

1st Step Taken Toward Paving of 24th Avenue

4/12/67

By LEONARD JACKSON

Preparation of preliminary plans for paving 24th Avenue Southwest between Main and Lindsey streets was authorized by the City Commission Tuesday night, then held in abeyance for a second look.

Commissioners had already set the legal wheels in motion for establishment of an assessment district when one of the property owners who would be affected raised objections to the proposal.

Glenn Dickinson, 711 24th Ave. S.W., declared 24th is a one-mile street that "leads nowhere" and said both Lindsey and Robinson Street need paving far more than it does.

The commissioners agreed to

study the proposed assessment district further when Dickinson said he would go along with paving the half-mile stretch of 24th from Boyd Street to Main and Boyd from 24th to Berry Road.

He conceded the present pavement on 24th from the creek north to Main is in bad shape but insisted the half-mile segment from Boyd to Lindsey does not need improvement.

The resolution setting up the procedure for an assessment district resulted, city officials said, from a recommendation of a citizens' committee called Task Force Streets, headed by Ansley Aynesworth.

The recommendation was submitted to commissioners and city officials Monday and followed several months of work

by Task Force Streets members contacting property owners in the area. In the briefing session before the formal meeting it was indicated owners of a majority of the property affected would vote the district.

The resolution calls for paving 24th from the south line of Main to the north line of Lindsey to a 44-foot width with eight inches of Portland cement.

It also authorizes the employment of Don G. Clark and Associates, consulting engineers, to prepare preliminary plans and an estimate of the cost of the proposed improvement.

In submitting the resolution, Fielding Haas, counsel to the city, said it is the only thing

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Plans for Paving 24th Discussed

(Continued From Page 1)

state law permits a city to do to get a street improved.

"We have an indication of some interest by the property owners in having this done," Haas said. "All we can do is make it possible for them to decide if they want it."

At Mayor William S. Morgan's request Haas outlined the three ways streets may be improved under state law: The people of a city voting general-obligation bonds for permanent improvement of designated streets, property owners paying for the street improvement through an assessment district and the city acting as a contracting agent or using money out of the street and alley cash fund, which is made up of the city's share of gasoline tax money collected by the state.

Haas said the city receives less than \$120,000 a year from this source and this is "barely enough to shoot and chip, tar cracks and repair streets.

In the briefing session Morgan said he knows of no way the city can be of any financial assistance in the project.

"This is no time to submit a general-obligation bond issue to widen 24th and I'd be opposed to having a majority of the sales tax money devoted to one project," he said.

When it was proposed in the formal meeting, the resolution was approved with little debate on a 5-1 vote. Commissioner James A. Skinner dissented. He has previously stated his opposition to assessing a group of property owners for the cost of improving a street used by the public at large.

John Hemphill, a former commissioner, spoke up from the audience, saying the abutting property owners should be required to pay only for 13 feet of the improvement in front of their homes with the balance of the 22-foot half-width financed by bond issue. He conceded, however, that a bond issue wouldn't carry right now.

4/2/67 Planners To Study Transportation Plan

The 20-year program for the development of highways in the Oklahoma City and Norman areas will be presented to the City Planning Commission at its meeting Tuesday night.

The meeting will begin at 8 p.m. in the City Commission Chamber above police headquarters.

The program, proposed by the Oklahoma City Area Regional Transportation Study (OCARTS), was explained to a group of city officials last Tuesday afternoon and to the City Commission that night.

The total cost of the project by 1985 is estimated at \$307.5 million, \$21.17 million of which is scheduled for improvements in the Norman area.

Highways which would be improved under the proposal are extensions of Porter and East 12th avenues to Sunnyslane and Sooner roads, Front Street—which would parallel the Santa Fe Railroad tracks through Norman—Lindsey Street and parts of Acers and Alameda streets.

Others mentioned are Boyd Street, Flood Avenue, Berry Road and Main and Robinson.

The Oklahoma 9 bypass is included in the proposal, but the state Highway Department already has scheduled it as a four-lane divided highway.

The planners are expected to consider three zoning matters.

One is Mrs. Ruth Akmal's request that 14.6 acres owned by Dr. Kenneth H. Bagwell adjacent to the south end of the University Golf Course be rezoned from A-2 (rural agricultural) to RM-6 (medium-density residential). The matter was tabled at the last meeting at Mrs. Akmal's request. The
(See Page 4, Column 1)

City Planners Hear Report on Area Traffic

(Continued From Page 1)

employment, population — and projected future land uses.

They then projected the findings to determine the needs by 1985.

After determining the most used traffic routes, in the projection, the engineers had to decide where overloads were likely to occur and to plan for additional corridors to handle the overflow.

Hobson said the plan, proposed in four segments, should be a guideline—a tool—but that sound judgment still would be required by local governments.

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Questioned by the planners, Hobson said an overpass may be planned for the intersection of the railroad tracks and Lindsey Street, and that a published report of the study hopefully would be completed by June 15.

Chairman Sam McCall appointed Floyd Eoff to represent the Planning Commission at all future OCARTS study sessions.

In other business the planners discussed a rezoning request from Ray S. Newman for property at 416 E. Johnson St.

Newman asked for a zoning change from R-1 (single-family residential) to C-O (commercial office) with permissive use for a child care establishment.

Newman said he wants the commercial zoning later for other purposes. The planners said they would hesitate to recommend commercial zoning for the property until a survey of the area, recommended by the planning department could be made.

The petitioner and the planners compromised. Newman agreed to settle for R-1 with permissive use for a child care establishment and the planners asked the planning department

to survey the area within the next two or three months. If commercial zoning is approved, good planning for the area is needed.

When the final plan for Universal Heights Section was brought up, Dr. J. K. Hawkins, who owns adjacent property, objected to approval because of the drainage system which channels water into a creek on his property.

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Report on Area Transportation Study

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to survey the area within the next two or three months to see if commercial zoning would be good planning for the property.

When the final plat of the Universal Heights Second Addition was brought up, Dale Hawkins, who owns adjacent property objected to approval of the plat because of the proposed drainage system which would channel water into a creek on his property.

Hawkins said he had spent about \$6,000 "straightening out that creek" and that it could not accommodate the additional water.

Howard Russell, the engineer for the project, talked with Hawkins and agreed to a sug-

gestion by the planners that approval of the plat be recommended on the condition that Russell and Hawkins could solve the problems between them. If the problems were not solved, the matter would be returned to the planners for settlement, they agreed.

Two zoning matters scheduled for consideration by the planners—one from Kenneth H. Bagwell for 14.6 acres south of the University Golf Course, and one from James Adair for 68.2 acres south of Lindsey and west of 36th Avenue Southeast—were tabled at the request of the petitioners.

In final action, the planners recommended that the City

Commission authorize further action on the Civil Defense program after Ron Bourbeau, director of research and public relations for the city, reminded them that Norman was one of 50 cities in the country chosen for a model Civil Defense Community shelter plan.

Bourbeau said the plan here, however, was obsolete by the time it was completed because of the increased population. He said the federal government now proposed 100 per cent financing for a program to update the first plan, but on a county-wide basis.

Bourbeau said the city's choice is whether to proceed with the program or to drop it.

Council Agenda

(Continued From Page 1)

pass the legal protest period successfully.

City Manager Clifford O'Key explained that sinking fund payments to meet the interest and principal on the bonds, thus, would not be required during the 1967-68 fiscal year and an assessment would not have to be included in this year's city ad valorem tax levy as first planned.

O'Key will outline a proposed agreement with the Oklahoma Gas & Electric Co. for installation of "whiteway" lighting on I-35 inside the city limits.

The State Highway Department has proposed a project involving continuous lighting from the Main Street interchange south across the Canadian River bridge to the Oklahoma 9 interchange on the McClain County side.

Estimate Given

The continuous lighting inside the city limits plus lighting of the interchanges at Robinson Street and the "Y" intersection of I-35 and U.S. 77 would cost about \$365,000, highway department officials said, and the city would be asked to provide 10 per cent of this.

McClain County will be asked to pay 10 per cent of the estimated \$135,000 cost of lighting from the middle of the river to the Oklahoma 9 interchange.

O'Key said OG&E has agreed to assist the city with certain conditions.

One of the four proposed ordinances up for second and, possibly, final readings would grant Ray S. Newman rezoning of property at 416 E. Johnson St. from R-1 (single-family residential) to R-1 with permissive use for a child-care establishment.

He asked first for commercial zoning but the Planning Commission was reluctant to grant this in the Norman Municipal Hospital vicinity and he amended the request. The planners then called for a study of the entire area surrounding the hospital, to be completed in 90 days.

Reduces Fee

Another ordinance would amend the city code to define pool halls as those including mechanical, automatic and coin-operated tables.

A third measure would reduce the driver's license fee for taxicab, limousine and motor bus drivers from \$10 to \$2.50. This is intended to correct an error in an ordinance adopted Jan. 11, 1966, when the commission intended to fix the taxicab driver's license at \$2.50 a year rather than \$10, O'Key said.

The fourth proposed ordinance would amend the code to delete a prohibition against sale of beer in C-1 (local com-

said the change is necessary because of a recent Supreme Court decision.

Up for first reading, with no debate slated, are proposed ordinances that would (1) change City Commission voting requirements on zoning applications acted on by the Planning Commission, again to conform with a Supreme Court ruling, (2) amend requirements for fencing swimming pools in multifamily projects or districts, (3) rezone 601 N. University Blvd. from R-3 (multifamily residential) to RM-6 (Medium-density apartment district) for residential apartments and (4) rezone 1312 and 1314 Lincoln Ave. from R-1 to R-1 with permissive use for a child-care establishment.

Lockers Included

The items for which bids will be opened by the trust include coin-operated lockers and athletic lockers for the golf course clubhouse at the new recreation complex nearing completion at 24th Avenue Northwest and Robinson Street, carpeting for the clubhouse and city offices, a mower tractor, a "seven gang" mower, three greens mowers and steel for pump lift stations.

Specifications for golf course equipment will also be viewed by the trustees.

On the commission agenda will be consideration of the final plat of the Universal Heights No. 2 Addition, which would front for 330 feet on West Boyd Street across from West Junior High School.

The matter comes to the commission without recommendation from the planners, which split 4-4 last week after listening to objections raised by owners of adjacent property. The protests were based on drainage problems the neighbors said the plat would bring about.

Other agenda items:

1. Presentation of certificates to city employees.

Library Proposals

2. Request by the Norman Library Board for approval of plans for landscaping the entrance court and redesigning the fountain in the sculpture court at the new library building.

3. Appointment of a consultant for updating the community shelter plan, following commission agreement April 11 to sign a letter of intent and apply for a 100 per cent federal grant to finance the project.

4. Resolutions condemning properties located at 303 E. Tonhawa St. and 722 E. Comanche St. on grounds they do not meet city housing code requirements.

5. Approval of specifications for recreation supplies for the parks and recreation depart-

Highway Actions Top Commission Agenda

The City Commission will set the wheels in motion Tuesday for sale of \$397,000 in highway right-of-way bonds and consider a proposed agreement to install lighting on Interstate 35 through Norman.

The commission will take up again a resolution proposing a street improvement district for paving 24th Avenue Southwest between Main and Lindsey Streets.

Protest Made

After a lengthy discussion two weeks ago in which a strong protest was entered by Glenn Dickinson, who lives on 24th, the commissioners decided to give the proposal more thought. In particular they wanted to consider Dickinson's suggestion that 24th be paved only from Main to Boyd Street and that improvement of Boyd from 24th to Berry Road also be included.

Four ordinances are on the agenda for possible final action at the 7 p.m. session on the second floor of the police headquarters building. The commissioners' briefing on the agenda items will be at 6 p.m.

To Open Bids

In their capacity as the Norman Municipal Authority the commissioners will open bids on clubhouse lockers and carpeting, mowing equipment and steel for pump stations at the new municipal recreation complex.

The commission will be asked to adopt a resolution setting the bond sale for 7 p.m. May 9.

The general obligation issue, approved by the voters Feb. 14, will include \$250,000 to finance the city's share of the cost of right of way for the construc-

tion of the Oklahoma 9 bypass linking Interstate 35 and U.S. 77 south of Norman proper.

The balance, \$147,000, is to pay an outstanding obligation to the State Highway Department for Norman's share of the cost of right of way, utilities removal and other expenses in relocating Oklahoma 9 eastward from U.S. 77 several years ago.

Under a timetable approved earlier by the commission the bonds would be dated July 1 and delivered in August if they

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City Officials Get Road Plan Briefing

(Continued From Page 1)

ment will be called the Downtown Expressway, as the plan now stands.

Other projects scheduled for Norman area during the 20-year period include the widening of the new Oklahoma 9 bypass to four lanes between Interstate 35 and U.S. 77.

Lindsey Street also will be widened under the plan. The proposal calls for Lindsey to be a four-lane divided highway between 24th Avenue Southwest and Chautauqua Ave. It would be a four-lane undivided highway between Chautauqua and Classen Boulevard.

Porter and Peters avenues are due to become arterial streets along with Front Street and Classen Boulevard.

Parts of Acers and Alameda streets are due for widening as early as the 1970's, under the plan.

Other streets due for widening and improvement are Boyd Street, Flood Avenue, Berry Road, Main and Robinson.

Hubbard said the recommendations were made after studying the probable traffic flow in and around the Norman area by 1985.

He expects cars to make 110,000 trips a day either in, to or through Norman.

Hubbard said the heaviest growth in traffic in the entire 1,300-square-mile OCARTS area would be in Norman.

Traffic volume will be up 99 per cent in 20 years, he said.

He said traffic into Norman would be up 181 per cent, traf-

fic through the city would be up 207 per cent and total trips per day would be up 103 per cent from 1965.

Answering a question posed during the afternoon session by County Commissioner Augustus Berglan, Bob Leonard from the State Highway Department said the plan would include development of farm-to-market roads.

Commissioner Assured

He assured the commissioner that no current federal aid to secondary roads would be stopped, although he said new farm-to-market roads should fit into the approved OCARTS plan.

