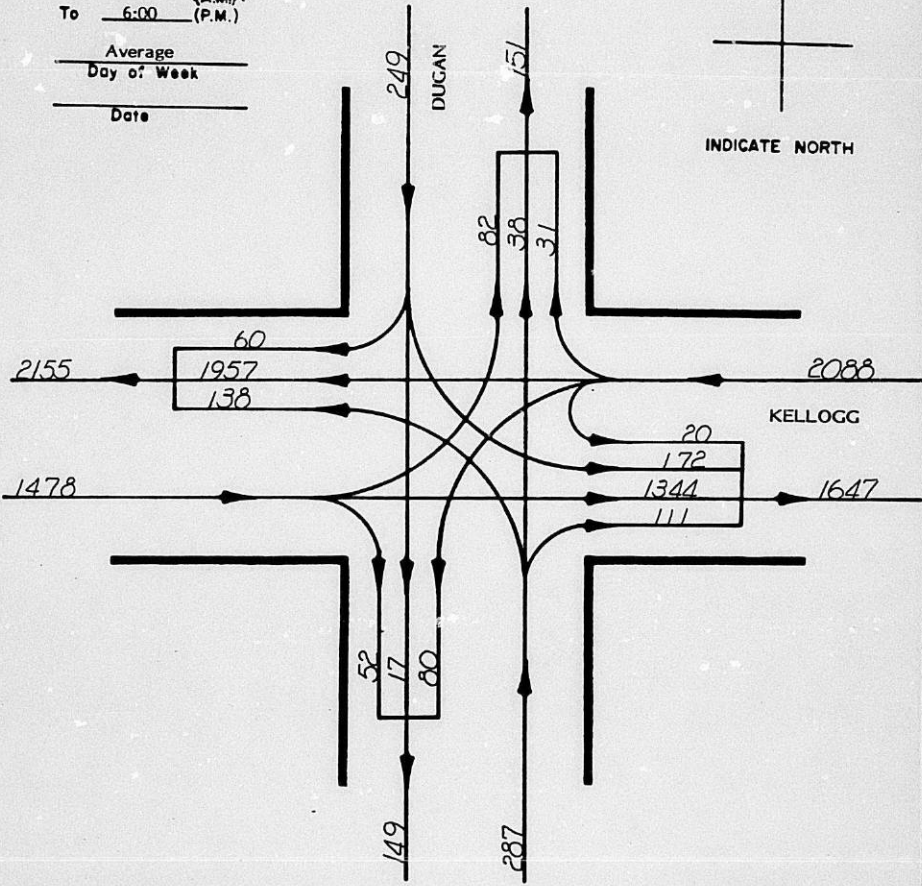


EXHIBIT 2



LARKIN ASSOCIATES
CONSULTING ENGINEERS, P.C.

EXISTING SATURDAY PEAK HOUR

KELLOGG & DUGAN

From 1:15 (P.M.)

To 2:15 (P.M.)

Saturday
Day of Week

Date

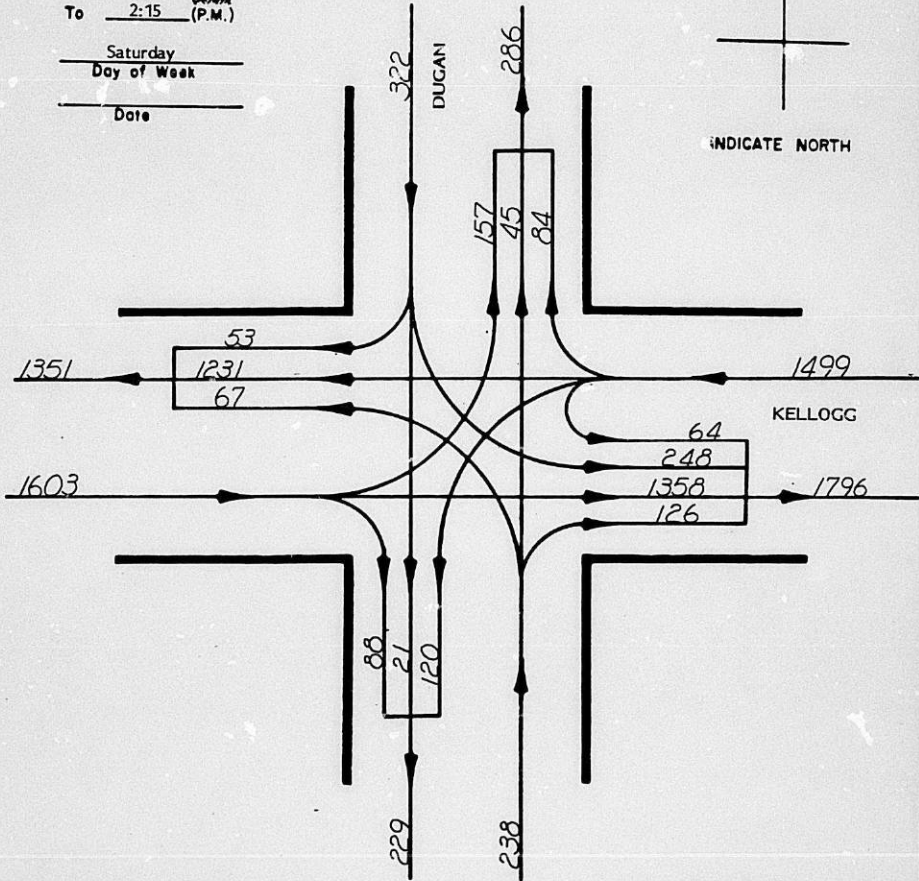
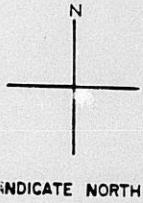


EXHIBIT 3



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

EXISTING A.M. PEAK HOUR
MID-CONTINENT & TAFT

From 7:15 (A.M.)
~~(P.M.)~~
 To 8:15 (A.M.)
~~(P.M.)~~
 Average
 Day of Week

 Date



INDICATE NORTH

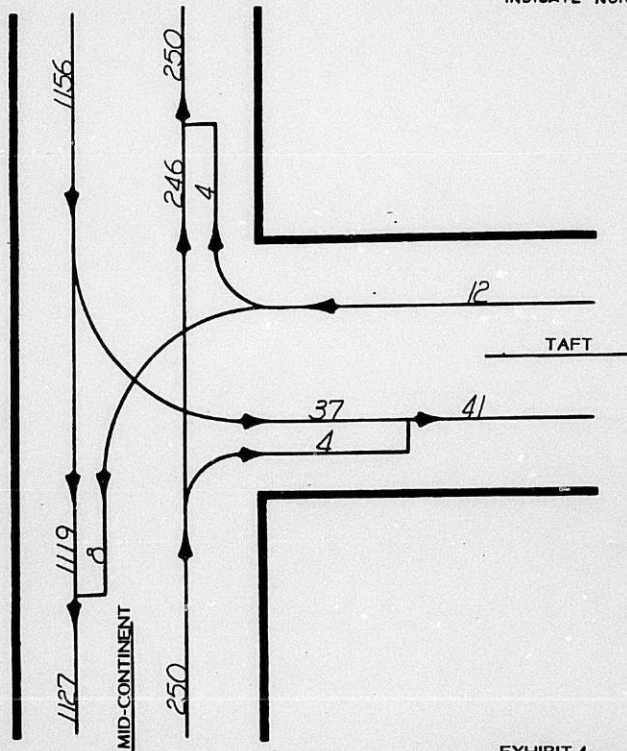


EXHIBIT 4



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

EXISTING P.M. PEAK HOUR

MID-CONTINENT & TAFT

From ~~5:00~~ (P.M.)

To 6:00 (P.M.)

