



CITY OF TOPEKA

CITY COUNCIL COMMITTEE
MEETING MINUTES

PUBLIC WORKS INFRASTRUCTURE SPECIAL COMMITTEE

CITY COUNCIL
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Date: February 15, 2022

Time: 11:00 a.m.

Location: 1st Floor Conference Room; Cyrus K. Holliday Building 620 SE Madison
(*virtual attendance option also available*)

Committee members present: Council members Neil Dobler, Tony Emerson, Michael Lesser

City staff present: Public Works: James Jackson, Tony Trower, Andy Rosebrook, Kent Pelton, Tom Allen, Lee Holmes, Yvonne Howland, Kristi Ericksen, Hannah Uhrig, Jason Tryon, Howard Uhl, David Bevens; Finance: Stephen Wade

Call to Order

Chairman Neil Dobler called the meeting to order at 11:00am. Committee members, and introduced themselves.

2022 Chair Election

Committee member Lesser made a motion to elect Committee member Emerson to serve as the 2022 Chair. Committee member Dobler seconded the motion. Motion moved 3:0.

Approval of January 3, 2022 Meeting Minutes

Committee member Lesser made a motion to approve the January 3rd minutes. Committee member Dobler seconded the motion. Minutes approved 3:0.

Discussion: Uncontrolled Intersections

(The items discussed, and the challenges presented can be found on the Committee's webpage, under "Supplemental Materials" at <https://www.topeka.org/citycouncil/public-infrastructure>)

City Traffic Engineer Kristi Ericksen conducted an interactive discussion regarding concerns about speeds through neighborhoods.

Question: Who is concerned about the amount of speeding seen within neighborhoods?

- Concerns due to many children living in neighborhood and playing in/near the street

- Oakland neighborhood voicing strong concerns with schools in the neighborhood and many children walking to/from school, elderly neighbors who go for a walk and use the street because the sidewalks are in poor shape, and because there are many uncontrolled intersections and drivers do not think to stop or yield at each block and speed through the neighborhood.
- Concerns about speeds in residential neighborhoods. With narrow streets, streets that may be wide that do not discourage people from going the 30mph speed limit. Sometimes the question seems to be that 30mph seems fast in neighborhoods, and perhaps decreasing the speed could be an answer.
- On some of the more arterial streets, such as on 45th Street between California and Adams, where cars will race down the street. In the past few years, there have been more families with younger children move in, and there is a concern that it is an accident waiting to happen.
- North Topeka, Oakland, Highland Park areas have a lot of narrow streets and either no or poor sidewalks.
- Do you think the City should spend less of the Complete Streets money on bike lanes and fix more of the sidewalks? Perhaps see more of a multi-use path where it is wide enough to accommodate bikes and pedestrians.
- In referencing the multi-use paths, would it be possible to send a survey to neighborhoods where this issue is particularly pressing? Ms. Ericksen suggested having a presentation from the Planning Department on Complete Streets, as there are a lot of components.
- Who do you usually see speeding within the neighborhoods? Many times it is the people who live in the neighborhood. Sometimes it is the same few people. The speed of the vehicle looks a lot different to someone standing in the yard watching the vehicles go past, than when in the vehicle driving.
- What if both are correct? That people are driving too fast, and that people are driving at/below the posted speed limit?
- When do we notice this speeding the most? In Oakland, usually after 3:00pm when the BNSF employees are off, and its right about the time schools are letting out. Commuters. Early morning and afternoon/evening when people are coming home.
- How many people in this room speed? Most of the people in the room raised their hands. Oftentimes it is only noticed when you look down. When we are in town speeding, we are oftentimes driving past residences.
- The Committee was provided with a traffic calming policy which outlines the qualifications and responsibilities for neighborhoods to implement Neighborhood Traffic Control Programs.
- Ms. Ericksen provided the Committee with a challenge to conduct for the next 30 days.

Other Items

Request of Changes to CIP -

Public Works Director James Jackson presented the Committee with a memo of five (5) changes being requested for approval to the 2022 Capital Improvement Projects. He then discussed the changes that were being requested to include:

- Change 1: Move 29th St: Burlingame Rd. to Topeka Blvd - The centerline pci value for this segment is calculated at 37. This segment has with an overall pavement condition index (pci) of 47 with both the east and west ends listing un-validated pcis of 61. This project will be re- scheduled from 2025 up to construction in 2023 with design in 2022.

29th St.: Fairlawn Rd. to Mulvane St. - The pci for this segment is listed at 74. This project was funded for \$250,000 out of the 2021 Pavement Management Rehabilitation & Reconstruction Program. Construction did not occur in 2021 due to staffing challenges and other project priorities which were not programmed, such as, SW Urish Rd. and SE Adams mill and overlay projects. We should be able to proceed with construction in 2022 with no changes being necessary. We will likely utilize consultant program management to accomplish this project.