The OCARTS study began when the federal government decided July 1, 1965, that no federal matching funds would be allowed for any road project in an urban area unless the project was a part of an area plan, Leonard explained.

He told the commissioners Tuesday night that no significant new federal monies have been allowed for Oklahoma City urban area projects since that date.

"We won't be able to get any really comprehensive new projects started until this plan is approved," he commented.

Suggestions Asked

He asked the city to make temporary suggestions for changes in the plan to his office by April 15.

He agreed Tuesday to meet April 4 with the Norman Planning Commission to get the project started.

Hubbard told City Manager Clifford O'Key that he had not completed a financing study for this area yet.

Leonard said the plan will require each of the 21 municipalities involved in the study to bond "up to the hilt" and to also use the usual gasoline and license plate taxes to pay for the proposed work.

At the suggestion of O'Key and James M. Thompson, assistant city engineer, at the Tuesday afternoon session Hubbard will consider planning for four-lane streets between the campus area and the proposed Oklahoma 9 bypass south of the city.

No Such Provisions

No such provisions were made in the current plan.

Leonard agreed that such a route should be considered to give OU traffic south of the campus access to the new bypass.

Hubbard said he will consider either Chautauqua Avenue or Jenkins Avenue for the four-

Two Freeways Included

3/24/67

City Officials Get Road Plan Briefing

By MAX KENEMORE

Two groups of city officials heard reports Tuesday on a 20-year plan for development of streets and highways in the Norman and Oklahoma City areas.

A report on the Oklahoma City Area Regional Transportation Study (OCARTS) was given Tuesday afternoon in detail to a group of city officials at the city hall.

A second briefing was presented to city commissioners at that group's meeting Tuesday night.

Bud Hubbard, an engineer for Wilbur Smith and Associates, the engineering firm which is working on the study, said the total cost of the project by 1985 would be \$307.5 million.

He said \$21.27 million was scheduled for improvements in the Norman area, including the development of two additional freeways between Norman and Oklahoma City.

The new superhighways would be extensions north of Porter Avenue and Peters Avenue. The two roads would extend into Sunnyslane and Sooner roads in the Oklahoma City area.

Also included in the plan is the development of Front Street to four-lane speedway standards. Front Street parallels the Santa Fe Railroad through Norman.

Development on Front Street would be between Robinson and Main streets, according to the plan.

The Front Street improve-
(See Page 5, Column 6)

Gray Paving Studied By Property Owners

Owners of property along West Gray Street indicated Monday they would accept an assessment district providing for a 40-foot width, an asphaltic concrete overlay and 30-degree angle parking.

Several business people at the special session called by city officials objected to a proposed widening to 44 feet between the railroad tracks and University Boulevard on grounds it would cause traffic to speed on by their establishments and would eliminate angle parking.

The property owners were invited to the meeting in the Norman Public Library to give their views on design of the street so the consulting engineer, Don G. Clark, would have some guidelines in estimating costs and computing probable assessments.

Clark outlined two general alternatives. One is to tear the present 24-foot pavement out and lay a completely new street. The other is to overlay the existing slab with asphaltic concrete.

The engineer warned that cracks in the present pavement would be visible through the overlay.

Clark said he could not produce definite cost figures until a street design has been prepared. But he said a strictly "ballpark" estimate would be

\$35 a front foot for new construction with a 44-foot width. This would eliminate angle parking but permit parallel parking and sidewalks up to 10 feet wide, he said.

Adding new concrete to either side to bring the width to 44 feet and resurfacing the old pavement would cost an estimated \$20 a front foot, Clark said. Later he suggested the 40-foot width, with four narrow traffic lanes or two wide ones, 10 feet for sidewalks and 16 feet for 30-degree angle parking.

One businessman said most of the property owners he has talked with are not in favor of a 44-foot street. He said if the proposal were to widen the street to something less than 44 feet and to have some kind of repair of the surface, the property owners would approve.

Others argued that nothing would be accomplished by picking out three blocks of Gray to widen since traffic would be "choked down" to two lanes at University.

City Manager Clifford O'Key said today Clark will check into the feasibility of extending the project to Flood Avenue. This was originally proposed but the length was cut back because a 1962 assessment is still being paid on the portion from University to Flood.

Gray Paving District Sought by Commission

By LEONARD JACKSON

The City Commission voted Tuesday night to seek an assessment district to widen five blocks of West Gray Street to 40 feet to provide a four-lane thoroughfare from Flood Avenue to the Santa Fe railroad tracks.

The vote came in the face of a consulting engineer's recommendation for a 44-foot width in blocks where there are no existing commercial establishments.

But a representative of property owners and businessmen along Gray indicated 40 feet is all they are willing to pay for because they want to keep angle parking.

It boiled down to a question whether to have 10-foot or 11-foot traffic lanes.

The consulting engineer, Don G. Clark, said he could not recommend the 40-foot width because it does not meet city standards for four-lane arterial streets.

But, after a conference with property owners while the commission meeting was in prog-

ress, he said he is convinced an assessment district with the 44-foot width would be protested out.

He also said that he is as positive as he can be that, if a 40-foot widening project were proposed, it would be passed.

At present, Gray Street is 26 feet wide from Flood to University Boulevard and 24 feet wide from University to the railroad tracks.

Under Clark's recommended improvement program the cost of the project, which would also involve leaving a portion of the existing paving and using an asphalt overlay for other parts, would be \$90,835.14.

Clark said the figure would be reduced somewhat by confining the width to 40 feet throughout the five blocks but he pointed out this would be offset to some extent by the additional cost of the longer driveways that would be required.

Actually, the Gray Street widening and paving to be included in the improvement district would be in two projects, each of which would stand on its own

in the pretest period. The work from Flood to University was estimated at \$36,835.14, and that from University to the east side of the railroad tracks, at \$54,000.

Also proposed in the same improvement district is the paving of McNamee Street from Berry Road to about Hall Avenue with Portland cement. Clark proposed a 26-foot width, which is the city standard for a residential street, and estimated the cost at \$12,920.

Passage of Resolutions 1 and 2 for Street Improvement District No. 162 gives property owners a chance to decide whether they want the projects.

Fielding Haas, counsel to the city, explained that after Resolution 2 has been published in The Transcript six times, the property owners who would be assessed will have 15 days in which to file any protests. If the owners of more than 50 per cent of the property affected vote it down, the project fails.

The property owners also will be sent notices of the proposed

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Gray Paving District Pro

(Continued From Page 1)

district and will be able to examine at the City Office Building the engineer's plans and specifications, estimates of costs and probable assessments against the various properties.

On the Gray Street project, which Clark said would not be strictly in accord with nominal standards, portions of the present paving, where possible, would be left intact, along with some patching.

The entire finished roadbed would be overlaid with asphalt ranging from 1½ to 3 inches thick for leveling purposes, Clark said.

After conferring with the property owners Clark noted their objections to the increased width (44 feet) in areas where businesses exist because of its influence on the angle parking.

The engineer pointed out a 40-foot-wide street would be the same as Porter Avenue.

Charles Hooper, owner of a printing business on West Gray,

said all the property owners would like a 44-foot street but, because of the limited right of way, there wouldn't be room for it and still have angle parking.

He said Clark's proposal would penalize property which has not yet been developed commercially because it would be limited to parallel parking. Also, he said, the variations in width proposed would result in a "crooked" street.

Hooper said the 40-foot width would allow two 10-foot traffic

New Mideast

Clash Reported

(Continued From Page 1)

line patrol and wounded one Israeli. An army spokesman said Israeli soldiers returned the fire.

The censure move led by Pakistani Ambassador Agha Shahi overshadowed intense behind-the-scenes negotiations on other possible resolutions as the General Assembly prepared to resume its emergency session on the Middle East this afternoon after a one-week recess.

1 P.M. Stock List

NEW YORK (AP) — 1 p.m. stocks:

	1 p.m. Net Chg						
Admiral	25½	U	¼	Int Paper	30⅞	U	½
Allied Ch	39½	D	¼	Inter Baker	43½	D	⅞
Allis Chal	25¾	U	⅞	Kan C P&L	31⅞	D	⅞
Am Airline	45½	D	1	KC Sou Ind	47 ⅞	U	⅞
Am Cyan	31⅞	U	¼	Kan G & E	28½	D	⅞
Am Mot	12½	D	¼	Kan P & L	21⅞	U	¼
Am T&T	52¾	D	⅞	Kerr McGee	138⅞	U	¼
Am Tob	35⅞	U	1⅞	Litton Ind	103½	D	¼
Anaconda	47⅞	D	1½	Lone S Cem	17½	D	⅞
Apco Oil	26⅞	D	⅞	Martin M	25	U	1
Atchison	28⅞			McCrorry	20⅞	D	⅞
Atlas Chem	18⅞	D	⅞	Middle S Ut	23⅞	U	¼
Avco Corp	60	U	⅞	Mo Kan Tex	13	U	½
Beech Airc	48⅞	D	¼	Mo Pac A	80¼	D	¾
Beth Steel	32⅞	D	½	Mobil Oil	42¼	U	¾
				Monsanto	46	U	½
				Mont Ward	24⅞	D	¼
				Morrill	22		

Commission Sells Highway Bonds

By LEONARD JACKSON

Norman's highway right-of-way bond issue was sold by the City Commission Tuesday night for net interest cost of \$148,554.

The winning figure was submitted by the American Exchange Bank of Norman and the Liberty National Bank & Trust Co. of Oklahoma City. It was the lowest of four bids received.

The average interest rate of the 20-year general obligation bonds under the American-Liberty offer will be 3.2477 per cent.

Both Mayor William S. Morgan and Fielding Haas, counsel to the city, termed this a "good" interest rate.

Close behind the low bid was an average interest cost figure of \$148,724.50, submitted by three Norman banks—City National, First National and Security National—and First National Bank of Oklahoma City.

The other bids were \$152,623 by R. J. Edwards, Inc., Oklahoma City bond brokers, and \$167,081 by Milburn Cochran & Co., Oklahoma City investment firm, and First National Bank of Tulsa.

The bond issue totals \$397,000, of which \$250,000 will be used to pay Norman's share of right-of-way costs in connection with the construction of the Oklahoma 9 bypass south of the urban area. The remaining \$147,000 is to pay an outstanding

obligation for work on Oklahoma 9 east of U.S. 77.

In other business the commission accepted easements to the city for draining water from the proposed Universal Heights Second Addition, approved the final plat for the Pearson Estates First Addition and let the developer go ahead with a church site there before utilities and streets are installed, adopted amendments to the swimming pool fencing ordinance and changes in day care health standards and granted two rezoning requests.

City Manager Clifford O'Key also announced in the briefing session before the regular meeting he hopes to have the budget for the fiscal year beginning

July 1 ready by Thursday.

Copies will be delivered to the commissioners at their homes so they can look it over in advance of a special meeting to consider it Monday evening at the Holiday Inn. Judge Leo Whinery of the Municipal Court will be there, too, to discuss his portion of the budget.

The final plat of the Universal Heights Second Addition was approved by the commission April 25 on condition surface drainage be handled by underground conduit from the development, south of Boyd Street and west of McGee Drive, to Normandy Creek west of 24th Avenue Southwest.

This was an effort to meet
(See Page 5, Column 2)

(Continued From Page 1)

complaints of property owners on the west side of 24th that the drainage would damage their land. They also claimed dumping the additional water into the creek would overload it and cause flooding.

However, City Engineer James M. Thompson reported Tuesday night the Universal Development Co., which is putting in the addition, has obtained an easement from Dale Hawkins, one of the objecting property owners, for a line from 24th to the creek and turned it over to the city.

A second easement, given by Glenn Dickinson, who lives on the east side of 24th, runs from 24th to a point 610 feet east, and a third, given by Ray LaRue, runs from that point south and then east to the addition. The commission voted acceptance of all three easements.

Upstream, the Normandy Creek will be straightened, improved and lined with concrete at the bottom under provisions of a final plat for the Pearson Estates First Addition approved by the commission Tuesday night.

The area platted lies east and south of the creek in the tract known as the Col. Pearson property at the southeast corner of West Main Street and 24th Avenue. Thompson recommended approval of the plat and outlined the creek improvements he said the developer, Frank Foreman, has agreed to make.

Foreman told the commissioners he agreed to install the concrete lining because he wants "the best for the project and this will definitely add to it."

The commission approved an extension of time requested by Foreman on the city code requirement that a developer must have completed installation of utilities and pavement before any building permits can be issued in a new addition.

Foreman explained the Community Christian Church has been eager for some time to get started on construction of a

the addition. He said work is ready to start "in the morning." In a letter read into the record the developer agreed that, before the building is occupied, all improvements will be installed.

The city's outdoor swimming pool ordinance was amended to prohibit any part of the dwelling structure at an apartment complex or motel from forming a portion of the required fence unless there is no door or access directly to the pool. Another change requires any gate or opening into a pool enclosure to be closed and secured at all times, whether or not the pool is in use.

Adopted, too, were amendments to the standards for day care centers, outlined by August Helmbright of the Cleveland County Health Department.

One change allows quarters occupied by children to be in a multistory building if it is of fire-resistant construction and the youngsters are kept on the ground-level floor. Another permits window area of less than 10 per cent (but more than 5 per cent) of the floor space when adequate artificial lighting is provided.

The commission granted rezoning from R-3 (multifamily residential) to RM-6 (medium-density apartment district) for property at 601 N. University Blvd., opposite Andrews Park. The tract consists of 35,150 square feet.

The rezoning was requested by Pedigo Builders, Inc., and its president, George Noah, in outlining reasons for it, indi-

cated it will erect an apartment house with small units for single working persons, retired couples and so forth, wanting to be near downtown and the park.

Dale Williamson, planning director, said his staff originally recommended denial of the request because the surrounding area is single-family residential. However, when no neighboring property owners protested, the staff went along with the Planning Commission recommendation for approval, he said.