Average
Day of Week

Date

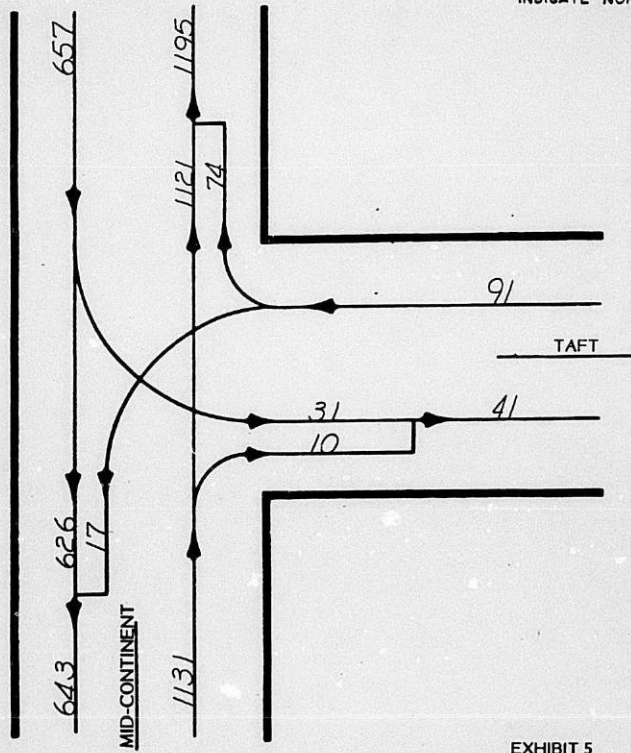
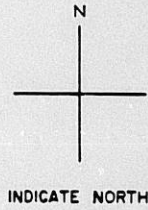


EXHIBIT 5



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

EXISTING SATURDAY PEAK HOUR

MID-CONTINENT & TAFT

From 1:15 (X X X)
(P.M.)
To 2:15 (X X X)
(P.M.)
Saturday
Day of Week

Date

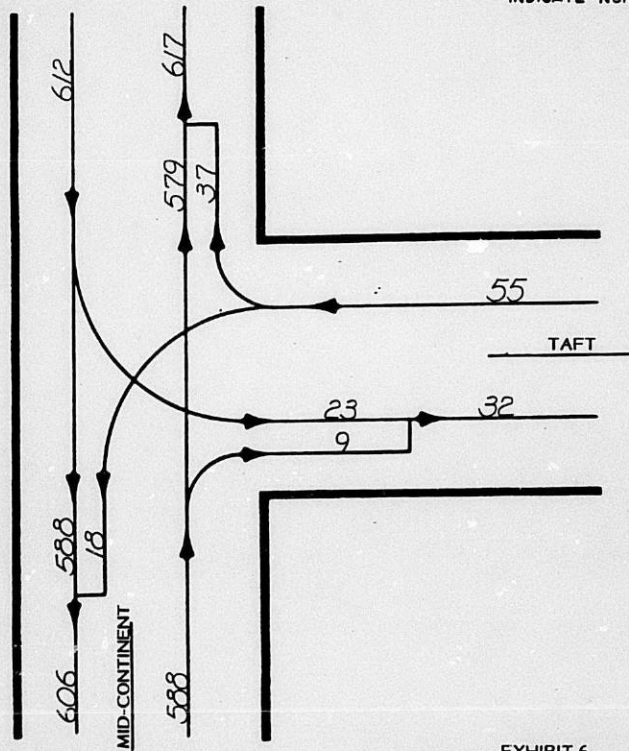
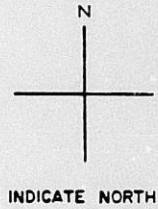


EXHIBIT 6



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

PHASE ONE
PROJECTED P.M. PEAK HOUR

KELLOGG & DUGAN

From 5:00 (XXX)
(P.M.)
To 6:00 (XXX)
(P.M.)
Average
Day of Week
Date

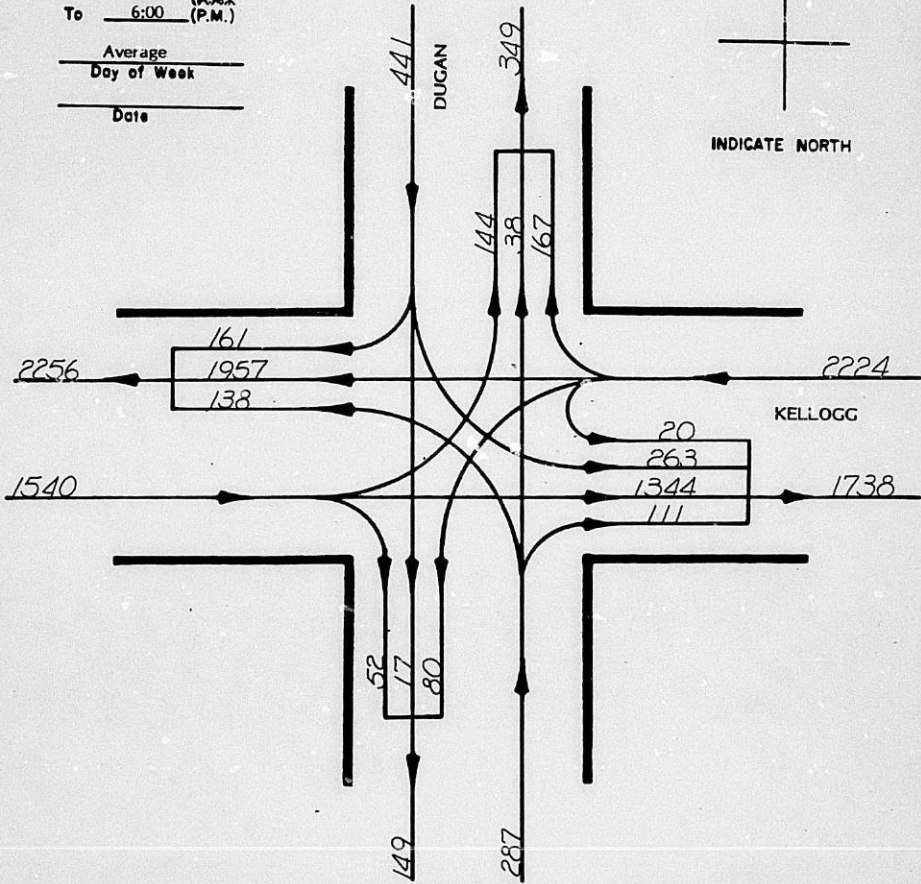


EXHIBIT 7



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

PHASE ONE
 PROJECTED P.M. PEAK HOUR
 MID-CONTINENT & TAFT

From 5:00 (P.M.)
 To 6:00 (P.M.)
 Average
 Day of Week
 Date

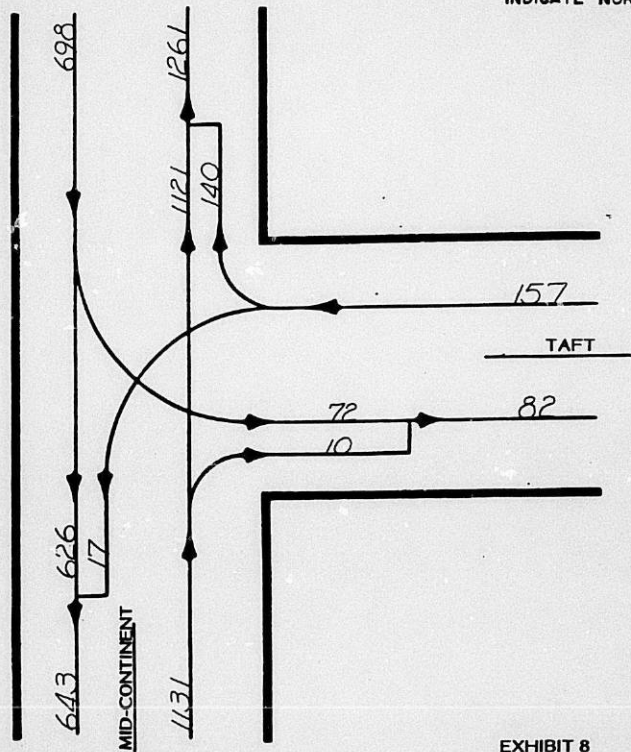
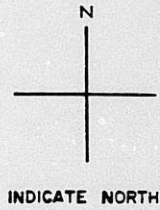


EXHIBIT 8



LARKIN ASSOCIATES
 CONSULTING ENGINEERS, INC.