An ordinance rezoning property at 1312 and 1314 Lincoln Ave. from R-1 (single-family residential) to R-1 with permissive use for a child-care establishment was passed with little comment. The request was by Mrs. Roland H. Brown. Williamson said no protests were received and the health department gave its okay subject to some remodeling and improvements.

The commission also:

1. Awarded to The Sports Center, Norman, a contract for furnishing playground equipment for the parks and recreation department on its bid of \$1,746.80 with a 2-per-cent discount on payment in 10 days. A lower bid of \$1,649.25 by Three-D Athletic Equipment Co., Oklahoma City, was rejected because several items didn't meet specifications.

2. Accepted bonds of \$2,500 each for the position of Municipal Court judge and for the court clerk, assistant court clerk and the traffic violations bureau clerk, all with U.S. Fidelity and Guaranty Co. Bond-

ing of the judge's position is required by law.

3. Heard the city manager report in the briefing session that Don G. Clark, consulting engineer, now recommends extending the proposed Gray Street widening project to Flood Avenue after determining that only \$2,078 is still outstanding on a prior assessment district for the portion of Gray from University Boulevard to Flood.

4. Heard Roy G. Rainey, parks and recreation director, report some 40 or 45 returns have been received from a published questionnaire seeking the number of persons in Norman who would be interested in a senior citizens' program. He said an advisory committee should be ready with a recommendation by the May 23 meeting.

5. Placed on first reading proposed ordinances (a) requesting industrial zoning for 49 acres on U.S. 77 north of the urban area, (b) requiring utilities to be placed underground and (c) creating a city employees' retirement system.

Civic Council Urges Replacement of Bridges

By DOUGLAS FEAVER

The Civic Improvement Council supports the usage of available city funds for the replacement of four wooden bridges on Norman streets.

The council, meeting Monday night at the Norman Public Library, also endorsed the inclusion of the beginnings of a sidewalk program in the 1967-68 city budget and heard a report from Gus Berglan, 3rd District county commissioner.

The group unanimously recommended to the City Commission that sufficient funds be budgeted for 1967-68 to replace the four bridges. Russell R. Myers, chairman of the council's Street and Sewers Committee, was

asked by council chairman Marvin Morrison to attend tonight's City Commission meeting and voice the recommendation.

The bridges are located on East Boyd and Brooks streets between Oklahoma and Morland avenues, on West Brooks between Pickard Avenue and Berry Road and on Imhoff Road between Walnut Road and Berry.

A bond issue for the replacement of the bridges was defeated by city voters in the Nov. 8, 1966, election. At that time it was estimated the cost of replacement would be about \$10,000 per bridge.

The motion supporting the sidewalks, phrased in general language, conveyed the CIC's

support of the proposal to include sidewalk funds in the budget.

Clifford O'Key, city manager, has budgeted \$5,000 to provide for labor and engineering to be offered to all residents of any given city block who will agree, 100 per cent, to pay for the materials to put in the sidewalks.

Berglan, who has been on the County Commission for about four months, reviewed what he called accomplishments during this period of time and touched briefly on future plans of the Commission.

He said the Commission opened bids Monday for a 50-by-80-foot building for storage and maintenance of equipment

and for office space. He said that in the county maintenance area 5½ miles east of Norman proper on Alameda Street a water well has been drilled, electric gasoline pumps have replaced hand pumps, and a propane heating system has been installed since he took office.

He also said that 900 feet of steel culvert pipe had been laid and 17,000 board feet of lumber had been used to repair county bridges.

He cited work on county roads, saying that he is attempting to get good surfaces on as many roads as possible. He stressed the requirement for improved road surfaces around the Lake Thunderbird area as traffic increases. The 3rd Dis-

trict includes about 280 miles of county roads, Berglan said.

He said that he is trying to make good roads available to as many in the county as possible. "If we can give them (the rural population) good access roads, then they can get to town more easily. After all, they are employed, and if it's easier for them to get into town, then the merchants in Norman benefit," Berglan said.

Berglan was asked about city-county cooperation on road projects, and said cooperation consisted primarily of a "gentleman's agreement" between county commissioners and Norman officials.

"I didn't make any promises (See Page 2, Column 2)

Commission Schedules Bond Sale for May 9

Sale of \$397,000 in general obligation bonds for highway right-of-way purposes was set for May 9 Tuesday night under a schedule that will permit delivery of the money shortly after July 1.

A resolution adopted by the City Commission calls for the bonds to mature \$22,000 on July 1, 1970, and \$22,000 annually thereafter except for a final payment of \$23,000 in 1987.

In other actions the commission approved a Board of Hospital Management request to contract for a hospital development study, appointed Wilbur Smith and Associates to update the city's community shelter plan and tabled a proposed agreement on "white - way" lighting of Interstate 35.

It was the final meeting for two retiring commissioners, Robert C. Poe and Guy M. Steele Jr., and they bid "adieu" to their colleagues.

The two highway bond issues approved Feb. 14—\$250,000 for the city's share of right of way for the proposed linkup between I-35 and U.S. 77 and \$147,000 for money due on the Oklahoma 9 relocation east of U.S. 77—can be combined into one issue for the sale, the commission was told. Fredling Haas, counsel to the city, said this is now permitted under a state law passed in 1963.

He explained that contracts submitted with bids on the bonds usually provide for delivery within 70 days from the date of the sale.

"I'm scheduling this in the hope that the 70-day period, including the 30-day protest period, will fall shortly after July 1," Haas said.

Following the sale and after the transcript of all the commission proceedings are completed and the bonds printed, they will go to the attorney general for approval. Then the bonds must be held 30 days to see if a protest will be filed before they can be delivered to the buyers.

Delivering the bonds after July 1 will mean the first levy for taxes to meet principal and interest payments will not be made until the following fiscal year, or 1968-69, Haas said.

With no levy required in the coming fiscal year, 1967 - 68,

there should be a slight reduction in the city tax rate this year, city officials have indicated.

The State Highway Department informed the city earlier this year that, if right-of-way acquisition for the bypass could begin by March, the project would be ready for contract letting by late 1967 or early 1968. The city has gone on the assumption the bond money will not be needed until then.

The contract for the Norman Municipal Hospital development study is with Wright & Selby, Oklahoma City architectural and engineering firm. The hospital board gave the green light for the study Monday, subject to City Commission approval.

Richard C. Luttrell, adminis-

trator, said the study will take 12 to 18 months and cover 11 hospital areas, including provisions for adding fourth and fifth floors to the new west wing, relocation of a number of present elements and establishment of new facilities.

As part of the contract the firm will furnish a brochure, similar to one it produced in the 1962 study that led to construction of the west wing, as well as a model.

In answer to a question Luttrell said the study will not cover staffing needs. This will be studied by the staff itself, he said.

The \$10,000 cost of the development study will be applied against the architect's fee in (See Page 3, Column 1)

Commission Schedules Sale of Bo

(Continued From Page 1)

any future construction, Luttrell said.

On City Manager Clifford O'Key's recommendation the commission approved the consulting firm of Wilbur Smith and Associates to update Norman's community shelter plan. At the April 11 meeting the commission signed a letter of intent and forwarded to the federal government its desire to apply for a 100 per cent federal grant to finance the project.

Consideration of a proposed agreement with Oklahoma Gas & Electric Co. to provide funds to light I-35 through Norman was tabled until the May 9 meeting.

O'Key said Haas has expressed misgivings on whether the city can spend tax money on the highway, since it actually lies outside the city limits. The attorney said he needs more time to check the law and the annexation ordinance that ex-

cluded the highway right of way.

The State Highway Department has proposed an I-35 lighting project that would cost \$365,000 for the portion running through Norman and has asked the city to pay 10 per cent of this.

Poe, who was defeated for re-election, said he wanted to use his last opportunity to participate in miscellaneous discussion—"my favorite part of the meeting"—to say he has enjoyed working with his colleagues and to leave three things for them to consider.

One, he said, was his previous suggestion that the city obtain property for a sanitary landfill on the east side before costs become prohibitive; the second, the need for a public information program to increase citizen understanding of the City Commission's function in government, and third, continuing the attitude of not tying up revenue from the one-cent municipal sales tax in long-term capital improvements.

Steele said he was "never more overwhelmed" than when he was asked by the commission in January to fill out the unexpired term of William H. Mattoon, who resigned. He said he enjoyed the opportunity to serve the city and stands ready at any time for further service.

Gordon Masters, the third member going off the commission after declining to run for re-election, was not present. He has been ill for several weeks.

The men who will replace Poe, Steele and Masters—respectively, Lyndol H. Hall, Herbert H. Kuhlman and Joe Coulter—were present in the audience but took no part in the proceedings. They will be sworn in at the next meeting, May 9.

The commission also:

1. Saw Mayor William S. Morgan award a certificate of appreciation to C. L. (Lick) Wilkerson, patrolman who is soon to retire after 20 years on the police force, and the manager present a certificate of commendation to Police Chief Bill

Ambivalent

Among the English language's many puzzling words is "economy," which means the large size in soapflakes and the small size in automobiles.

Henslee for his work in improving the department.

2. Approved Ray S. Newman's request for rezoning 416 E. Johnson St. to R-1 (single-family residential) with permissive use for a child-care establishment, just across from Norman Municipal Hospital.

3. Adopted an amendment to the city code defining a pool or billiard hall to include businesses with coin-operated tables, thus making them subject to the ordinance establishing operating hours. The emergency clause was not attached and proprie-

tors will have 30 days to comply.

4. Okayed an ordinance reducing from \$10 to \$5 the driver's license fee for limousine and bus drivers. Action correcting an error in an ordinance adopted Jan. 1966.

5. Amended the city ordinance to put it in line with a recent Supreme Court ruling by adding a clause prohibiting the sale of beer in C-1 (local residential) zones.

6. Voted another amendment to conform with a recent Court decision—eliminating the requirement for a three-vote by the City Commission on matters on which the Commission has recorded a denial. The high court ordinance could not be amended more than a simple

Schedules Sale of Bonds for May 9

He said he was "never overwhelmed" than when asked by the commission in January to fill out the red term of William H. Masters, who resigned. He said he enjoyed the opportunity to be in the city and stands ready to be in the city for further service.

John Masters, the third person to go off the commission after declining to run for re-election, was not present. He has been ill for several weeks.

Commissioners who will replace Steele and Masters—respectively, Lyndol H. Hall, Hermon Kuhlman and Joe Coulter—were present in the audience but took no part in the proceedings. They will be sworn in at the next meeting, May 9.

The commission also: awarded Mayor William S. Morford a certificate of appointment to C. L. (Lick) Wilcox, patrolman who is soon to retire after 20 years on the force, and the manager of the police department a certificate of commendation to Police Chief Bill

Ambivalent

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tors will have 30 days to comply.

4. Okayed an ordinance reducing from \$10 to \$2.50 the driver's license fee for taxicab, limousine and bus drivers—an action correcting an error in an ordinance adopted Jan. 11, 1966.

5. Amended the city code to put it in line with a recent state Supreme Court ruling by deleting a clause prohibiting the sale of beer in C-1 (local commercial) zones.

6. Voted another amendment to conform with a Supreme Court decision—eliminating a requirement for a three-fourths vote by the City Commission in matters on which the Planning Commission has recommended denial. The high court said an ordinance could not require more than a simple majority

vote by the commission.

7. Tabled for four weeks a proposed resolution condemning property at 303 E. Tonhawa St. when Albert Thorstenberg disclosed he has entered a contract to buy it and asked for a delay.

8. Tabled for two weeks at the request of Norman Savings and Loan Association another resolution condemning property at 722 E. Comanche St.

9. Passed a resolution commending two internationally known ballet stars who are artists in residence at OU — Yvonne Chouteau and her husband, Miguel R. Terekhov—for their artistry and their work with the students.

In other commission actions three proposed ordinances were placed on first reading.

One would amend the swimming pool fencing requirement of the city code to prohibit using

part of an apartment or mobile structure as a portion of the enclosure unless there is a door or access from the dwelling.

A second would grant Pedigree Builders, Inc., a change in the zoning of 601 N. University Blvd. from R-3 (multifamily residential) to RM-6 (medium-density apartment district) for residential apartments.

The third, requested by Mr. Roland H. Brown Jr., would rezone 1312 and 1314 Lincoln Ave. from R-1 (single-family residential) to R-1 with permissive use for a child-care establishment.

The commissioners also approved specifications for a number of items for the parks and recreation department — including baseballs, tennis balls, basketballs, volley balls, bats and tennis rackets—and authorized taking bids to be opened May

Commission Votes 2 Paving Sections

By JACK CRADDOCK

One section of a three-part paving assessment district was approved by the City Commission Tuesday night on a split vote, another section was unanimously approved and the third section couldn't even muster a second on a motion to vote.

Approved by the commission's split vote, 5-2, was the section of Gray Street from University Boulevard to the Santa Fe Railway tracks. A protest representing 29.82 per cent of the affected property had been filed.

Killed by lack of a motion was the section of the Gray widening project between Flood Avenue and University, where a property-owner protest of 49.33 per cent had been filed.

Unanimously passed by the commission on a 7-0 vote was

the section of the paving assessment district covering McNamee Street near Berry Road. Strictly a residential street project, it was protested by property owners representing 45.18 per cent of the affected land.

Under the charter, the City Commission may approve protested paving assessment districts by a simple majority vote as long as the protest is under 50 per cent. Paving district resolutions may also be killed by failure to bring them to a vote at all.

The two commissioners voting against the section of Gray that did gain approval were Commissioners Lyndol H. Hall and James A. Skinner. Both men said they believe thoroughfares or principal arterial streets should be financed by either (See Page 2, Column 7)

Commission To Meet Reports on Ditch, Bridge Plans Due

Plans and specifications for replacing two bridges, a report on the status of study of the city's eastside drainage ditch and a report on the Norman Municipal Authority's plans for operation of Westwood Park concessions will occupy the City Commission when it meets tonight at 8.

Prior to the formal meeting, to be held in the commission chamber above the police station, commissioners will hold a briefing session at 7 p.m. in the City Office Building.

The two bridges for which preliminary plans and cost estimates will be presented are on Imhoff Road and West Brooks Street. Final plans are expected Oct. 10 and bids will be taken for consideration on Oct. 24.

The Westwood Park concessions, including the restaurant, snack bar and golf pro shop, originally planned for leasing to commercial interests, failed to attract a satisfactory bid. The result was a decision by the city manager and Parks and Recreation Department to operate them. A report on food and furnishings is expected to be presented tonight.

Bids will be opened on eight pieces of equipment for various city departments, including a pulmotor, mowing equipment, a

fire truck, trucks for the sanitation division and supplies for the street division.

Among the ordinances on the agenda, one would vacate a portion of Mosier Street. Others cover rezoning to multifamily use five acres in the 1900 and 2000 blocks of West Lindsey Street, rezoning of 755 and 761 Jenkins Ave. for an off-street parking lot and rezoning for another commercial parking lot at 768 Jenkins.

Up for third and final reading are ordinances rezoning two tracts of land, of 388 acres and 314 acres, near U.S. 77 and Oklahoma 9, from agricultural to industrial use. An ordinance that would create an employe retirement system for city workers is also scheduled for a second reading.

A public hearing will be held on two property condemnation actions, affecting sites at 915 E. Apache St. and at 1504 Moreland Ave. The commission is also expected to accept an easement for street widening from Jason and Eulene Elliott, near 12th Avenue Northeast and Acers Street.

Vacating an easement through a lot in the Smoking Oaks Addition will be considered and special and material claims for city expenses are also on the agenda.

\$52,400 Cost Tag Put on 2 Bridges

Preliminary plans and specifications for two bridge projects across Imhoff Creek, to cost an estimated \$52,400, were approved by the Norman City Commission Tuesday night.

Assigned a priority was the bridge across Imhoff Creek on Imhoff Road. The cost of this project was put at \$35,600 by Stanley Grossman, consulting engineer with Grossman and Keith.

A total of \$35,000 was included in this fiscal year's budget for bridge replacement in the hope that both bridges discussed Tuesday night could be replaced. The second bridge for which plans were approved is across the same creek on West Brooks Street. Its estimated cost was put at \$16,800.

The cost of the Imhoff Road bridge may be lowered substantially because some of the work cost figured into Grossman's estimate included removal of several tons of debris and relocation of a sanitary sewer line, a water line and a gas line. City Manager Clifford O'Key said these factors could

The present bridge on Imhoff Road is a wood-and-steel structure, sits on wooden pilings and accommodates only one-way traffic.

The new bridge, as proposed, would consist of three reinforced concrete boxes 12 feet square over which would be placed dirt fill. This would be topped with a 34-foot curbed concrete slab and two 4-foot sidewalks with 3-foot-high railings.

Commissioners expressed the feeling that improvement of the Imhoff Road bridge will result in the easing of the traffic load on Lindsey Street.

The proposed Brooks Street bridge would be of reinforced concrete construction and support a concrete slab 21 feet 6 inches wide plus two pedestrian walks 4 feet wide. Concrete-and-steel bannisters 3 feet high would be put on the bridge on both sides.

Final plans and specifications are to be prepared and returned to the City Commission for its approval at its next meeting, after which a call for bids will be issued on the Imhoff Road

Intersection Designs Get City Commission Okay

8-23-67

By JACK CRADDOCK

Preliminary designs for improving four major Norman intersections, with state help, at a cost of \$87,100 were approved by the City Commission Tuesday night.

The commission did ask, however, that one of the intersections be redesigned before final approval is given.

The four intersections affected are Lindsey Street and Berry Road, Main Street and 24th Avenue, Robinson Street and Flood Avenue and Robinson and Porter Avenue.

The intersection commissioners felt should be redesigned is at Robinson and Flood.

Following Tuesday night's action the preliminary designs will now go to the Oklahoma State Highway Department for its approval. State approval of the designs would result in the state's financial participation in the project of 50 per cent, low-

ering the cost to the city to \$43,550.

Commissioners told City Engineer James M. (Mike) Thompson they feel that OU should be contacted with a view toward obtaining a little more right of way on the northeast corner of Robinson and Flood so that a right-turn lane for westbound traffic could be created.

Thompson presented detailed drawings and aerial maps of all four intersections. For Robinson and Flood, his department proposed installation of a center island on Flood, improving Robinson to four lanes in the intersection, building concrete curbs at the corner in front of service stations to provide more definition of traffic lanes and installation of new traffic signals suspended from mast arms. The improvement cost at this intersection was put at \$24,800.

The Lindsey-Berry intersec-

tion improvement is the least expensive of the four, with the cost estimated at \$8,000.

Improvements would consist of widening Lindsey to three lanes and use of the center lane for left turns. A shadow median would be laid into Lindsey, affording a left-turn lane about 100 feet in length.

Traffic signals at this intersection would be kept overhead but additional signals would be installed, complete with left-turn lights. Shoulder approaches on all four sides of the intersection would be widened and improved to match future paving and widening of both Lindsey and Berry.

For Main and 24th the city's engineering department proposes widening of 24th at the intersection to provide left-turn lanes and the installation of left-turn lanes on Main.

Traffic signals would be mounted on mast arms and

(See Page 2, Column 2)

Vehicle Tax Suggested To Finance Street Jobs

Financing Norman's street improvements with a vehicular tax is one of the recommendations agreed on by the Voluntary Citizens Committee for Planned Improvements of Streets.

Earl Wright, chairman of the group formed last spring, said it feels the owners of the estimated 28,000 cars and trucks in the Norman area should be paying for street improvements.

The 25 persons who turned out for Thursday night's meeting, the first of the fall for the group, agreed that a user's tax is the best way to finance street improvements, Wright said.

The recommendation is that a tax of \$10 per car and an amount determined by axle weight for a truck be charged annually. The committee esti-

mates the tax could provide as much as \$350,000 a year.

Wright said the responsibility for financing street improvements until now has been the burden of a small percentage of the population through assessment districts and bond issues.

Wright explained that this volunteer group was formed after several persons asked the City Commission to find other ways of financing the city's proposed arterial street system.

"Under state law," Wright pointed out, "any person owning property within one-half mile of a street that has been designated as an arterial can expect, sooner or later, to be called upon to help pay for paving and widening.

"Many members of the com-

mittee believe that the elaborate construction required and the high cost involved for arterial streets have rendered the tax assessment district system obsolete."

"An added advantage to the proposed user's tax," Wright pointed out, "is that as the population increases and there are more cars, the tax will provide increasing funds to take care of the streets."

The committee recommends that the funds be earmarked for street improvements and that the City Commission be limited to using those funds for street improvements.

"We could use them only on a cash basis and pay no interest or, if needed, bonds could be issued against the funds to be

(See Page 2, Column 2)

Vehicle Tax Urged To Finance Street

(Continued From Page 1)

structions which may have to be removed.

Wright said that by getting matching federal money on a 90-per-cent basis, local funds available would go much farther.

The initial program of 40 miles of arterial street improvements, Wright said, would take from 5 to 10 years to complete. Priority, or which street comes first, would be established by traffic counts and availability of matching funds.

Wright's committee started work last May when Wright complained to the City Commission about the method of using paving assessment district to provide arterial street improvements.

Such an approach, assessing real estate owners living within a half-mile radius of an arterial street, could result in a property owner being assessed as many as two to four times should all the section line

"These are streets which are used by all of us, regardless of what part of the city we live in," Wright said. "Everybody should pay for them.

City Manager Clifford O'Key questioned today about the proposed vehicle tax, said he felt the tax was a secondary issue to the primary one.

The primary one, he said, is finding some method of financing arterial street improvements other than on an ad valorem tax basis through assessment districts.

Commission Sets Vehicle Tax Study

Norman city commissioners accepted Tuesday night the presentation of the vehicle tax proposal from Earl Wright, chairman of the citizens for street improvement committee.

The arterial street proposal made by the committee was adopted by the commission, but no action was taken on the committee's financing proposal.

THE ACCEPTANCE of the proposal does not mean that the tax has been passed, but only that the commission will consider the proposal.

Norman Mayor William S. Morgan announced that a special study session in the near future would be devoted exclusively to a discussion of the proposed vehicle tax to finance the arterial street improvement and to explore possible alternative methods of financing.

THE PROPOSAL aims at taxing all vehicles which have been in Norman for six months or more.

There was no debate of the proposal Tuesday since it could not be debated until properly written and submitted to the commission. The proposal must be re-written by the city attorney and then brought up again at the next commission meeting in which it will be publicly debated.

A CAPACITY CROWD attended the meeting, the majority of which left after the vehicle tax proposal was accepted. A small group of OU students attended the meeting but made no protest to the proposal.

Dave Peterson, Oklahoma City sophomore and president of the Independent Students Association, explained that the Tuesday night meeting was not the proper time to vocalize opposition to the proposal. He said that a petition sponsored by the ISA student welfare committee opposing the tax proposal will be available for students beginning Wednesday in the Union lobby.

PETERSON explained that the committee waited to see if the proposal for the vehicle tax would be accepted by the City Commission before circulating the petition. When the public debate is

held at the next commission meeting, students will be able to voice their opposition, he said.

Peterson, speaking of the ISA student welfare committee's position, said, "We oppose the vehicle tax because we will not be here to benefit from it." He commented that the students would not be here when the new road improvements were finished and

(Turn to Page 2)

Limited-Access Ruling Given

The Oklahoma Highway Commission has authorized designation of the Oklahoma 9 bypass project in the south part of Norman as part of the limited-access system.

The project is between Interstate 35 and U.S. 77 in Norman, a four-mile section in which the developed design will be partially controlled access.

Limits of access have been purchased on the Oklahoma 9-I-35 interchange from I-35 east to 24th Avenue Southwest as a part of the interstate project, W. M. Dane, highway director, said.

Access rights were purchased for the interchange with U.S. 77 as a part of the construction of Oklahoma 9 east toward Tecumseh. Right of way is being secured for partial control on that portion between I-35 and U.S. 77 not already constructed and the plans are prepared on this basis.

Street Proposal Details To Be Aired Thursday

Full details of a program to improve arterial streets in Norman, and a new way of financing them will be explained at a public meeting of the Citizens for Street Improvement Committee Thursday night.

The meeting, the last step before taking the complete package to the Norman City Commission, will be at 7:30 p.m. in the Norman Public Library. Earl Wright, chairman, said he hoped a wide cross-section of Norman residents would attend.

Among the details to be covered are the number of miles of arterial streets involved, the proposed method of financing their improvement, a suggested

ordinance taxing vehicles, a proposed election date and a proposed effective taxing date.

Wright said the committee intended to ask the City Commission to call an election on a vehicle tax for Feb. 1, with the effective date of the ordinance to be March 1.

The arterial street improvement program already has been approved by the Norman Planning Commission, Wright said.

Wright said the committee favored the vehicle tax over street assessment districts or general obligation bonds.

The vehicle tax rate suggested by the committee is \$10 a year for all passenger ve-

hicles, with slightly higher charges for motorcycles and scooters, and a somewhat higher figure for trucks.

Wright said the committee had studied vehicle tax ordinances in effect in Chicago and in two Chicago suburbs, Cicero and Park Ridge. "Our proposals are not out of line."

Wright said he hoped to present the full program at the next City Commission meeting, Nov. 14, and also said he hoped the commission would allow six to eight weeks time from the date of calling the election on the vehicle tax in order to mount an educational and information program.

Focus on Financing

Commission To Get Street Study Report

A report on arterial street improvements, as proposed by a Citizens Committee for Arterial Street Improvement, and methods of financing it, will be presented to the Norman City Commission in its meeting Tuesday night at 8 in quarters over the police station.

The commission will hold its regular briefing session at 7 p.m. in the City Office Building at 226 E. Gray St.

The arterial street plan was approved in principle at last week's Planning Commission meeting, which reserved the right to put its stamp of approval on a final program.

Tuesday night's discussion is expected to be focused on methods of financing the program and the possibility of a city vehicle tax with the funds earmarked for this project.

The commission will also receive a memorandum from the Planning Commission objecting to the idea of public hearings on zoning requests at the Planning Commission. It had been suggested two weeks ago that public notices be sent out to affected property owners so that protests, if any, could be presented to the Planning Commission rather than to the City Commission, which is the current practice.

A specially appointed board of appeals is also expected to hear a request by Commercial Contractors, Inc., for a variation from the fire code for a building they intend to construct on

Planners To Receive Committee's Findings

Recommendations from the Voluntary Citizens Committee for Planned Arterial Street Improvement and five rezoning requests head the agenda of the City Planning Commission tonight.

The meeting will be at 8 in the City Commission chamber above police headquarters.

The street committee, which recently recommended that Norman's street improvements be financed with a vehicular tax, will be represented at the meeting by its chairman, Earl Wright.

The zoning requests are from:

Rex Whistler for C-1 and C-2 (local and general commercial) zoning at 776 DeBarr Ave., now zoned R-3 (multifamily) with permissive use for parking;

Roy Brown for TC (tourist-commercial) zoning on a two-acre tract at the southwest corner of Tecumseh Road and U.S. 77H for a service station, cafe, etc., now zoned A-2 (general agricultural);

Kermit Tate for I-2 (general industrial) zoning on 4.1 acres north of the dump grounds on the east side of Chautauqua Avenue for an asphalt plant, now zoned A-2;

Joe Love for RM-6 (medium density residential) zoning on lots at Crown Point Avenue and Cherry Stone Street for apartments, now zoned R-3 (multifamily).

The planners also expect to hear a report from Oklahoma Gas and Electric Co. on its study of the effect of placing area feeder lines underground.

Street Plans To Be Aired

An arterial street improvement program for Norman and a proposal to effect a city vehicle tax will be outlined in the meeting in the Norman Public Library at 7:30 p.m. tonight.

Drafted by the Citizens for Street Improvement Committee, the streets coming within the scope of the program already have had approval of the Planning Commission.

Purpose of the committee, when first set up last spring, was to come up with a program that would provide for improvements of arterial streets without having to resort to paving assessment districts or general obligation bond issues.