PHASE ONE
 PROJECTED SATURDAY PEAK HOUR
 KELLOGG & DUGAN

From 1:15 (~~XXX~~) (P.M.)
 To 2:15 (~~XXX~~) (P.M.)
 Saturday
 Day of Week
 Date _____

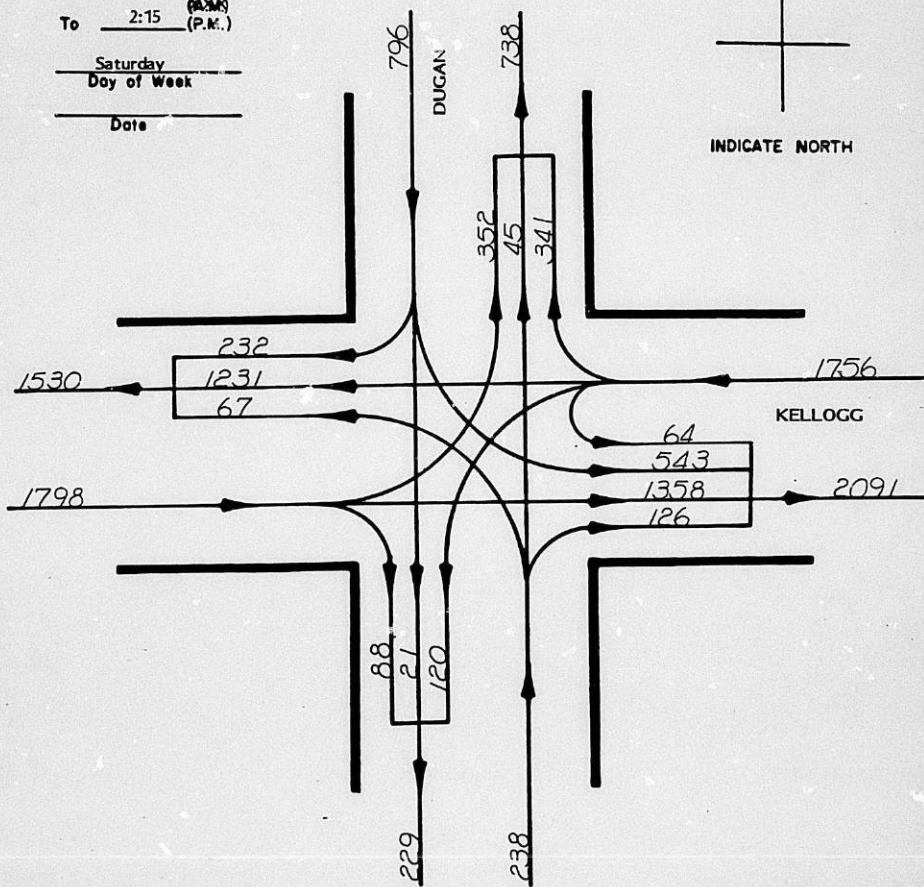
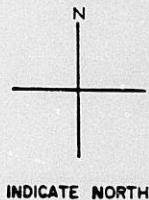


EXHIBIT 9



LARKIN ASSOCIATES
 CONSULTING ENGINEERS, INC.

PHASE ONE
PROJECTED SATURDAY PEAK HOUR
MID-CONTINENT & TAFT

From 1:15 (XXX) (P.M.)
To 2:15 (XXX) (P.M.)
Saturday
Day of Week
Date

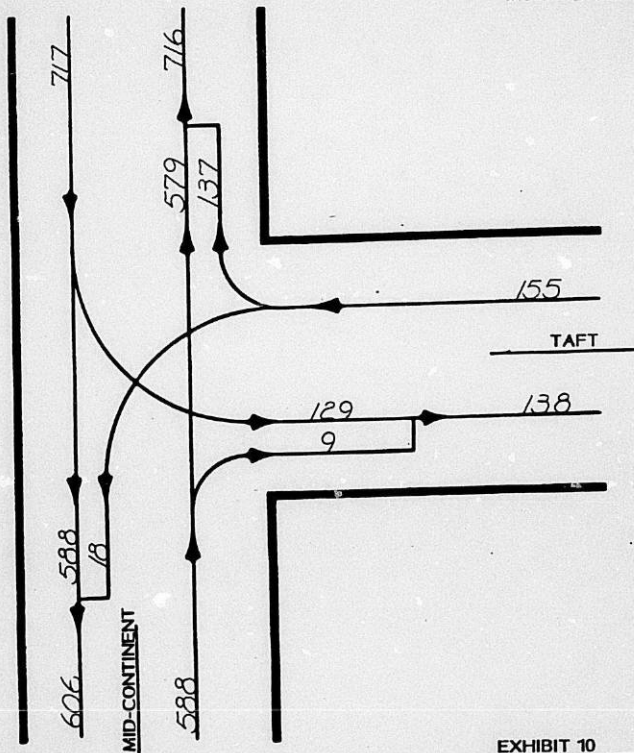
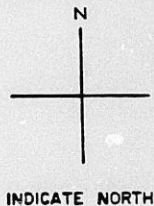


EXHIBIT 10



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

TOTAL DEVELOPMENT
PROJECTED P.M. PEAK HOUR

KELLOGG & DUGAN

From 5:00 (~~XXX~~)
(P.M.)
To 6:00 (~~XXX~~)
(P.M.)
Average
Day of Week
Date

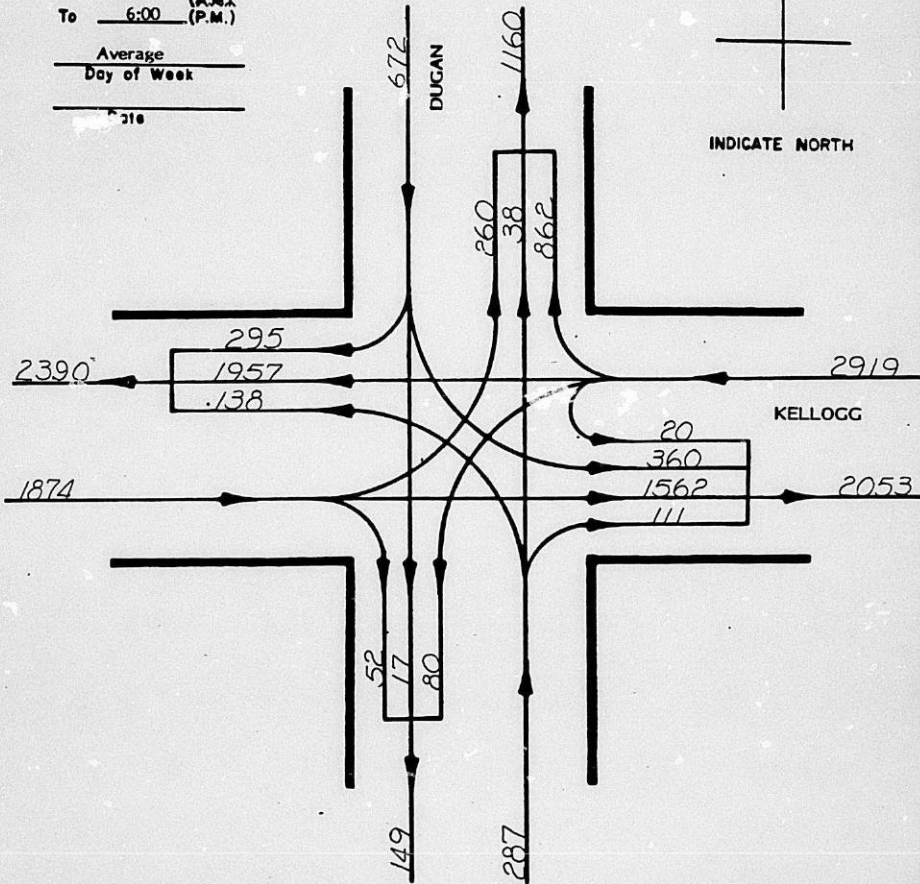
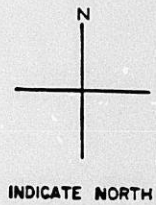


EXHIBIT 11



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

TOTAL DEVELOPMENT
PROJECTED P.M. PEAK HOUR
MID-CONTINENT & TAFT

From 5:00 ~~(A.M.)~~ (P.M.)
To 6:00 ~~(A.M.)~~ (P.M.)
Average
Day of Week
Date



INDICATE NORTH

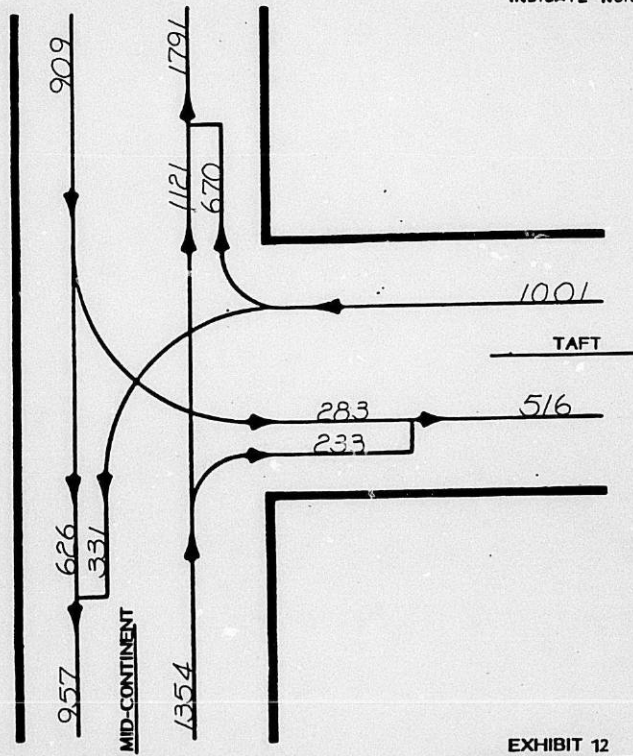


EXHIBIT 12



LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.

TOTAL DEVELOPMENT
 PROJECTED SATURDAY PEAK HOUR

KELLOGG & DUGAN

From 1:15 (P.M.)

To 2:15 (P.M.)

Saturday
 Day of Week

Date

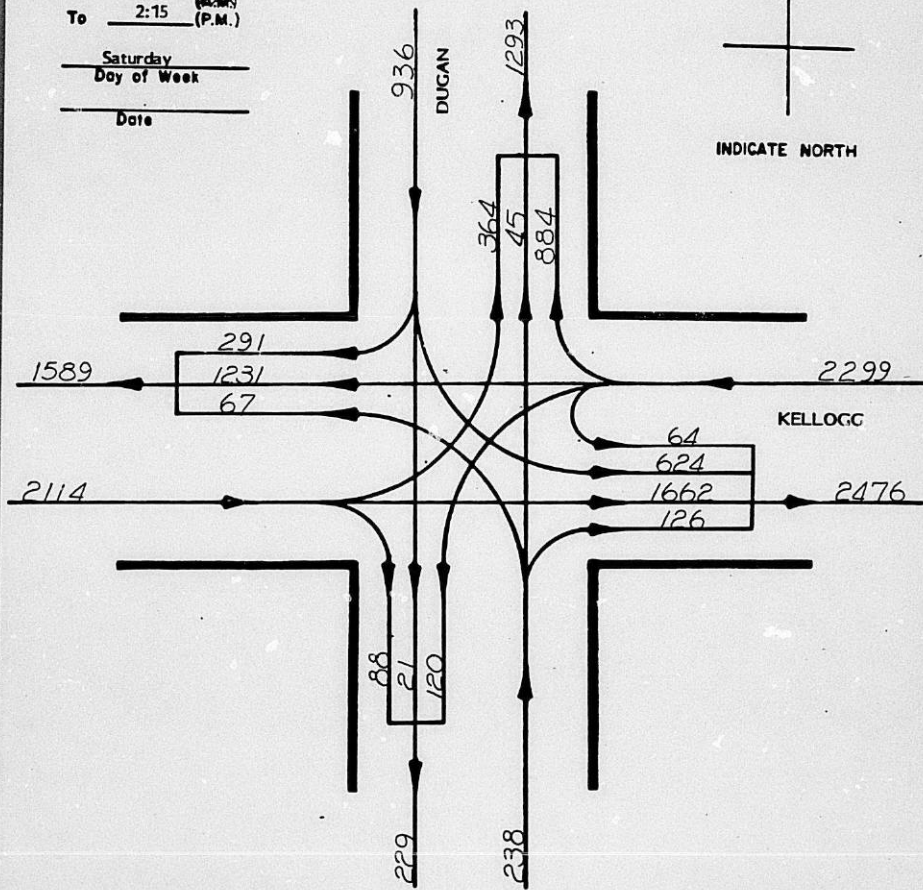
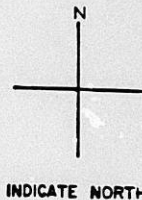


EXHIBIT 13



LARKIN ASSOCIATES
 CONSULTING ENGINEERS, INC.

TOTAL DEVELOPMENT
PROJECTED SATURDAY PEAK HOUR

MID-CONTINENT & TAFT

From 1:15 (XXX)
(P.M.)
To 2:15 (XXX)
(P.M.)
Saturday
Day of Week

Date



INDICATE NORTH

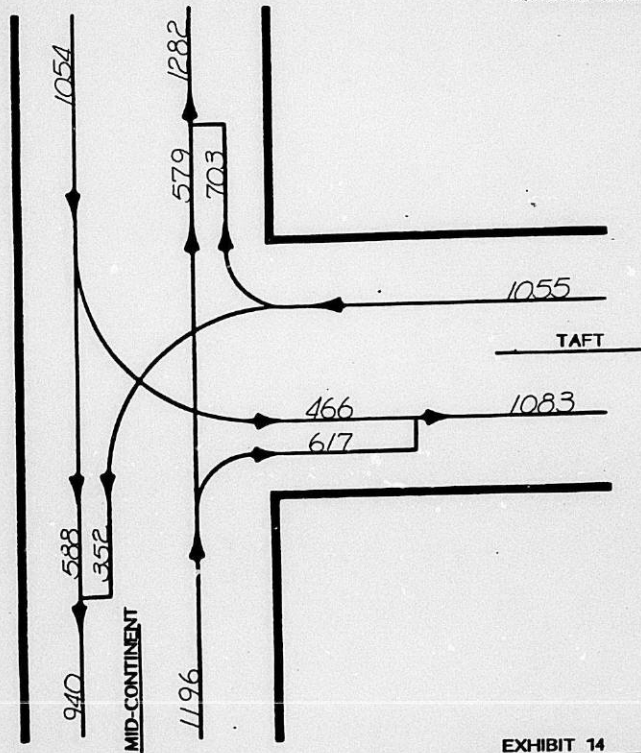


EXHIBIT 14



LARKIN ASSOCIATES
CONSULTING ENGINEERS, P.C.

Appendix

TABLE A-1
 ALTERNATE 1
 WEEKDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Baughman Company
 Date: December 1, 1985

| TRACT | ACRES | LAND USE | FLOOR AREA | ROOMS | AVERAGE DAILY TRAFFIC | | A.M. PEAK HOUR | | | | P.M. PEAK HOUR | | | |
|-----------------------|-------|----------|------------|-------|-----------------------|--------|----------------|--------------|-----------|-------------|----------------|--------------|-----------|-------------|
| | | | | | RATE | VOLUME | ENTER RATE | ENTER VOLUME | EXIT RATE | EXIT VOLUME | ENTER RATE | ENTER VOLUME | EXIT RATE | EXIT VOLUME |
| L1 | 10.4 | RETAIL | 99231 | 0 | 66.7 | 6619 | 0.90 | 89 | 0.80 | 79 | 2.90 | 288 | 3.10 | 308 |
| L2 | 9.0 | W.H. | 117056 | 0 | 4.9 | 574 | 0.56 | 66 | 0.10 | 12 | 0.57 | 67 | 1.06 | 124 |
| L3 | 2.2 | RETAIL | 29175 | 0 | 66.7 | 1946 | 0.90 | 26 | 0.80 | 23 | 2.90 | 85 | 3.10 | 90 |
| D1A | 3.6 | HOTEL | 70000 | 220 | 10.5 | 2310 | 0.57 | 125 | 0.28 | 62 | 0.36 | 79 | 0.37 | 81 |
| D1B | 12.0 | RETAIL | 86150 | 0 | 66.7 | 5746 | 0.90 | 78 | 0.80 | 69 | 2.90 | 250 | 3.10 | 267 |
| D2 | 5.8 | OFFICE | 107400 | 0 | 14.3 | 1536 | 1.80 | 193 | 0.20 | 21 | 0.41 | 44 | 1.62 | 174 |
| D3 | 14.8 | RETAIL | 128990 | 0 | 66.7 | 8604 | 0.90 | 116 | 0.80 | 103 | 2.90 | 374 | 3.10 | 400 |
| D4 | 2.2 | OFFICE | 23618 | 0 | 17.7 | 418 | 2.13 | 50 | 0.37 | 9 | 0.40 | 9 | 2.42 | 57 |
| D5 | 7.8 | RETAIL | 101400 | 0 | 51.3 | 5202 | 0.60 | 61 | 0.50 | 51 | 2.40 | 243 | 2.50 | 254 |
| D6 | 1.4 | RETAIL | 17745 | 0 | 51.3 | 910 | 0.60 | 11 | 0.50 | 9 | 2.40 | 43 | 2.50 | 44 |
| TOTAL FLOOR AREA | | | 780767 | | | | | | | | | | | |
| TOTAL TRAFFIC VOLUMES | | | | | | 33864 | | 815 | | 438 | | 1482 | | 1799 |