Proposed Tax Has Representation?

11/17

"OU students may be taxed by the city of Norman and never have the chance to say anything about it."

This is the main objection raised to the proposed "use tax" by the Independent Student Association's student welfare committee, explained Dave Peterson, ISA president and co-chairman of the committee, Thursday.

"IF WE HAD a representative on the City Commission, we could voice our opinions to that same commission concerning the proposed tax," said Peterson. "As it is now, we have no voice in the matter at all."

Picture on page 10.

The tax that Peterson is talking about is the tax proposed by the Norman citizens for street improvement committee, which is chaired by Earl Wright, Norman resident.

It would impose a fee on all persons using motor vehicles in the city of Norman for a period of over 60 days. The fee would be \$5 for motor scooters and motor cycles and \$10 for all 4-wheel motor vehicles.

THE MONEY from the tax would be used for repair of 40 miles of arterial streets in Norman. Peterson said the emphasis should be put on those streets which are used more.

"The main streets should be taken care of first," Peterson said.

There is no doubt that the repair of Norman's streets will benefit OU students, but it won't benefit them immediately. The main streets should be attended to first, and a prime example is on both the university and the

Lindsey. Its condition reflects city, and it should be taken care of."

"**THE FACT** of the matter is that the students, who will be taxed, have nothing to say about what streets will be attended to first, let alone anything else on the matter. The ISA student welfare committee feels that the students should have some sort of representation on the City Commission."

"The committee is currently sponsoring a petition, which may be signed in the lobby of the Union Friday and next week," Peterson said.

"**AT PRESENT** we have approximately 400 signatures. Whenever the proposal is formally presented to the Norman City Commission, we will present the petition."

"We are not questioning the legality of the proposal, which is based on House Legislation 1118. We, as prospective tax payers wanting to upgrade the streets of Norman, are concerned with the fact that we are not represented," Peterson said.

Our Point of View

Voters! Attend Street Hearing

There are two excellent reasons why a large crowd should attend the public hearing to be held at 7:30 tonight in the large meeting room on the north side of the Norman Public Library.

For one thing, the room will seat at least 250 persons, and those not physically strong won't have to climb the long, steep stairs at the regular meeting room of the City Commission.

For another the proposed arterial street plan should be of interest to every Norman resident who has a car or truck, and as many as possible should attend, hear the plan explained, learn what fees have been suggested and then have an opportunity to express their views about the project.

The City Commission wants to hear from citizens generally on this plan as well as from the committee that prepared it. Tonight is the citizen's opportunity to speak up.

Consideration also should be given to the timing of the election on such a tax if the City Commission decides to submit it.

The County Commissioners have decided to submit a bond issue at the state primary election in July for the purpose of adding a large addition to the Courthouse to give relief to overcrowded offices and provide space for old legal records which must be preserved but are now piled helter skelter in the attic.

Serious consideration should be given as to whether two tax increase proposals should be submitted to Norman voters in the same year. We learned a lesson one year ago when nine city bond issues were submitted at one time, and all of them soundly defeated. Many opponents went about saying vote against everything to be sure you do not approve something to which you object.

Later the two most important bond issues which provided funds for purchase of right-of-way for Oklahoma 9 east of U.S. 77 and for the south bypass between U.S. 77 and Interstate 35 were submitted alone, and they were adopted by large majorities.

Voters tonight can speak up if they believe that only one tax increase project should be submitted in

Bids To Be Opened

Vehicle Tax Plan To Be Considered

Discussion of the proposed city vehicle tax to finance arterial street improvements is expected to draw heavy interest when it comes before the City Commission meeting at 8 tonight.

OU student organizations have indicated they will have spokesmen at the meeting on the second floor of the police building to protest it.

Other items on the commission agenda include opening of bids on eight pieces of city mobile equipment, garage equipment, printing of the city's annual report and furniture for the Westwood Park clubhouse.

Resolutions calling for condemnation for two pieces of property also will be discussed. Members of the board of appeals to consider a variance to the city building code also will be appointed.

Several ordinances are also up for first reading. They include:

Closing a portion of the 500 block of East Acers Street at the request of the Board of Education; a rezoning request from the First Baptist Church; rezoning of 2.2 acres at 24th Avenue Southwest and Main Street to commercial, and amendments to provide for private drives.

Final plans and specifications for a bridge on Imhoff Road also are scheduled for presentation, with a request to call for bids.

Special and material claims are also on the agenda.

The Norman Municipal Authority is scheduled to act on the bids for furniture for the Westwood Park clubhouse and on golf course fencing materials.

Commission To Decide Proposed Vehicle Tax

By PAULA WHITESIDE
Daily Staff Writer

The proposed vehicle tax will be brought up Tuesday night before Norman City Commission.

The proposal, which would enable Norman to assess approximately 6,000 student cars in Norman, is being presented by the citizens for street improvement committee.

The proposed tax would levy a \$5 fee on motorbikes and scooters and a \$10 fee on all passenger cars.

ALL CAR OWNERS who have resided in Norman for six months would be required to pay the tax, according to officials. Thus, if the ordinance goes into effect on March 1, as recommended by the committee, the city would be able to assess the vehicle tax against OU student vehicles.

A student petition in protest of the tax will be available for signatures Wednesday in the Union lobby. The petition is being sponsored by the ISA student welfare committee.

THE COMMITTEE is composed of David Peterson, Oklahoma City sophomore; Terry Black, Oklahoma City sophomore, and Dennis Red Elk, Midwest City sophomore.

Peterson is the new president of ISA. He has stated that he is completely against the proposal in its present form.

HE FEELS that it will not benefit the students who pay it.

"The amount collected," Peterson said, "could only pay for one mile of new roads each year, and there are about 40 miles of roads that need paving. It would take 40 years to finish the project, and we won't be here to enjoy the profits."

Students would be assessed on a pro-rated basis provided they had resided in Norman more than six months, but less than 12 months, according to Earl Wright, chairman of the citizens for street improvement committee. All people driving for less than six months will pay the same amount of tax, regardless of the length of time.

Arterial Street Plan Adopted

By JACK CRADDOCK

The arterial street proposals made by the Citizens Committee for Street Improvements was adopted by the Norman City Commission at its meeting Tuesday night but no action was taken on the committee's financing proposal.

An expected organized protest from OU students failed to materialize. Only a handful of students were on hand, along with about 40 Norman residents. None of them asked to be heard and all left after the street plan was adopted and Mayor William S. Morgan announced that "a vote to call a vehicle tax will not be in order tonight."

Earl Wright, chairman of the citizens committee, which has worked on the street problem for seven months, outlined the streets affected, presented his full committee report, and asked for adoption of the arterial street program.

Mayor Morgan announced that a special study session would be held in the near future, devoted exclusively to a discussion of the proposed vehicle tax to finance the arterial street improvements and to explore possible alternative methods of financing.

Commissioners were cautioned during their briefing session and also during the formal session by Fielding Haas, "I want to urge the commission to consider all aspects of this," Haas said. "There are many taxes you can consider."

City Manager Clifford O'Key advised the commission that the main objection he had encountered involved "alleviating the responsibility of citizens on arterial streets on their share of the tax to pay a tax to in front of store without share as is done in districts?" It's questioned the to enforce collection tax, either from districts, but Wright that his investment where the cities showed the No date was session.

Planners Support Closing of Acers

The Norman Planning Commission voted Tuesday night to recommend closing of a portion of East Acers Street, considered four rezoning requests, two proposed ordinance amendments and a final plat of a new addition.

The Norman Board of Education had asked that Acers be closed from the east side of Ponca Avenue extending east two-thirds of the block.

The request conforms with Urban Area General Plan which earmarks the area for eventual closing.

The closing would unite tracts on each side of Acers in that

area owned by the school district.

Two of the rezoning requests were from Pearson Estates, Inc. The planners sent one of the requests for extended commercial zoning to the City Commission with no recommendation after voting 4 to 3 against it (a recommendation for approval or denial requires five votes and two of the planners were absent). The second request was unanimously recommended for approval.

Sen. Phil Smalley, representing Pearson Estates, Inc. explained that the developers (See Page 2, Column 6)

City Planners Recommend Closing Portion of Acers

(Continued From Page 1)

were again requesting extended commercial zoning denied them by the City Commission a year ago.

The requests were for general commercial zoning for 2.2 acres on the east side of 24th Avenue and 450 feet south of West Main Street and for 4.3 acres 380 feet east of 24th Avenue and 450 feet south of West Main, both now zoned R-1 (single-family residential).

Smalley Quoted

Smalley said the developers intended no further commercial expansion south of those tracts. He said they were hoping, however, to avoid the strip commercial zoning which now lines West Main.

"If these tracts are approved," he said, "we feel we can give Norman something we all can be proud of."

Mentioning setback requirements, he referred to the parking problem in downtown Norman and asked the planners "not to sentence this area to the same problems in the future."

He also pointed out the need for more commercial zoning now in the face of predictions that Norman's population will double in the next 5 to 7 years.

Postponement Asked

Gene Cates, who lives in that area, asked the planners to postpone a decision until residents could "learn more about it."

The planners also had a letter from three other area residents who were not able to attend the meeting, also asking for a delay.

one commissioner abstaining.

He said area residents could have expected the question to arise again with the addition of a new member to the City Commission.

One of the planners later said he voted against the request adjacent to 24th thinking it should be delayed until all of the planners and protesters could be present.

Reminded that the innermost tract could not even be seen from across 24th, the planners unanimously recommended approval of the second request.

In other business the planners recommended approval of a request from the First Baptist Church for C-2 (general commercial) and R-3 (multifamily) zoning with permissive use for offstreet parking for property in the 200 block of West Comanche Street.

The planners also voted to table a zoning request for a seven-acre tract near the IBM site and a proposed amendment concerning requirements for keeping animals within the city.

The "private drives" amendment to the zoning ordinance, recommended for approval by the planners, will allow the drives in A-1 and A-2 (agricultural) and R-E (residential-estates) zones of the city.

Approval Recommended

The Morningside Addition request won the planners' unanimous recommendation for approval of the final plat.

The proposed addition is one-fourth of a mile south of Alameda Street and one-fourth of a mile west of East 12th Avenue.

A request from Kerr-McGee for commercial zoning for seven acres in the 2800 block of Classen Boulevard, near the IBM property, was tabled with the agreement of the company representative.

Plan Explained

The planners explained that the General Plan indicates multifamily or medium density development for that area and asked for the delay to study the area with the knowledge of the IBM site. They noted that the area probably now will develop into an active commercial area.

The City Planning Department agreed to have the study ready for consideration by the January meeting.

A definition for a "household pet" snarled the planners' discussion of the proposed zoning

Street Proposal on Agenda ^{11/12}

The City Commission will get its first formal look Tuesday night at a citizens' committee proposal for arterial street improvements financed with a \$10-a-year vehicular tax.

Discussion of it is expected to come up during the 8 p.m. session in the commission chamber on the second floor of the police headquarters building.

Also on the agenda are consideration of final plans and cost estimates for reconstruction of the Imhoff Road bridge, approval of contracts for updating an expanded community shelter plan and opening and awarding of bids for trucks, police cruisers, garage equipment, furniture for the Westwood Park clubhouse and printing of the annual report.

The commission will hold its usual briefing session at 7 p.m. in the staff room at the City Office Building.

The Citizens Committee for Street Improvement proposed Oct. 19 a program calling for arterial streets costing \$8 million and a vehicle tax ordinance to finance the work.

Earl Wright, committee chairman, said the vehicle tax approach would make every resident a contributor toward providing himself with good streets.

The ordinance proposed by the committee would levy annual fees of \$5 on motorbikes and scooters, \$10 on all passenger automobiles, \$15 on trucks with 15,000-pound axle weight, \$20 on those with 20,000-pound axle

weight and \$25 on those with 25,000-pound axle weight.

The committee's recommendation calls for submitting the proposed ordinance to a vote of the people Feb. 1, or the nearest election date to it, with the effective date, if it is passed, to be March 1.

The program incorporates the arterial street plan for the urban area prepared by a consultant for the Oklahoma City Area Regional Transportation Study in conjunction with Norman's engineering and planning staffs.

The Planning Commission has recommended acceptance of this plan, with the addition of Cedar Lane and with the understanding it will have the opportunity to consider construction

(See Page 4, Column 6)

Street Proposal on Agenda ^{11/12}

(Continued From Page 1)

and design details before final action is taken to improve any street designated as an arterial.

Final plans and specifications and estimates of cost on the Imhoff bridge project will be handed the commission. Earlier in the year Grossman & Associates, Norman engineering firm, was retained to do the planning work.

The commission will be asked to authorize Mayor William S. Morgan to execute contracts for updating an expansion of the community shelter plan. One would be with the U. S. Corps

of Engineers and would total \$18,031. The second, with Wilbur Smith and Associates, would be for \$17,200.

City Manager Clifford O'Key said this is a totally assisted, federally funded project. Although the Smith firm, as subcontractor, will be paid out of the general fund, the city will be reimbursed by the federal government. It may also be paid up to \$831 in addition for staff time and resources spent in reviewing and coordinating the work to be done by the Smith firm, O'Key said.

Bids are to be opened—and purchase contracts possibly awarded—on four 1968 trucks

(two for sanitation and one each for traffic engineering and water and sewer maintenance), a truck chassis for a fire department pumper, a "low boy" dump truck for the sewage treatment plant, five police cruisers, a 20-ton jack and a four-ton jack for the city garage and printing of the city's annual report.

Norman Municipal Authority agenda calls for awarding of bids on furniture for the Westwood Park clubhouse and on fencing materials for the clubhouse.

During the regular session the commission will discuss possible condemnation action on a house at 412 E. Eufaula St. and will be asked to authorize preparation of a condemnation resolution on a structure at 817 N. Stewart Ave.

A board of appeals is expected to be set up to hear at the Nov. 28 meeting a request by Bill Kaighn for a variance to the building code for an addition to the Masters Mayflower Transfer & Storage Co. warehouse at 705 E. Lindsey St.

Scheduled for first reading are a Board of Education request to close a portion of the 500 block of East Acers Street, rezoning applications involving property in the 200 block of West Comanche Street and two tracts in the Pearson Estates Addition and proposed amend-

Imhoff Bridge Plans Get Council Approval

Plans and specifications for a new bridge on Imhoff Road, to cost an estimated \$34,495, were approved by the Norman City Commission at its meeting Tuesday night.

Bids will be called for at once. Construction will take a maximum of 90 days but Stanley Grossman, consulting engineer who designed the bridge, said the road would be open to traffic within 60 days from the date of closing for construction.

Construction of the new bridge, to be 34 feet wide, will entail cleaning out of the Imhoff Creek channel and the relocation of three utility lines, an eight-inch sanitary sewer line, a four-inch water line and a four-inch gas line.

In other action, the commission awarded eight contracts and rejected two other bids as being too high.

Schmidt-Tullius Dodge was awarded a contract to furnish four pickup trucks at a total cost of \$7,047.40. Reynolds Motors was awarded a contract to furnish a chassis for a fire department pumper truck, at \$7,155, plus a contract for five police cruisers at a total cost of \$12,945.

Warden and Sons was awarded a contract for a dump truck

at a cost of \$2,705.11. J. C. Hamilton Co. was awarded two bids, to furnish a 20-ton jack for \$514.40 and a four-ton jack to cost \$177.41. A. F. Williams Furniture Co., Oklahoma City, won the Westwood Park clubhouse furniture contract at a bid of \$3,559.54 and Norman Lumber Co. will furnish the golf course fencing on a bid of \$634.55.

All bids for printing the city's annual report were rejected as exceeding the amount budget for the project. The telescopic aerial device (cherry picker) sought by the city will also be readvertised.

The commission authorized counsel to the city to draw up a resolution condemning property at 412 E. Eufaula St. and approved a resolution condemning property at 817 N. Stewart Ave.

The commission authorized the mayor to execute a contract with the U.S. Government and Wilbur Smith and Associates to update an expanded community shelter plan for Norman at federal government expenses.

First reading of the following ordinances was approved:

Closing of a portion of the 500 block of East Acers Street
(See Page 3, Column 3)

Imhoff Bridge Plans Get Council Approval

(Continued From Page 1)

at the request of the Norman Board of Education.

Rezoning of property in the 200 block of West Comanche Street at the request of the First Baptist Church.

Rezoning of two parcels of land near West Main Street and 24th Avenue Southwest for commercial use.

Amending an ordinance to provide for private drives in A-1, A-2 and RE zones of the city.

The commission also released part of an easement in the Hilltop Addition as requested by Southwest Title and Trust Co.

Special and material claims were approved.

During miscellaneous discussion, the commission voted down a motion by Commissioner James Skinner, seconded by Commissioner Lyndol Hall, to change the regular meeting hour of the commission from 8 p.m. to 4 p.m. The vote was 5-2 against it.

The commission also changed its policy on opening bids. In the future, they will be opened

asked City Manager Clifford O'Key if it would be possible to give city employes some sort of Christmas bonus and O'Key said he would check and advise the commission.

The Norman Municipal Trust Authority acted on the furniture and fence bids for Westwood Park and approved special and material claims.

Vehicle Tax Hearing Due Monday Evening

A public hearing on the proposed city vehicle tax is scheduled for 7:30 p.m. Monday in the Norman Public Library. Adequate seating has been promised.

The City Commission will convene in special session to air the program of the Citizens Committee for Street Improvement.

The committee, headed by Earl Wright, has proposed to the City Commission that a special vehicle tax be levied to finance the improvements of 40 miles of arterial streets in Norman at an estimated cost of \$8 million.

Wright and his committee have urged the City Commission to adopt an ordinance levying the tax and making it effective by March 1 of next year.

William H. Lowry, Norman librarian, said seating for up to 250 persons will be available for the hearing.

"We'll set up 100 seats to start with," he said, "but we can take up to 250 without any problem at all."

The Civic Improvement Council, normally scheduled to meet

Monday night, has postponed its meeting to give CIC members a chance to attend the vehicle tax hearing.

Harper Orth, CIC chairman, said the council's regular meeting has been postponed until Dec. 4 at 7:30 p.m. It will be in the public library.

Session Scheduled On Tax Ordinance

Members of the Norman City Commission voted Tuesday night to hold a special study session to hammer out the provisions of a vehicle tax ordinance in time for consideration at the Dec. 12 commission meeting.

The study session was set for 7 p.m. Thursday, Dec. 7, in the city manager's conference room.

Mayor Williams S. Morgan also told the commission that the possibility of the city going into the paving construction business instead of contracting for it on the outside, would be discussed Friday.

He said he was meeting with J. M. "Mike" Thompson, city engineer, and Commissioner Joe Keeley, OU professor of civil engineering, at lunch Friday to discuss the feasibility of it as a cost-saving measure should the vehicle tax be approved by Norman voters.

"I got the feeling after Monday night's hearing that we might be able to save considerable

Buying Negotiations To Begin for Bypass

Right-of-way purchase negotiations for the Oklahoma 9 bypass to the south of urban Norman are expected to get under way this month.

Fielding Haas, counsel to the city, said that Robert C. Norie, appraiser for the city, and the appraiser for the State Highway Department, had compromised differences in their appraisals of land values in the right of way.

"They should begin negotiations this month," Haas said, "which puts them about a month ahead of the schedule we thought they would be on."

Agents for the city and state will now make offers to owners of land in the right of way, Haas said. "They usually give land-owners about 10 days to accept or reject the offer. If they reject the offer, the next step is to take it to court where the final price will be set."

No Schedule Given

No construction schedule can be set, however, until all right of way is acquired but it is anticipated that the Oklahoma 9 bypass, connecting Interstate 35 with existing Oklahoma 9 at an intersection with U. S. 77, will be completed by 1969 or early 1970. Contract letting is scheduled for March.

When the bypass is completed a total of seven north-south Norman streets are scheduled to intersect it.

The first three scheduled to be connected with the bypass simultaneously with its completion are Jenkins Avenue, Chautauqua Avenue and 24th Avenue Southwest.

J. M. "Mike" Thompson, city engineer, said these three avenues already extend to points south of the bypass route and that they would be tied to the parallel bypass access roads immediately after the bypass is completed.

To Come Later

Tying in four other Norman streets, however, will come some time in the future. They are Berry Road, Dewey Avenue, Imhoff Road and McGee Drive.

Although the Oklahoma 9 bypass design includes turn-outs for these four intersections, which will be projected to the edge of Oklahoma 9 right of way only, the city currently does not now own right of way (See Page 2, Column 5)

hoff Road bridge as too high and elected to readvertise after a revision in specifications. The low bid submitted totaled \$42,823.60 while the engineer's estimate was \$34,495.

A contract with Wilbur Smith (See Page 2, Column 5)

City Officials To Hear Traffic Study Report

City Manager Clifford O'Key and other city officials will hear a preliminary report on a recent study of central Oklahoma traffic needs Tuesday.

The report will be made starting at 2:30 p.m. in the city manager's office.

State Highway Department officials and representatives from Wilbur Smith & Associates, who made the study, will give the report.

The study, called the Oklahoma City Area Regional Transportation Study (OCARTS), proposes a master plan for highway development in the greater Oklahoma City area.

Policy Sparks Study

James M. Thompson, assistant city engineer, said the study resulted from a new policy by the federal government which prevented urban areas from receiving federal matching funds for highway work unless the work was a part of such a plan.

Thompson, who announced the Tuesday meeting, said Norman's share in financing the study was \$3,500.

A second report on the study will be made at Tuesday night's City Commission meeting, Thompson stated.

Improvements Suggested

The master plan recommends \$21.27 million be spent in Norman during the next 20 years.

Planned road improvements include construction of a new route from Robinson Street north to the Sooner Road section of Midwest City.

Other Cleveland County road improvements suggested in the plan are the widening of Interstate 35 to six lanes north of Moore and \$12.31 million to be spent in Moore itself.

Work scheduled for the rural areas of Cleveland County will cost \$1.10 million, the plan estimates.

Study Costs Shared

Total cost of the study, said Thompson, was \$500,000. Costs were shared by the participating cities, the state and the federal government.

"If the plan is accepted by the participating cities," said Thompson, "no matching funds will be given by the federal government for any road work done outside the plan."

Board Views Road Projects

The Cleveland County Commissioners today discussed some of the road improvement projects they are planning for the summer.

Commissioner C. L. (Jack) Turner plans to gravel Oklahoma 37A in the northwest part of the county from Oklahoma 62 west to the Boy Scout Camp and on to a point one mile south of Wheatland.

Bridges Planned

L. W. McKiddy said he plans to put in two new bridges and surface two miles of road where surfacing ends four miles east of Slaughterville. He said eventually he plans to surface the entire road which will form a loop from Slaughterville back to Oklahoma 39.

The project will be part of the "secondary system" which will entitle the county to 50-50 matching federal funds to finance the work, McKiddy said.

McKiddy said another three miles of new road is planned for a point seven miles east of Slaughterville. The proposed new road will run one mile north and two miles east to a cemetery and almost to the county line, he said.

To Combine Efforts

McKiddy and Augustus Berglan plan to combine their efforts on 14 miles of resurfacing of a road which runs east from the south edge of Noble.

The commissioners said they are attempting to do the requested road work which will serve the most people in the county.

Vehicle Tax Session Set

A special meeting of the Norman City Commission has been called for Monday, Nov. 27, for the sole purpose of discussing the proposed city vehicle tax.

Mayor William S. Morgan said today it is a public hearing and also an official commission session.

It will be held at 7:30 p.m. in the large meeting room of the Norman Public Library.

Bridge Bids, Traffic Study On City Agenda

Norman City Commission will consider bids on a new bridge across Imhoff Creek and also consider a contract for a consultant's traffic engineering study for the city at its meeting Tuesday night.

The commission will meet in the city manager's office at 7 p.m. for a briefing session prior to its formal meeting at 8 p.m. in commission chambers upstairs over the police station.

Other business facing the commission includes an appeals board hearing for Masters Transfer and Storage Co., which is requesting a fire code deviation.

Bids will be opened on a track for the water department. A resolution condemning property at 817 N. Stewart Ave. will also be considered.

Several ordinances are up for second and possibly final readings. They include:

An ordinance to provide private drives in A-1, A-2 and RE zones; an ordinance to close a portion of the 500 block of East Aces Street near Ponca Avenue.

Rezoning of property in the 200 block of West Comanche Street at the request of the First Baptist Church; rezoning of 2.2 acres and 4.3 acres of land from R-1 to C-2 on 24th Avenue Southwest, just south of Main Street.

Ground Water Associates will
(See Page 4, Column 6)

Appraisals Finished Along Highway Route

Physical appraisals of parcels of land in the Oklahoma 9 right-of-way negotiations have been completed and the city's appraiser should be ready with cost figures in November, Fielding Haas, counsel to the city, said Tuesday.

The appraiser, Robert C. Norie, who is out of the city on military duty until Oct. 30, is expected to have his figures done by the time he returns, Haas said.

Then, Haas explained, Norie will confer with the Oklahoma Highway Department appraiser

the city and the highway department would have no indication as to whether or not right of way can be purchased without resorting to condemnation procedures until after offers can be made to affected property owners.

Half of the cost of the right of way to reroute Oklahoma 9 around the southern perimeter of Norman's urban area will be paid out of a \$297,000 bond issue approved by Norman voters. The other half will be paid by the state.

When completed, the highway

Road Right-of-Way Figures Approved

City and state appraisals of land values in the Oklahoma 9 right of way totaling \$400,935 were approved by the Norman City Commission Tuesday night, clearing the way for purchases or negotiations to begin immediately.

Fielding Haas, counsel to the city, gave the report to the commission as submitted to him by Robert Norie, the city's appraiser, and by land appraisers in the Oklahoma State Department of Highways.

Haas told the commission he feels the land cost compromises worked out between the city and state are fair and that they should minimize having to go into court in possible condemnation actions.

The total estimated cost arrived at by appraisers is approximately \$25,000 less than funds available in the bond issue approved by Norman voters last year.

In other action the commission approved revised specifications for the Imhoff Road bridge and authorized the new plans be advertised for bids.

Stanley Grossman, consulting engineer, upped his original estimate from \$34,500 to \$39,820. The last low bid was \$42,800.

Grossman told the commission that with the more precise

definitions of work to be done, plus the cooperation of utility companies in deadening power lines, bidders should be able to submit a considerably lower price. Bids are scheduled to be opened for the Dec. 26 meeting.

The commission also acceded to the advice of the counsel to the city and denied a Board of Review hearing for Paul Berg-

(See Page 3, Column 1)

Right-of-Way Figures Okayed

(Continued From Page 1)

Ian, employe of the police department and city poundmaster, who was discharged by City Manager Clifford O'Key on the recommendation of Police Chief Bill Henslee.

Under the city charter, an employe of the police or fire department who is discharged may request a Board of Review hearing. The board has the power to uphold the discharge or overrule it.

However, Haas recommended the request be denied because the city has pending before the Oklahoma Supreme Court a case centering on the discharge of a former police chief, Sid Wilson.

Wilson, through his attorney, Coy McKenzie, who is also

handling the Berglan case, sought to override his discharge on the basis of an Oklahoma statute designed to protect participants in police and firemen's pension funds.

Haas said the constitutionality of this statute is in question because it overrides a municipal manager's authority to discharge a city employe. In the Wilson case, Dist. Judge Elvin J. Brown upheld the city manager's action.

Commissioner Joe Keeley moved the denial of the Board of Review request, saying, "We have no other choice. We would be infringing otherwise that the city manager doesn't have the authority to fire an employe." Commissioners Lyndol Hall and Herbert Kuhlman abstained.

In other action, the commission placed on first reading two rezoning ordinances. One is for a five-acre tract at 902 McGee Drive for multifamily residences. The other is for single-family zoning for a parcel of land near Imhoff and Berry roads.