TABLE A-2
 ALTERNATE 2
 WEEKDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Baughman Company
 Date: December 1, 1985

| TRACT | ACRES | LAND USE | FLOOR AREA | ROOMS | AVERAGE DAILY TRAFFIC | | A.M. PEAK HOUR | | | | P.M. PEAK HOUR | | | |
|-----------------------|-------|----------|------------|-------|-----------------------|--------|----------------|--------|------|--------|----------------|--------|------|--------|
| | | | | | | | ENTER | | EXIT | | ENTER | | EXIT | |
| | | | | | RATE | VOLUME | RATE | VOLUME | RATE | VOLUME | RATE | VOLUME | RATE | VOLUME |
| L1 | 10.4 | RETAIL | 99231 | 0 | 66.7 | 6619 | 0.90 | 89 | 0.80 | 79 | 2.90 | 288 | 3.10 | 308 |
| L2 | 9.0 | W.H. | 117058 | 0 | 4.9 | 574 | 0.56 | 66 | 0.10 | 12 | 0.57 | 67 | 1.06 | 124 |
| L3 | 2.2 | RETAIL | 29175 | 0 | 66.7 | 1946 | 0.90 | 26 | 0.80 | 23 | 2.90 | 85 | 3.10 | 90 |
| D1A | 3.6 | HOTEL | 70000 | 220 | 10.5 | 2310 | 0.57 | 125 | 0.28 | 62 | 0.36 | 79 | 0.37 | 81 |
| D1B | 12.0 | RETAIL | 86150 | 0 | 66.7 | 5746 | 0.90 | 78 | 0.80 | 69 | 2.90 | 250 | 3.10 | 267 |
| D2 | 5.8 | OFFICE | 107400 | 0 | 14.3 | 1536 | 1.80 | 193 | 0.20 | 21 | 0.41 | 44 | 1.62 | 174 |
| D3 | 14.8 | RETAIL | 128990 | 0 | 66.7 | 8604 | 0.90 | 116 | 0.80 | 103 | 2.90 | 374 | 3.10 | 400 |
| D4 | 2.2 | W.H. | 23618 | 0 | 4.9 | 116 | 0.56 | 13 | 0.10 | 2 | 0.57 | 13 | 1.06 | 25 |
| D5 | 7.8 | RETAIL | 101400 | 0 | 51.3 | 5292 | 0.60 | 61 | 0.50 | 51 | 2.40 | 243 | 2.50 | 254 |
| D6 | 1.4 | RETAIL | 17745 | 0 | 51.3 | 910 | 0.60 | 11 | 0.50 | 9 | 2.40 | 43 | 2.50 | 44 |
| TOTAL FLOOR AREA | | | 780767 | | | | | | | | | | | |
| TOTAL TRAFFIC VOLUMES | | | | | | 33562 | | 778 | | 432 | | 1486 | | 1767 |

TABLE A-3
 ALTERNATE 3
 SATURDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Baughman Company
 Date: December 1, 1985

| TRACT | ACRES | LAND USE | FLOOR AREA | ROOMS | SATURDAY RATE | TRAFFIC VOLUME | SATURDAY PEAK HOUR | | | |
|-----------------------|-------|----------|------------|-------|---------------|----------------|--------------------|--------|------|--------|
| | | | | | | | ENTER | | EXIT | |
| | | | | | | | RATE | VOLUME | RATE | VOLUME |
| L1 | 10.4 | RETAIL | 99231 | 0 | 112.4 | 11154 | 4.60 | 456 | 4.30 | 427 |
| L2 | 9.0 | W.H. | 117058 | 0 | 0.0 | 0 | 0.00 | 0 | 0.00 | 0 |
| L3 | 2.2 | RETAIL | 29175 | 0 | 112.4 | 3279 | 4.60 | 134 | 4.30 | 125 |
| D1A | 3.6 | HOTEL | 70000 | 220 | 8.1 | 1782 | 0.30 | 66 | 0.30 | 66 |
| D1B | 12.0 | RETAIL | 86150 | 0 | 112.4 | 9683 | 4.60 | 396 | 4.30 | 370 |
| D2 | 5.8 | OFFICE | 107400 | 0 | 3.5 | 376 | 0.24 | 26 | 0.21 | 23 |
| D3 | 14.8 | RETAIL | 128990 | 0 | 112.4 | 14498 | 4.60 | 593 | 4.30 | 555 |
| D4 | 2.2 | OFFICE | 23618 | 0 | 2.4 | 57 | 0.26 | 6 | 0.22 | 5 |
| D5 | 7.8 | RETAIL | 101400 | 0 | 78.5 | 7960 | 5.50 | 558 | 5.70 | 578 |
| D6 | 1.4 | RETAIL | 17745 | 0 | 78.5 | 1393 | 5.50 | 98 | 5.70 | 101 |
| TOTAL FLOOR AREA | | | 780767 | | | | | | | |
| TOTAL TRAFFIC VOLUMES | | | | | | 50182 | | 2334 | | 2250 |

TABLE A-4
 ALTERNATE 4
 SATURDAY TRAFFIC VOLUME GENERATION
 KELLOGG AND DUGAN COMMERCIAL DEVELOPMENT
 WICHITA, KANSAS

Prepared by Larkin Associates
 Prepared for Baughman Company
 Date: December 1, 1985

| TRACT | ACRES | LAND USE | FLOOR AREA | ROOMS | SATURDAY TRAFFIC | | SATURDAY PEAK HOUR | | | |
|-----------------------|-------|----------|------------|-------|------------------|--------|--------------------|--------|------|--------|
| | | | | | RATE | VOLUME | ENTER | | EXIT | |
| | | | | | | | RATE | VOLUME | RATE | VOLUME |
| L1 | 10.4 | RETAIL | 99231 | 0 | 112.4 | 11154 | 4.60 | 456 | 4.30 | 427 |
| L2 | 9.0 | W.H. | 117058 | 0 | 0.0 | 0 | 0.00 | 0 | 0.00 | 0 |
| L3 | 2.2 | RETAIL | 29175 | 0 | 112.4 | 3279 | 4.60 | 134 | 4.30 | 125 |
| D1A | 3.6 | HOTEL | 70000 | 220 | 8.1 | 1782 | 0.30 | 66 | 0.30 | 66 |
| D1B | 12.0 | RETAIL | 86150 | 0 | 112.4 | 9683 | 4.60 | 396 | 4.30 | 370 |
| D2 | 5.8 | OFFICE | 107400 | 0 | 3.5 | 376 | 0.24 | 26 | 0.21 | 23 |
| D3 | 14.8 | RETAIL | 128990 | 0 | 112.4 | 14498 | 4.60 | 593 | 4.30 | 555 |
| D4 | 2.2 | W.H. | 23618 | 0 | 0.0 | 0 | 0.00 | 0 | 0.00 | 0 |
| D5 | 7.8 | RETAIL | 101400 | 0 | 78.5 | 7960 | 5.50 | 558 | 5.70 | 578 |
| D6 | 1.4 | RETAIL | 17745 | 0 | 78.5 | 1393 | 5.50 | 98 | 5.70 | 101 |
| TOTAL FLOOR AREA | | | 780767 | | | | | | | |
| TOTAL TRAFFIC VOLUMES | | | | | | 50125 | | 2327 | | 2245 |

PRINCIPALS
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w/o Exhibits

DP-150



February 12, 1986

Mr. Brent Wooten, P.E.
Baughman Company
330 Laura
Wichita, Kansas 67211

Re: Traffic Access Study
Commercial Development
Kellogg and Dugan
Wichita, Kansas
LA #85090

*Does w/o Kellogg
Design include
1 or 2 way Samba roads?
what about 2 interchanges?*

LARKIN ASSOCIATES
CONSULTING ENGINEERS, INC.
9233 WARD PARKWAY, SUITE 300
KANSAS CITY, MISSOURI 64114
TELEPHONE 816/361-0440

Dear Mr. Wooten:

In accordance with your request, Larkin Associates Consulting Engineers, Inc. has prepared a traffic engineering analysis of a proposed commercial development to be located along Dugan Street between Kellogg Avenue and Taft Avenue in Wichita, Kansas. The purpose of this analysis was to estimate the development's trip generation potential and determine if any special roadway geometric or traffic control improvements will be required to allow adequate vehicle ingress and egress operations. This study is intended to provide the project planners with information required to prepare site plans for submittal to the City of Wichita for a rezoning request on the development site.

EXISTING CONDITIONS

TRAFFIC VOLUMES . . . This analysis utilized recent 1984-1985 daily traffic count data supplied by the City of Wichita Traffic Engineering Section. The daily traffic volume data was supplemented by detailed counts of vehicle movements through the intersections of Kellogg with Dugan and Mid-Continent with Taft. These detailed vehicle movement counts were obtained during the A.M. and P.M. weekday commuter peak periods (i.e. 7:00 - 9:00 A.M. and 4:00 - 6:00 P.M.) and during the Saturday shopping peak period, 1:00 - 3:00 P.M.

Based on available traffic count data, it is estimated that the average daily volume on Kellogg at Dugan is 37,500 vehicles per day and the ADT volume on Dugan north of Kellogg is 1450 v.p.d. An additional 3200 v.p.d. interchange between Kellogg and Kellogg Drive through the Dugan Street intersection. The estimated ADT

volume is 18,000 v.p.d. on Mid-Continent Drive at Taft, while the ADT on Taft east of Mid-Continent Drive is estimated at 1100 v.p.d.

The peak hours during the A.M. and P.M. weekday commuter periods were recorded to occur from 7:15 to 8:15 A.M. and 5:00 to 6:00 P.M. The Saturday shopping peak hour was recorded to occur from 1:15 to 2:15 P.M. These critical peak traffic movement counts are shown on Exhibits 1 through 6 for the Kellogg with Dugan and the Mid-Continent with Taft intersections.

ADJACENT STREET SYSTEM . . . The study site is bounded by Kellogg/Kellogg Drive on the south, Taft on the north, Ridge on the west and Julia on the east. Dugan Street bisects the study tract and connects Taft to Kellogg. Taft extends west of Ridge to intersect with Mid-Continent.

Kellogg Avenue is an expressway facility which serves as U.S. Route 54. It provides two through traffic lanes in each direction and also provides a separate left turn lane and right turn lane on the approaches to the Dugan intersection. Parallel frontage roads are located along Kellogg Avenue about 35 feet to the north and south. These frontage roads are presently two-lane, two-way roadways.

Mid-Continent Drive is a four-lane median divided arterial route with a separate southbound left turn lane provided at the intersection with Taft. Taft, Dugan and Julia are presently narrow, two-lane roads with substandard pavements.

VOLUME/CAPACITY CONDITIONS . . . The capacities of all vehicle movements through the intersections of Kellogg with Dugan and Mid-Continent with Taft have been computed for the A.M. and P.M. weekday and the Saturday shopping peak hours based on the existing traffic controls and roadway geometrics. These computed capacities are summarized with their respective existing volumes in Tables 1 and 2. As can be seen, the volumes for movements such as the westbound and southbound left turns and the eastbound or westbound through movements at the Kellogg and Dugan intersection exceeded the design capacities during one or more of the critical peak hour periods. All movements at the Mid-Continent and Taft intersection are operating within design capacities under existing stop sign controlled conditions.

TABLE 1
VOLUME/CAPACITY SUMMARY
KELLOGG AVENUE & DUGAN STREET

EXISTING CONDITIONS

| Traffic Movement | A.M. PEAK HOUR | | | P.M. PEAK HOUR | | |
|------------------|----------------|----------|------|----------------|----------|------|
| | Volume | Capacity | V/C | Volume | Capacity | V/C |
| Northbound | | | | | | |
| Left Turn | 50 | 120 | 0.42 | 138 | 190 | 0.73 |
| Thru & Right | 69 | 180 | 0.38 | 149 | 240 | 0.62 |
| Southbound | | | | | | |
| Left Turn | 125 | 120 | 1.04 | 172 | 190 | 0.91 |
| Thru & Right | 60 | 180 | 0.33 | 87 | 240 | 0.36 |
| Eastbound | | | | | | |
| Left Turn | 74 | 110 | 0.67 | 82 | 110 | 0.75 |
| Thru | 1844 | 1650 | 1.12 | 1344 | 1520 | 0.88 |
| Right Turn | 35 | 720 | 0.05 | 52 | 650 | 0.08 |
| Westbound | | | | | | |
| Left Turn | 129 | 110 | 1.17 | 99 | 110 | 0.90 |
| Thru | 856 | 1650 | 0.52 | 1957 | 1520 | 1.29 |
| Right Turn | 32 | 720 | 0.04 | 31 | 650 | 0.05 |

SATURDAY PEAK HOUR

| Traffic Movement | Volume | Capacity | V/C |
|------------------|--------|----------|------|
| Northbound | | | |
| Left Turn | 67 | 240 | 0.28 |
| Thru & Right | 171 | 290 | 0.59 |
| Southbound | | | |
| Left Turn | 248 | 240 | 1.03 |
| Thru & Right | 74 | 290 | 0.26 |
| Eastbound | | | |
| Left Turn | 157 | 170 | 0.92 |
| Thru | 1358 | 1370 | 0.99 |
| Right Turn | 88 | 570 | 0.15 |
| Westbound | | | |
| Left Turn | 184 | 170 | 1.08 |
| Thru | 1231 | 1370 | 0.90 |
| Right Turn | 84 | 570 | 0.15 |

TABLE 2
VOLUME/CAPACITY SUMMARY
MID-CONTINENT DRIVE & TAFT STREET

EXISTING CONDITIONS

| Traffic Movement | A.M. PEAK HOUR | | | P.M. PEAK HOUR | | |
|--|----------------|--------------------|---------------------|------------------|-------------------|----------------------|
| | Volume | Capacity | V/C | Volume | Capacity | V/C |
| Northbound Left Turn Thru & Right | N.A. (1) | N.A. | N.A. | N.A. (1) | N.A. | N.A. |
| Southbound Left Turn Thru | 37 (1) | 840 | 0.04 | 31 (1) | 270 | 0.11 |
| Westbound Left Turn Thru Right Turn | 8 N.A. 4 | 100 N.A. 840 | 0.08 N.A. .00 | 17 N.A. 74 | 50 N.A. 270 | 0.34 N.A. 0.27 |

| Traffic Movement | SATURDAY PEAK HOUR | | |
|--|--------------------|--------------------|----------------------|
| | Volume | Capacity | V/C |
| Northbound Left Turn Thru & Right | N.A. (1) | N.A. | N.A. |
| Southbound Left Turn Thru | 24 (1) | 560 | 0.04 |
| Westbound Left Turn Thru Right Turn | 20 N.A. 38 | 140 N.A. 560 | 0.14 N.A. 0.07 |

(1) This movement has vehicle right-of-way and, therefore, capacity per demand.

PROPOSED CONDITIONS

LAND USE . . . The study site is presently zoned as a commercial community unit plan. This present approved plan would allow up to 3,600,000 square feet of gross leasable commercial floor area. Three parcels of this original C.U.P. have been developed; and the remaining C.U.P. area could provide approximately 3,100,000 s.f. G.L.A. yet to be developed.

The revised development plan that has been presented for this traffic impact analysis consists generally of the original C.U.P. area divided into two commercial C.U.P.s (i.e. the Dugan C.U.P. and the Landing C.U.P.). The proposed land uses for the two C.U.P.s are listed as follows:

| <u>Tract</u> | <u>Acres</u> | <u>Land Use</u> | <u>Floor Area (s.f. G.L.A.)</u> |
|-----------------------|--------------|-------------------|-------------------------------------|
| <u>Landing C.U.P.</u> | | | |
| L1 | 10.4 | Commercial-Retail | 99,231 |
| L2 | 9.0 | Warehouses | 117,058 |
| L3 | 2.2 | Commercial-Retail | <u>29,175</u> |
| | | Subtotal | 245,464 |
| <u>Dugan C.U.P.</u> | | | |
| D1A | 3.6 | Hotel | 70,000 (220 rooms) |
| D1B | 12.0 | Commercial-Retail | 86,150 |
| D2 | 5.8 | Office | 107,400 |
| D3 | 14.8 | Commercial-Retail | 128,990 |
| D4 | 2.2 | Office | 23,618 |
| D4 - Alternate 1 | | Warehouses | 23,618 |
| D5 | 7.8 | Hardware Store | 101,400 |
| D6 | 1.4 | Commercial-Retail | <u>17,745</u> |
| | | Subtotal | 535,303 |
| | | Total | 780,767 |

As can be seen above, the total proposed floor area has been reduced from 3,100,000 s.f. to 780,767 s.f. of commercial uses including a 220 room hotel. The

only parcel in the study area with a specific immediate proposed use is Tract D5 in the Dugan C.U.P. This tract is committed for construction of a discount hardware/building materials store consisting of 80,000 square feet of floor area and 21,400 square feet of fenced storage area for building materials. Construction of this store would begin immediately upon approval of platting for the Dugan C.U.P. As such, the development of Tract D5 has been analyzed separately as Phase One of the study area development.

TRIP GENERATION . . . The total trip generation expected to and from the study site would depend on the specific land uses to be developed. Studies completed by the Consultant and the Institute of Transportation Engineers indicate that the expected trip generation rates for daily and peak hour periods vary according to type and size of land use facilities. For many land uses are relatively constant from one day to the next. For example, the number of trips to and from residential areas, office buildings, manufacturing plants, and schools is about the same each day. It is therefore generally accepted to design the access and circulation needs for these types of areas based on average or typical trip generation rates.

For other land uses such as retail stores, banks, hotels, and restaurants, the trip generation rates vary significantly from day-to-day and month-to-month. It is generally accepted that the design of access for these types of facilities should be based on the 30th highest hour of the year. Studies of traffic volumes generated by the Towne East and Towne West shopping centers in Wichita indicate that the average measured traffic generation rates during a typical month (i.e. October) were between 15 and 33 percent lower than the published recommended design trip generation rates for such facilities.

The trip generation rates used in this analysis for the various proposed land uses in the study area were obtained from the recommended design values published by the Institute of Transportation Engineers. These published design values incorporate the average values for land uses where there is little variation between average and maximum rates, and generally the 30th highest hour values for land uses where observed trip generation rates vary significantly.