The final plat of Shiloh Heights Addition, Section 1, was also approved. A sanitary sewer permit for a 300-foot line at 2001 W. Lindsey St. was approved as was a water line easement near Boyd Street and Pickard Avenue.

Two pavement performance bonds were approved, in Universal Heights and Western Heights additions. These prompted Commissioner Keeley

to ask the city engineer to ask the city engineer to ask the city engineer to see something could be done to sure that when half a street paved permanently it be on proper grade line to assure adequate drainage.

Commissioner Keeley took time to refer to minutes of the last commission meeting, from which he quoted Commissioner Joe Coulter as saying that City Building Inspector Glynn Webster should be more lax on enforcing building code and praised Webster for sticking to them.

Later, Commissioner Coulter said he was referring to the city's fire code, which is predated on high-density buildings and that perhaps it needed further study and revision. Coulter agreed that the matter could be given more study.

Commissioners also approved a lease-purchase agreement for a city car, approved specifications for a fire marshal's cell and opened bids on an aerial street device (cherry picker) but delayed action until the bidder's equipment could be checked out.

A resolution condemning the property of Virgie B. Anderson 817 N. Stewart Ave., was extended for 60 days, until Feb. 12, to give Mrs. Anderson time to clear the condemned house off the property.

During the meeting of the Norman Municipal Authority trustees of Westwood Park Commissioner Hall asked that quick action be taken to employ a golf pro. It was pointed out that most pros are employed by Jan. 1. Acting City Manager Ron Bourbonnais was instructed to make telephone contact with employment sources.

Highway Unit Okays Funds For Intersection Projects

Approval of State Highway Department participation in the improvement of four major Norman intersections was confirmed by the department today.

The Highway Commission gave its approval to participate to the extent of 50 per cent at its regular meeting this week.

Three of the four intersections will get new signalization systems while the fourth will be equipped with signals already owned by the city.

The new systems will be at Robinson Street and Flood Avenue, Robinson Street and Porter Avenue and West Main Street and 24th Avenue. Lindsey Street and Berry Road will be the intersection to be equipped with available signals.

All four intersections also will be rebuilt with state participation to 50 per cent. The work will include widening, signing, lane markings and turn lanes.

Total estimated cost of the improvements for the four in-

tersections is \$43,500 each to the city and to the state, or a grant total of \$87,000.

According to the State Highway Department, the work will be done by city forces and the city will enter an agreement with the state to maintain the traffic signal systems at these intersections.

Next step in the process is

for the city engineering department to complete final plans for the intersections, which must then be approved by the Planning Commission and the City Commission before being forwarded to the State Highway Department for final approval.

No indication was given as to when actual construction would start.

Bridge Plans To Be Studied

(Continued From Page 1)

the Universal Heights 2nd Addition on Brooks Street.

Another bond will be offered for paving the north half of Brooks adjacent to Western Heights Addition and an easement for a water line north of Boyd Street adjacent to Pickard Avenue will also be offered.

As a result of a city study on what effect the impact of a fully operative IBM plant would have on Norman, the City Commission will consider a resolution adopted by the Planning Commission calling for re-study of the 1985 Urban Area General Plan adopted by the city in 1966.

Also due consideration are final plans for a street improvement district and a lease-purchase agreement for an automobile used by the city manager's office.

Specifications for a fire marshal's car and possible awarding of a bid for an aerial device (cherry plucker) for the street department are also due action, along with claims and miscellaneous discussion.

The commission will also be asked to reappoint several board members, including Mrs. F. L. Barnes to the Board of Hospital Management and Louis deStwolinski, Bill Hardwick and Dr. Don F. Robinson to the Planning Commission.

Bridge Plans To Be Studied

The agenda for the Norman City Commission meeting Tuesday night will include revised specifications of the Imhoff Road Bridge and several routine first readings of proposed rezoning ordinances.

The commission will meet for a study session at 7 p.m. in the city manager's office and hold its formal meeting at 8 p.m. in the commission chamber, on the second floor of the police station.

Also due action will be a condemnation proceeding against property at 817 N. Stewart Ave. as requested by the health department.

Up for first readings are these proposed ordinances:

Rezoning of five acres at 902 McGee Drive from single-family to multi-family use as requested by Bruce Drake.

Rezoning from A-2 (agricultural) to R-1 (single-family residential) of a parcel of land on the north side of Imhoff Road and west of Berry Road for William J. O'Connell.

The commission will consider the final plat of Shiloh Heights Addition, Sec. 1; record a sanitary sewer permit in the minutes for 300 feet of extension at

More Study Planned on Vehicle Tax

(Continued From Page 1)

tax proposals very carefully. He questioned the wisdom of submitting to a vote both a county bond issue and a vehicle tax, and recommended that the CIC take no further action on the vehicle tax until the county commissioners determine if they are going to call a bond election.

3. Heiple introduced his substitute motion.

4. Wright said "I do not question the need for more courthouse space. But my experience is that we do need good arterial streets if we are to attract more industry."

Wright said he felt it was possible that, if a vehicle tax were approved by the electorate, other bond issues would be more likely to meet with favor because property owners would not be concerned with the prospect of having to face assessment districts for arterial improvements, and would thus be assured that the added tax burden of approved bond issues would not be intensified by paving district assessments.

5. J. H. "Jack" Patten said that it had been the policy of previous city commissions to: A. Assess property owners along arterial streets for the basic 26-foot residential street requirement, with the additional arterial width to be paid for by bond issues.

B. Avoid a paving district assessment on property that was already under assessment for a previous district.

6. R. L. "Buddy" Pendarvis suggested that, if the Civic Improvement Council approved the motion of Myers' committee, it would be "taking the easy way out."

"If we have a divergence of opinion, we need to meet longer and study more, so that we can present a united front," Pendarvis said.

7. Heiple reread his substitute motion.

8. CIC President Harper Orth asked Myers if the Street and Sewers Committee would yield.

9. Myers said he could not speak for the entire committee.

10. The substitute motion passed.

11. Dr. James P. Artman, a city commissioner, was asked if the City Commission still followed the policies Patten had referred to earlier.

More Study Due on Vehicle Tax

By DOUGLAS FEAVER

The Civic Improvement Council Monday night voted, in effect, to devote more time to study of the proposed vehicle tax before taking a final stand on the issue.

The vote came on a motion substituted for one proposed by the Council's Street and Sewers Committee that would have approved the principle of the vehicle tax but left the completion of the ordinance to the City Commission.

This was another in a series of public meetings, official and unofficial, on the proposal of Earl Wright's Voluntary Citizens' Committee for Arterial Street Improvement for a ve-

hicle tax to finance paving of Norman arterials.

The proposal has won the backing of the Planning Commission, has been the subject of a public hearing of the City Commission (during which the majority of those present indicated they would vote for such a tax) and will come up for consideration by the City Commission at its Dec. 12 meeting.

The motion finally adopted by the Civic Improvement Council reads: "That the Civic Improvement Council approve improvement of arterial streets in principle and recommend to the City Commission that a study committee comprised of pertinent city department heads study the

details of the ordinance up to the City Commission. He said his committee agreed to support the commission in any way it could in constructing such an ordinance.

1. Russell R. Myers, chairman of the council's Street and Sewers Committee, entered the meeting after it had started.

His committee had just met with Wright's group. Myers reported that there was not unanimity within his committee, but that it had decided to offer a motion supporting the vehicle tax in principle and leaving the

details of the ordinance up to the City Commission. He said his committee agreed to support the commission in any way it could in constructing such an ordinance.

2. Fred E. Tarmann asked Myers if his committee, in discussing the proposed vehicle tax ordinance and the fact that it would have to be submitted in a city election, had considered the fact that the County Commissioners are considering calling a bond election for expansion of present courthouse facilities.

Tarmann pointed out that bond issues had recently failed in Tulsa and Duncan, and said this was an indication that Oklahoma citizenry is scrutinizing (See Page 7, Column 1)

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48 Tapestries To Be Shown

A collection of 48 tapestries, reviving the art of tapestry weaving known best from the medieval weavers of Aubusson and Gobelin, will be on exhibition at the Oklahoma Art Center Saturday through Dec. 30.

Although they make use of technique of tapestry weaving techniques of France in the middle ages, the subject matter and colors are contempor-
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Only three or four hands were
raised in opposition.

Fielding Haas, counsel to the
city, in response to Wright said
he could have a draft of an
ordinance ready for the City
Commission at its Dec. 12 meet-
ing.

Haas made his statement af-
ter Mayor Morgan, in response
to Wright's insistence, said,
"I'm going to give you an

evasive answer. I haven't
talked with the other commis-
sioners. The next step is to
draw up a specific ordinance.
I will confer with the other
commissioners as soon as pos-
sible."

Only one commissioner spoke
up in opposition to drawing up
an ordinance at this time. Com-
missioner Joe Coulter said,
"We're not ready to draw an
ordinance yet."

After Wright detailed the his-
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Only one commissioner spoke up in opposition to drawing up an ordinance at this time. Commissioner Joe Coulter said, "We're not ready to draw an ordinance yet."

After Wright detailed the history of his committee's study—

55 members of the committee were listed—the discussion was thrown open to discussion from the floor.

Dr. J. A. Rieger said he thought some provisions should be made for owners of property on arterial streets who had already made some improvements.

William N. Christian, 1519 Camden Way, said that Norman had no exclusive on a vehicle tax, that State Rep. Curtis Lawson of Tulsa had proposed

a state vehicle users tax to finance teacher salary increases. "In my opinion this tax and the machinery for enforcement all wrapped together is a damnable nuisance. I use arterials very little. I'm willing to pay my share but we are already overburdened by nuisances. This will be a bad image maker for the city of Norman."

Wright responded, saying it was impossible to get everything absolutely equal "and as

far as the state passing a vehicle tax, the state already had a sales tax and Norman passed one anyway."

Regarding Norman being an image maker, Wright said he, "would be proud to be one if we can commit state and federal funds to Norman to help lower the cost of this program."

Sylvia Martin asked how many of the city's 10,607 property parcels fronted on the ar-

(See Page 5, Column 1)

Citizens Group Set To Study Street Funding

By LEONARD JACKSON

The City Commission reached another impasse Tuesday night in the proposed 24th Avenue Southwest paving district but did arouse interest by citizens in helping solve the problem of how to pay for street improvements.

Right on the spot Mayor William S. Morgan appointed a resident who questioned plans for the paving district chairman of a group to determine ways of financing street improvement projects on a priority basis. Twelve other residents signed up to work with him.

"Task Force Cash"

The mayor said today he is calling the group "Task Force Cash," to go with the existing Task Force Streets, headed by Ansley Aynesworth.

Morgan said also he has written the man he appointed chairman, Earl Wright, 2416 Osborne Drive, suggesting the group meet with City Manager Clifford O'Key to determine ways the city staff can help.

Wright declared at the commission meeting he believes the people of Norman would vote a general obligation bond issue for improvement of major streets if they were shown and fully educated on a definite plan setting up priorities.

"We don't feel we have a plan," he said. "We feel we have patchwork. That's the reason for the recent city election results."

Most of the people in the audience responded when the mayor called for a show of hands of those who would approve a bond issue to finance street improvements.

Sales Tax?

On the smaller residential districts Wright said he feels the property owners affected would set up assessment districts where needed if work on the major thoroughfares were financed by bond issue.

The mayor said today the citizens' group will also explore another financing possibility—an additional one-cent sales tax for a limited period with revenue earmarked for street improvements.

This was suggested Tuesday

Council Okays Study of City's Traffic Needs

Authority to draw up and negotiate a contract for a traffic engineer's study of Norman's needs, with emphasis on a three- to five-year program was authorized by the Norman City Commission at its meeting Tuesday night.

The contract is to be brought back to the commission at its Nov. 14 meeting for approval or change.

Need Stressed

City Manager Clifford O'Key told the commission that the city's new traffic engineer, Bill Snyder, now had his department in such shape that he was ready to coordinate such a project.

"We must start thinking of immediate traffic changes and test them against our long-range thinking and planning," O'Key said.

O'Key emphasized the need for employing a traffic engineering consulting firm in light of the upcoming arterial street improvement program approved by the City Planning Commission and proposed by the Citizens for Street Improvement Committee. O'Key also said the major intersection improvement program now up for approval by the State Highway Department was an important element in the traffic study.

Vote Unanimous

"After the survey," O'Key said, "the city can implement the projects." The commission voted unanimously to authorize the contract negotiations.

Wilbur Smith Associates are favored, O'Key said, because of their familiarity with the area and because of the background work they have done on the Oklahoma City Area Transportation Study (OCARTS), which ties in certain arterials and thoroughfares with Norman and the metropolitan area.

Request Granted

In other action, the commission opened bids for a telescopic aerial device (cherry picker) for the street department and on golf course fencing, but tabled action until the next meeting because only one bid was received on the aerial device and because of a wide disparity in bids on the fencing materials.

Vehicle Tax Investigation Meeting Set

Proposal for a Norman vehicle tax will be investigated at 7 p.m. Wednesday in the Union.

The meeting was called by Dave Peterson, Oklahoma City sophomore, chairman of the Student Welfare Committee. Earl Wright, chairman of the Norman Citizens for Street Improvements Committee, will explain the tax proposal.

Wright will answer prepared

Questions about any fact not covered in his explanation. A tape recording of the meeting will be played back at a Student Senate meeting. The facts will later be published in the Oklahoma Daily.

Five students have been invited to participate in the discussion. They are Teresa Black, Oklahoma City sophomore; Martin Klingenberg, Enid senior law student; Robert Vincent, Norman graduate student and coordinator of the Student Lobby for Higher Education; Dennis RedElk, Midwest City sophomore and David Boren, Seminole senior law student and state representative.

Several school officials have been invited. RedElk said the meeting will not be open to the public.

Under the proposal, all car owners who have technically been residents for six months will be required to pay a \$10 tax. So if the ordinance goes into effect March 1, as recommended by the Citizens for Street Improvement Committee, the city will be able to assess OU students.

Funds from the proposed tax would be earmarked solely for the improvement of arterial streets.

Wright estimated that the vehicle tax would generate \$300,000 to \$350,000 annually.

Most of the proposed 40 miles of arterial streets are in and around the urban heart of Norman.

The proposed tax would levy a \$5 fee on motorbikes and scooters and a \$10 fee on all passenger cars.

A penalty is proposed for failure to buy a vehicle tax sticker. Ten cents would be charged daily for 30 days, after which the city would seize the vehicle for non-payment of registration fee.

There are about 6,000 student cars in Norman.

Street Improvement Under Way

(Continued From Page 1)

Street and Chautauqua Avenue. Acers Street from Flood Avenue to Jones Avenue has been redone.

Special repairs are completed on Alameda Street and Ponca Avenue, Lahoma Avenue south of Main Street and on Vine Street east of Hollywood Avenue.

An asphalt overlay is scheduled for Crawford Avenue from Acers to Alameda.

Robinson Street from Porter Avenue to Interstate 35 and

24th Avenue from Robinson to the Canadian River are also scheduled for asphalt overlays.

So are Johnson Street from Jones to Porter, Acers from Flood to Berry Road, McGee Drive from Boyd Street to Lindsey Street and Stubbeman Avenue from Rock Creek Road to Robinson.

Asphalt overlays will be applied also to Villa, Rancho and Tollie drives and Creston Way in the Hanley Addition; Hayes, Mosier and Oliver streets and Cockerell Avenue in the Carpenter Addition; Hughbert Street,

Hartman Drive and Utah and Pickard avenues in the Fairfield Manor Addition; on Walnut Road from Pickard to Liveoak Drive; Eisenhower Road from Robinson north; Lahoma from Lindsey to Hoover Street; Carey Drive from Brooks Street south, and Comanche from Berry to Pickard.

Replacement work is also on the calendar for pavement on Flood near Himes Street, in the intersection of Symmes Street and Pickard and on Barbour Avenue from Dakota Street a

distance of 200 feet to the north.

All of these projects will be completed, O'Key said, by June 30.

The only project on the list that may take some time longer, he said, is replacement of the Imhoff Road bridge across Imhoff Creek.

In addition to the installation of signal controls at the four intersections approved by the City Commission last week, new traffic signals are scheduled for the intersection of Lindsey and Jenkins Avenue.

All of it is a part of a maintenance program which O'Key refers to as a matter of planning the work and then working the plan. But it is not in any sense a program for building new streets.

O'Key has his own strong convictions about how the building of arterial streets should be financed.

Views Given

He does not believe that the cost of arterial streets should be borne alone by the people who own real estate facing on those streets. Because they are main traffic arteries, O'Key believes the cost should be shared by all the citizens of Norman.

And this, he said, includes not only the building of new arterial streets as the need arises but adding improvements to existing arterials.

How to finance them, then, is the problem. There are several approaches, he said, such as revenue bonds, levying new taxes, creating broader paving assessment districts or voting general obligation bonds.

The cost of constructing arterial streets that measure up to prevailing standards is high, running about \$200,000 for each mile.

No Preferences

O'Key said the City Commission has given him no indication as to its preferences in financing arterial construction costs.

The whole problem, he said, is the result of the impact of the automobile on American society. He agreed that the auto's advent has affected city operating budgets more than any other single entity, making necessary streets on which to ride in them, signals to control their movement, police officers to protect and direct them, lighting to make driving them at night safer, places to park them and, in some areas, the problem of removing from the atmosphere the pollution caused by them.

But in spite of it all, the



Street Improvement Program Under Way

By JACK CRADDOCK

When the Norman city government surveyed local residents recently, asking opinions on needs and wants, the No. 1 request was to do something about city streets, including signs and lighting.

Something is being done.

Last week the City Commission approved preliminary plans for major redesign of four problem intersections, Robinson Street and Flood Avenue, Robinson and Porter Avenue, 24th Avenue and Main Street and Lindsey Street and Berry Road. These were lumped together because the State Highway Department will share in the cost.

In addition, the street maintenance program for this fiscal year, as prepared by engineer M. "Mike" Thompson, includes 17 miles of asphalt overlay, some of which is currently being done. Projects scheduled for this year include double bituminous construction work, special repairs, seal coating of arterials and collector

streets, spot construction, traffic control improvements and bridge work.

This program is budgeted at \$160,000, made possible, City Manager Clifford O'Key said, because of the city's one-cent sales tax.

"We are now doing from current revenues what used to be done with borrowed money," he said. "We are on a pay-as-you-go basis."

At the present rate of programmed street maintenance, O'Key said, the city should catch up with needs in 10 to 15 years. And to insure that new streets being built now do not turn into maintenance problems tomorrow, the city is insisting on a higher level of design and construction than ever before.

What are the street maintenance and improvement projects scheduled for this fiscal year, other than those already named?

Asphalt overlay is now being applied to University Boulevard, Dakota Street, Comanche

(See Page 2, Column 2)

Norman Improvements

Norman Bid Opening Set

Norman City Commission will open bids Tuesday on the first phase of a \$16,000 long-range roadway improvement plan, which has come about because of the city sales tax, said Clifford O'Key, Norman city manager.

"In years past," he said, "the city has had to use \$100,000 from gasoline or automobile owners taxes, or vote bond issues, to augment the streets and alleys fund."

"When we campaigned for a city sales tax in 1965, we emphasized that the money would be used to bring Norman's streets up to standards," he added.

During the last two years the city has programmed two miles of asphalt overlay, which is the complete resurfacing of streets. As a result of the sales tax money, the city commission is now ready to begin the first mile of repairs.

Streets to be resurfaced include University from Grey to Acres; Dakota from University to Flood; Comanche from Park to Chautauqua; Chautauqua from Comanche to Eufaula, and Chautauqua from Boyd to Brooks.

Another phase of the improved streets program is redesign, reconstruction and resignalization of Norman's

major intersection, for which the State of Oklahoma will pay a share.

The intersections are located at Porter and Robinson, Flood and Robinson, and Main and 24th Avenue. "This was also made possible by the city sales tax," O'Key said.

The city manager explained that streets and alley funds have only been sufficient to cover normal maintenance of Norman's streets, and were insufficient for major repairs and resurfacing.

The second mile of surfacing has been projected at a cost of \$22,000. The overall streets and alleys budget for 1967-68 has been set at \$160,000, which represents \$100,000 in projected income and \$60,000 surplus from the last fiscal year.

Another project included for 1967-68 is the reconstruction of two major bridges in Norman, the Imhoff Road bridge, and West Brooks Street Bridge. These will be built later in the year at an approximate cost of \$20,000 each.

"This first mile is important," O'Key said, "because it is Norman's first step toward a programmed roadway maintenance schedule."

New City Traffic Engineer Getting Organized

By JACK CRADDOCK

Bill Snyder, Norman's new traffic engineer, is spending his initial efforts getting organized. His arrival on the job Sept. 1 has, for the first time, provided a separate department with which the men whose job it is to stripe streets, paint signs and regulate traffic controls can identify. There are eight men in the department.

Snyder, who lives at 1914 Melrose Drive, was attracted to this area initially by OU's engineering school, from which he got his degree in civil engineering in 1962.

Actually he is a native of Calgary, Alberta, Canada, but he has been living in Norman since 1958 when he started his schooling at OU.

"We are going to try and approach the traffic problem in a logical and orderly manner," Snyder said, "but we can't do that until we get the department reshuffled enough so that everyone knows where he stands."

Snyder's new department is responsible for operation and maintenance of all signal lights, parking meters, including main-

tenance and money collection, stop signs and also all street identification signs.

The first thing his department probably will tackle, Snyder said, is a study of the location of all types of traffic signs within the city. Purpose of the study is to locate and pinpoint them and then, when the over-all location pattern is established, to consider what changes may be needed in order to facilitate a smoother traffic flow.

"Some of them may be misplaced," he said, "especially on thoroughfares, and the study will probably lead to the re-

Opening On Robinson Street
City officials Robinson Street ing open today be another three before traffic ce on Acers Street.
Lionel Moren superintendent, placement of a of water main un inson just east o has been comple has been repaired porary paving ce laid until the gro ted, he said.
Moren said a Sa way spokesman t building of the cro ished except for and traffic could there later in the da has been in effect work began Monday Edd Beady, sheet superintendent, said project, involving and other repairs, mated to require 30 days and six have pleted. He pointed hampered his crews last week.

City Planners To Hear Street Report

The Citizens Committee for Planned Arterial Street Improvement is expected to make a report to the City Planning Commission when it meets at 8 p.m. Tuesday in the City Commission chamber.

The committee recently recommended that Norman's street improvements be financed with a vehicular tax.

The planners also are slated to consider five rezoning requests, a report on the pilot project on underground utilities in future subdivisions, two preliminary plats for residential additions and proposed amendments to the zoning and subdivision ordinances and to the Code of the City of Norman.

Zoning requests are:

From Rex Whistler for C-1 and C-2 (local and general

commercial) zoning for 776 DeBarr Ave., now zoned R-3 (multifamily) with permissive use for parking.

From Ed Prier for I-1 (light industrial) for 2212 Briggs St. for storage, now zoned R-1 (single-family residential).

From Roy Brown for TC (tourist-commercial) zoning for

a two-acre tract at the southwest corner of Tecumseh Road and U.S. 77H for a service station, cafe, etc., now zoned A-2 (general agricultural).

From Kermit Tate for I-2 (general industrial) for 4.1 acres north of the campgrounds on the east side of Chautauqua Avenue for an asphalt plant, now zoned A-2.

From Joe Love for RM-6 (medium density residential) for lots at Crown Point and Cherry Stone Street for apartments, now zoned R-3 (multifamily).

The planners last spring asked that the Oklahoma Gas and Electric Co. begin a pilot project in the Norman area to study the effect of placing area feeder lines underground.

A revised preliminary plat of

a portion of Sunrise Heights and the preliminary plat of the Shiloh Heights additions will come up for consideration by the planners. The planners must consider final plats and make a recommendation before those matters are sent to the City Commission for consideration.

Private drives for developments in the A-1 (rural agricultural), A-2 (general agricultural) and RE, (residential estates) zones would be provided for under the proposed amendment to the zoning and subdivision ordinances to be presented to the planners.

An amendment to the Code of the City concerning requirements for the keeping of animals in various zones also will be up for consideration.

Once-Over

One of the speakers was an Indian chief who vividly described being taken on a flying saucer ride by a voluptuous brunette spacegirl. — **Sacramento (Calif.) Bee.**

Master Road Construction Plans Unveiled for City Area

A master road construction program for central Oklahoma unveiled Friday recommends \$21.27 million be spent in Norman for roads during the next 20 years.

The proposed city road development is part of a \$307 million proposal announced by Wilbur Smith & Associates, consultants for the Oklahoma City Area Regional Transportation Study (OCARTS).

Roadwork in Norman under the proposal would include construction of a new route from Robinson Street north to the Sooner Road section of Midwest City.

Other Cleveland County road improvements suggested in the plan are the widening of Interstate 35 to six lanes north of Moore and \$12.31 million to be spent in Moore itself.

Work scheduled in the plan

for the rural areas of Cleveland County will cost \$1.10 million.

James M. Thompson, assistant city engineer, said the plan was announced Friday to the OCARTS Technical Committee, made up of engineers and technical personnel from cities participating in the study.

"The study was made necessary when the federal government said it would not give any more matching funds to urban areas for road development unless their work was a part of a general area plan," Thompson said.

Cost of the study, \$500,000, was shared by the federal government, the state and the par-

Subway Shortest

World's shortest subway is in Istanbul, Turkey—one-third of a mile long.

ticipating communities. Norman's share was about \$3,500, said Thompson.

"If the plan is accepted by the participating cities," added Thompson, "no matching funds will be given by the federal government for any road work done outside the plan."

OCARTS officials said Friday that the plan could be changed as needs for roads change.

Thompson said the plan did not specify how the roads would be financed.

"It just estimated costs," he said.

OCARTS officials and representatives from the engineering firm which made the study will present it in detail to City Manager Clifford O'Key on March 28, said Thompson.

A second presentation of the plan for Norman will be made to city commissioners later that same day, he said.

JANUARY DATE DECIDED

Last I-35 Link to Be Let Soon

The last link in roadbed construction on the I-35 route from Oklahoma City to Dallas will be let for contract in January, the state highway commission decided Monday.

Up for the letting will be 4.8 miles of four-lane roadbed and seven bridges beginning two miles north of Turner Falls and running north. The project is estimated to cost \$1,554,000.

Included in the \$9.6 million letting will be a \$540,000 Oklahoma County project. This will be along State 77-H running from SE 29 to SE 59 along Sunnyslane Rd. The grading, drainage and surfacing involves \$405,000 in county and federal funds and the remainder from the state.

Commissioners also gave tentative approval to a \$6.4 million February letting.

Biggest project on the list at \$2,061,000 is for 7.2 miles of surfacing on I-40 on Canadian County. That project runs from 2.5 miles west of State-92 to the east.

In other business the commission agreed to study a proposal for creation of a scenic highway route across

the southern portion of the state. The proposal would carry a route designation of State-88 and would connect Hollis with Skyline Drive near Talihina.

State Sen. George Miller (D-Ada) said Arkansas has agreed to cooperate with the project which would connect Hot Springs with the New Mexico area in the vicinity of Roswell and Ruidoso.

The route would run over US-62 from Hollis to Lawton, State 7 to Marlow, State 29 to US-177. There would be a gap of 10 miles and the route would run on State 12 to Calvin, US-270 to Dow and State 63 to Talihina.

The commission also made it official that the body would not take the lead in pushing an Oklahoma City toll expressway. A commis-

sion committee had voted previously to offer assistance to the city and county in an advisory capacity.

The commission adopted a resolution which said, "That as a result of the information presented it is obvious this is a feasible project and that the things preventing its construction are differences be-

tween the city council and the three county commissioners.

"As reasonable men, they should get together and reconcile their differences and build a much needed facility for this area, and that the highway commission would lend its assistance in an advisory capacity," it said.