Tables A-1 through A-4 in the Appendix of this report have been prepared to indicate various combinations of possible land uses and the respective vehicle per day or vehicle per hour trip generation rates for the study site. These tables indicate, by C.U.P. and parcel, the potential land uses, the sizes, the daily expected two-way vehicle trips, and the critical peak hour vehicle trips expected to enter or exit the study site. Tables A-1 and A-2 reflect the expected weekday conditions assuming that the parcels are 100 percent developed and occupied, while Tables A-3 and A-4 reflect the corresponding Saturday conditions.

Review of Tables A-1 through A-4 indicates that the A.M. peak hour volumes are lower than the P.M. peak hour or the Saturday peak hour and, as such, are not critical. Therefore, only the P.M. commuter peak and the Saturday shopping peak conditions have been further analyzed in this report.

Table 3 has been prepared to indicate the average expected trip generation volumes that were assumed in the study analysis.

TABLE 3

| | Hourly Traffic Volumes (1) | | | |
|-------------------|----------------------------|------|-----------------------|------|
| | Weekday P.M. Peak Hour | | Saturday Peak Hour | |
| | In | Out | In | Out |
| PHASE ONE | 243 | 254 | 558 | 578 |
| TOTAL DEVELOPMENT | 1484 | 1783 | 2330 | 2250 |

(1) Traffic volumes in vehicles per hour.

TRIP DISTRIBUTION AND ASSIGNMENT . . . The existing land use development patterns in western Wichita and the recorded traffic flow patterns adjacent to the site were analyzed to establish the directional distribution of the trips generated by the study site. The directional distribution used in this analysis are listed below.

| | Weekday P.M. | | Saturday | |
|-------------------------|--------------|-----|----------|-----|
| | In | Out | In | Out |
| East via Kellogg Ave. | 56% | 36% | 46% | 51% |
| West via Kellogg Ave. | 27% | 38% | 35% | 31% |
| North via Mid-Continent | 17% | 26% | 19% | 18% |

These trip distribution percentages were used to assign the critical weekday P.M. commuter peak hour and Saturday shopping peak hour inbound and outbound trip generation volumes to the adjacent street system. The expected traffic movements through the intersections of Kellogg with Dugan and Mid-Continent with Taft after Phase One development are shown on Exhibits 7 and 8 for the P.M. commuter peak hour and on Exhibits 9 and 10 for the Saturday shopping peak hour. Exhibits 11 through 14 display the corresponding peak hour traffic volumes expected after total development of the study site.

The trip distribution percentages shown above reflect existing land use and traffic flow patterns adjacent to the study area. These are assumed to be the desired distributions of user trips to and from the study site. It should also be noted that when the capacity of a desired trip path is constrained, the user will generally find a trip path with a shorter travel time if one is available. For example, if a user desires to leave the study site and return to the east, the following paths are available.

- 1) Left turn from Dugan onto Kellogg Avenue;
- 2) Right turn onto Kellogg Drive to Mid-Continent, and then through the interchange back to eastbound Kellogg Avenue;
- 3) Right turn from Taft Street onto Mid-Continent, and then eastbound onto Maple Avenue;
- 4) Eastbound on Taft or Hendryx to Hoover Street, and then northbound to Maple Avenue; and
- 5) Left turn from Taft Street onto Mid-Continent, and then onto eastbound Kellogg Avenue via the interchange.

These available paths are listed in order of decreasing attractiveness. If the first (and most desirable) path is operating at a congested level, then users would tend to disperse to the other available paths in proportion to their perceived attractiveness.

VOLUME/CAPACITY CONDITIONS . . . To determine the expected operational levels under both Phase One and full site development conditions, detailed capacity computations were again completed for all vehicle movements through the intersections of Kellogg with Dugan and Mid-Continent with Taft.

The operating conditions expected upon completion and full operation of the proposed hardware store in Phase One have been summarized in Table 4. The capacities listed in Table 4 are based on the assumption that Dugan Street will be widened to provide two through lanes in both directions and double left turn lanes on the southbound approach. A double left turn lane was also found to be needed on the eastbound approach on Kellogg Avenue to serve the expected traffic demands during the Saturday peak hour conditions. The capacities listed in Table 4 also assume that an additional signal phase will be added at Dugan and Kellogg for north-south left turn movements.

As can be seen in Table 4, almost all movements through the two study intersections are expected to operate at a design level of service C or better during both P.M. Weekday and Saturday peak hour conditions. The westbound through movement on Kellogg at Dugan is projected to operate at a level of service E during the P.M. Weekday peak hour as it does under existing conditions (see Table 1). The eastbound and westbound through movements on Kellogg at Dugan are expected to increase to a L.O.S. D (i.e. $V/C = 1.06$ to 1.15) during the peak hour conditions on Saturday. Table 4 reflects the expected operating conditions with all drivers using desired paths to and from the study site and no traffic diversion due to capacity constraints.

The operating conditions expected when the entire study site is 100 percent developed and occupied are summarized in Table 5. In addition to the improvements required for the Phase One development, the capacities listed in Table 5 are based on the following assumptions:

1. The Taft and Mid-Continent intersection will be controlled by a three-phase traffic signal;
2. A northbound right turn lane will be added on Mid-Continent at Taft;
3. A westbound free flowing right turn lane will be added on Taft at Mid-Continent;
4. A southbound double left turn lane will be added on Mid-Continent at Taft.

Table 5 indicates that four movements during the P.M. Weekday peak hour and five movements during the Saturday peak hour at Kellogg and Dugan are expected to

operate at L.O.S. E. All other movements through the Kellogg and Dugan, as well as the Taft and Mid-Continent intersections, are projected to operate at L.O.S. C or better. Trips that would naturally desire to make southbound or eastbound left turn movements (i.e. L.O.S. E movements) at the Kellogg and Dugan intersection have been assigned to other available paths where excess capacity exists to serve them.

The levels of congestion indicated in Table 5, which are expected with ultimate development of the Dugan and Landing C.U.P.s, are generally undesirable. These high levels of congestion are projected only during the P.M. weekday peak periods and the Saturday shopping peak periods. In addition, due to the variability of retail trip generation the congestion levels should be lower than the design levels during many days of the year.

To serve the expected ultimate demands from the Dugan and Landing C.U.P.s and to allow for future traffic growth on Kellogg, major improvements should be constructed along the Kellogg corridor. For example, widening Kellogg to a six lane facility would bring the volume/capacity ratios shown on Table 5 to maximum design values for a Level of Service D. This, however, would allow for very little traffic growth on Kellogg from the vacant land to the south and west of the study area.

The City and State Highway Department have been planning to convert Kellogg to a freeway facility adjacent to the study site to serve the existing and future traffic growth. This freeway concept presently includes an interchange at Julia Street and the conversion of the Kellogg frontage roads to one-way operation. Also included is the closing of the Dugan and Kellogg intersection. Due to the present nature of the area with Dugan providing the major north-south access, the proposed freeway concept would create significant interruptions of access and increases in circulation requirements for trips to and from the study site, as well as the major commercial land uses on the south side of Kellogg.

An analysis of the proposed freeway concept plan indicates that it would be feasible to provide an additional grade separated crossing of Kellogg over Dugan. This would maintain more direct access to commercial tracts and reduce the amount of traffic circulation and conflicts. The removal of the through traffic volumes on

Kellogg from the at-grade intersection at Dugan would eliminate the congestion as indicated in Tables 4 and 5.

In the interim time until the conversion of Kellogg to a freeway facility, the proposed intersection geometric and traffic control improvements at Kellogg and Dugan would be capable of serving the Phase One hardware store facility and some additional land use development within a Level of Service D. An additional volume/capacity analysis indicates that a total of 155,300 square feet of retail land uses could be allowed within the Phase One development of the Dugan and Landing C.U.P.s. The computed volume/capacity conditions expected with this maximum Phase One development are shown in Table 6.

Although the 21,400 square feet of outdoor storage area must be included as a part of the hardware store floor area by City requirements, it should be noted that this storage area would not be expected to generate traffic volumes at normal design rates. As such, Phase One of this development could include the 80,000 s.f. of hardware store and up to 75,300 s.f. of other retail floor area.

TABLE 4
VOLUME/CAPACITY SUMMARY

PROJECTED CONDITIONS - PHASE ONE

| Traffic Movement | KELLOGG AVENUE & DUGAN STREET P.M. PEAK HOUR | | | DUGAN STREET SATURDAY PEAK HOUR | | |
|------------------|---|----------|------|------------------------------------|----------|------|
| | Volume | Capacity | V/C | Volume | Capacity | V/C |
| Northbound | | | | | | |
| Left Turn | 138 | 140 | 0.99 | 67 | 100 | 0.67 |
| Thru & Right | 149 | 180 | 0.83 | 171 | 170 | 1.01 |
| Southbound | | | | | | |
| Left Turn | 263 | 260 | 1.01 | 543 | 540 | 1.01 |
| Thru & Right | 178 | 180 | 0.99 | 253 | 250 | 1.01 |
| Eastbound | | | | | | |
| Left Turn | 144 | 180 | 0.80 | 352 | 350 | 1.01 |
| Thru | 1344 | 1540 | 0.87 | 1358 | 1200 | 1.13 |
| Right Turn | 52 | 650 | 0.08 | 88 | 600 | 0.15 |
| Westbound | | | | | | |
| Left Turn | 100 | 110 | 0.91 | 184 | 180 | 1.02 |
| Thru | 1957 | 1650 | 1.19 | 1231 | 1150 | 1.07 |
| Right Turn | 167 | 650 | 0.26 | 341 | 650 | 0.52 |

| Traffic Movement | MID-CONTINENT DRIVE & TAFT STREET P.M. PEAK HOUR | | | SATURDAY PEAK HOUR | | |
|------------------|---|----------|------|--------------------|----------|------|
| | Volume | Capacity | V/C | Volume | Capacity | V/C |
| Northbound | | | | | | |
| Thru | 1131 | (1) | | 588 | (1) | |
| Southbound | | | | | | |
| Left Turn | 72 | 270 | 0.27 | 129 | 560 | 0.23 |
| Thru | 626 | (1) | | 588 | (1) | |
| Westbound | | | | | | |
| Left Turn | 17 | 50 | 0.34 | 18 | 140 | 0.13 |
| Right Turn | 140 | 270 | 0.52 | 137 | 560 | 0.24 |

(1) This movement is not capacity constrained.

| LEVELS OF TRAFFIC SERVICE: Volume / Capacity Ratio | Level of Service |
|---|------------------------------|
| < 0.85 | A |
| 0.86 - 0.95 | B |
| 0.96 - 1.05 | C (Desirable Design Level) |
| 1.06 - 1.15 | D |
| 1.16 - 1.30 | E (Possible Capacity) |
| > 1.30 | F |

TABLE 5
VOLUME/CAPACITY SUMMARY

PROJECTED CONDITIONS - TOTAL DEVELOPMENT

| Traffic Movement | KELLOGG AVENUE & DUGAN STREET P.M. PEAK HOUR | | | DUGAN STREET SATURDAY PEAK HOUR | | |
|------------------|---|----------|------|------------------------------------|----------|------|
| | Volume | Capacity | V/C | Volume | Capacity | V/C |
| Northbound | | | | | | |
| Left Turn | 138 | 140 | 0.99 | 67 | 140 | 0.48 |
| Thru & Right | 149 | 200 | 0.75 | 171 | 200 | 0.86 |
| Southbound | | | | | | |
| Left Turn | 360 | 280 | 1.29 | 624 | 480 | 1.30 |
| Thru | 312 | 240 | 1.30 | 312 | 240 | 1.30 |
| Eastbound | | | | | | |
| Left Turn | 260 | 200 | 1.30 | 364 | 280 | 1.30 |
| Thru | 1562 | 1500 | 1.04 | 1662 | 1265 | 1.31 |
| Right Turn | 52 | 540 | 0.10 | 88 | 480 | 0.18 |
| Westbound | | | | | | |
| Left Turn | 100 | 110 | 0.91 | 184 | 150 | 1.23 |
| Thru | 1957 | 1500 | 1.30 | 1231 | 1265 | 0.97 |
| Right Turn | 862 | 900 | 0.96 | 884 | 900 | 0.98 |

| Traffic Movement | MID-CONTINENT DRIVE & TAFT STREET P.M. PEAK HOUR | | | TAFT STREET SATURDAY PEAK HOUR | | |
|------------------|---|----------|------|-----------------------------------|----------|------|
| | Volume | Capacity | V/C | Volume | Capacity | V/C |
| Northbound | | | | | | |
| Thru | 1121 | 1320 | 0.85 | 579 | 1180 | 0.49 |
| Right Turn | 233 | 500 | 0.47 | 617 | 650 | 0.95 |
| Southbound | | | | | | |
| Left Turn | 283 | 390 | 0.73 | 466 | 480 | 0.97 |
| Thru | 626 | 1850 | 0.34 | 588 | 1850 | 0.32 |
| Westbound | | | | | | |
| Left Turn | 331 | 390 | 0.85 | 352 | 390 | 0.90 |
| Right Turn | 670 | 1200 | 0.56 | 703 | 1200 | 0.59 |

LEVELS OF TRAFFIC SERVICE:

| Volume / Capacity Ratio | Level of Service |
|-------------------------|------------------------------|
| < 0.85 | A |
| 0.86 - 0.95 | B |
| 0.96 - 1.05 | C (Desirable Design Level) |
| 1.06 - 1.15 | D |
| 1.16 - 1.30 | E (Possible Capacity) |
| > 1.30 | F |

TABLE 6
VOLUME/CAPACITY SUMMARY

PROJECTED CONDITIONS - PHASE ONE PLUS

| Traffic Movement | KELLOGG AVENUE & DUGAN STREET P.M. PEAK HOUR | | | SATURDAY PEAK HOUR | | |
|------------------|---|----------|------|--------------------|----------|------|
| | Volume | Capacity | V/C | Volume | Capacity | V/C |
| Northbound | | | | | | |
| Left Turn | 138 | 120 | 1.15 | 67 | 100 | 0.67 |
| Thru & Right | 149 | 130 | 1.15 | 171 | 150 | 1.14 |
| Southbound | | | | | | |
| Left Turn | 323 | 280 | 1.15 | 644 | 560 | 1.15 |
| Thru & Right | 219 | 190 | 1.15 | 325 | 290 | 1.12 |
| Eastbound | | | | | | |
| Left Turn | 186 | 180 | 1.03 | 438 | 380 | 1.15 |
| Thru | 1344 | 1540 | 0.87 | 1358 | 1180 | 1.15 |
| Right Turn | 52 | 650 | 0.08 | 88 | 600 | 0.15 |
| Westbound | | | | | | |
| Left Turn | 100 | 110 | 0.91 | 201 | 180 | 1.12 |
| Thru | 1957 | 1650 | 1.19 | 1231 | 1070 | 1.15 |
| Right Turn | 254 | 650 | 0.39 | 456 | 650 | 0.70 |

| Traffic Movement | MID-CONTINENT DRIVE & TAFT STREET P.M. PEAK HOUR | | | SATURDAY PEAK HOUR | | |
|------------------|---|----------|------|--------------------|----------|------|
| | Volume | Capacity | V/C | Volume | Capacity | V/C |
| Northbound | | | | | | |
| Thru | 1131 | (1) | | 588 | (1) | |
| Southbound | | | | | | |
| Left Turn | 98 | 270 | 0.36 | 176 | 560 | 0.31 |
| Thru | 626 | (1) | | 588 | (1) | |
| Westbound | | | | | | |
| Left Turn | 17 | 50 | 0.34 | 18 | 140 | 0.13 |
| Right Turn | 183 | 270 | 0.68 | 179 | 560 | 0.32 |

(1) This movement is not capacity constrained.

| Volume / Capacity Ratio | Level of Service |
|-------------------------|----------------------------|
| < 0.85 | A |
| 0.86 - 0.95 | B |
| 0.96 - 1.05 | C (Desirable Design Level) |
| 1.06 - 1.15 | D |
| 1.16 - 1.30 | E (Possible Capacity) |
| > 1.30 | F |

SUMMARY AND RECOMMENDATIONS

This analysis has indicated that, with some improvements at the Kellogg and Dugan intersection, the traffic operations adjacent to the study site can be expected to operate at acceptable levels of service with the addition of the Phase One development. If the total site is developed as proposed, several conflicting traffic movements at the Kellogg and Dugan intersection can be expected to experience significant congestion during the weekday and Saturday peak hours. The Taft and Mid-Continent intersection will be expected to operate at a free flowing L.O.S. A.

If major improvements are constructed along Kellogg Avenue adjacent to the study site, then the proposed development plan can be accomplished with good traffic operational levels even during peak hour periods. We understand that the City recognizes that a problem exists on Kellogg at Julia and Dugan and that the City intends to resolve this problem when financing permits. We concur that such problems should be resolved either by additional lanes or by a series of grade separated crossings and interchanges at Dugan and Julia.

We hope that this analysis summary has provided sufficient information to plan subsequent development alternatives for the study site. If additional information is required, please contact us.

Sincerely,


Paul M. Bertrand, P.E.

PMB:sv