- Change 2: SW Topeka Blvd (15th St. to 21st St.) - The centerline pci value for this segment is calculated at 30. We will conduct localized pavement repairs in 2022 along this segment utilizing funding from the \$500,000 allocated to "miscellaneous pavement repair." This segment has an overall pci value of 44.7, with two blocks between 16th St. and 18th St. with un-validated pci values listed at 80.
- Change 3: SW 21st St. & Topeka Blvd Intersection - PCI values for the four legs are as follows: 30 (north), 80 (east), 80 (south) and 75 (west). These values are un-validated. The design for the water line replacement project is complete with original plans to construct in 2022. They await DPW for the 2024 project to catch up. By acting now, DPW can move this project from 2024 to 2023 construction.
- Change 4: Move Topeka Blvd: SW 21st St to SW 29th St. - The pci for this segment is listed at 36.2. To avoid 'severe construction phasing, access and traffic control issues while working on the 21st St. Topeka Blvd Intersection in the same timeframe,' it is recommended that this project remain in 2024 construction with localized repairs.
- Change 5: Move Topeka Blvd: SW 29th St to SW 38th St - This segment has a pci value of 76.1. We are recommending this project be moved to 2025.

MOTION: Committee member Dobler made a motion to recommend approval of these projects to the Governing Body. Committee member Lesser seconded the motion. Motion approved 3-0-0.

FIRM Unexpected Repair Update -

Deputy Director Hannah Uhrig noted there had been an unexpected disruption that occurred at City Hall the past weekend, and that details of that project were included on the memo. The memo also includes the request to update the resolution for the 2022 budget year with a defined amount for the unplanned expenses. This was something that was approved in the 2021 Resolution, and staff is hoping to amend that for the current year. If the Committee approves the items on the memo, a Resolution will be drafted for consideration by the Governing Body at the March 1, 2022 meeting.

Jason Tryon reviewed the following items that are found on the memo:

- Project #1: Holliday Parking Garage Repair

Garage Assessment and Design Estimate: \$39,000

Estimated Repair Cost: \$145,000

*This project is still in progress and pending final billing

On September 22nd overhead concrete in the underground employee parking garage at the Holliday building fell from the ceiling into the traffic area. Facilities immediately roped off the area to avoid damage to vehicles. An assessment was made by Bartlett and West to determine the overall health of the structure and any repairs needed to avoid further damage. It was determined that there is extensive water penetration occurring in the garage, causing degradation of the concrete.

Recommendations have been made and plans are being drafted to repair the damaged concrete and replace the deteriorated expansion joints on the parking structure above. It has also been recommended that a new waterproof coating be applied to the parking area above the garage.

- Project #2: TPAC Roof

Repair Cost: \$13,488

During the windstorm of December 15, 2021 the roof above TPAC was observed in distress. Given the season and likelihood of snowfall we contracted TR Management Inc. to make emergency repairs to the roof to protect against water penetration. Emergency repairs were made to secure the roof and make waterproofing repairs local to the damage. The TPAC roof was assessed as in poor condition in previous assessments and remains a priority for replacement, estimated 2021 costs were \$85,000. The FIRM budget approval for the TPAC roof was approved for by the Governing Body on August 10th, 2021, we have held work pending discussions of using ARPA funding for this project but need to start work soon.

- Project #3: City Hall condensation tank

Repair Cost: \$8,000

Ongoing Rental Cost: \$4,000/month (\$16,000 estimated total)

Permanent Replacement Cost: \$35,000 (2021 Estimate)

*The above figures are estimates, billing has not been received

On February 10 facilities maintenance staff observed leaking coming from the condensation return tank that feeds the City Hall boiler. The boiler cannot be operated without the tank, rust and corrosion had permeated the bottom of the tank and was unsafe to leave in operation. In consultation with PKMR engineers we contracted Piping Contractors of Kansas to make an emergency repair on the defective tank. The repair is not a viable long term fix and a permanent replacement will be needed. A temporary rental tank has been secured and will be connected to continue safe operations until a permanent replacement can be obtained, lead times are estimated at 12 to 16 weeks.

- 2022 Budget Request: Requesting \$500,000 for Unexpected Repairs in 2022

Chairman Emerson referenced the current condensation return tank and inquired about the long-term suitability of the tank. Mr. Tryon noted the current tank was repaired and the City is renting another tank. The City will need to purchase a permanent tank.

Chairman Emerson inquired about the possibility of the City purchasing the rented tank, as it is \$16,000 to rent and \$35,000 to purchase a new one. Mr. Tryon noted the \$35K was an estimate and he could do further inquiring. However, the rented tank is welded to a trailer, so keeping it may not be feasible.

Deputy Director Uhrig stated it was staff's request to have the Committee provide contingent approval of the items listed in the memo. The full Resolution will then be circulated to the Committee, once completed. As long as there are no material changes or concerns from the Committee, the Resolution will move to the Governing Body for action on March 1, 2022.

MOTION: Committee member Lesser made a motion to approve this item, contingent upon a formal Resolution being created, to the Governing Body for recommended approval. Committee member Dobler seconded. Motion approved 3-0-0.

Additional Item -

Director Jackson noted that the City had received information from the Kansas Department of Transportation (KDOT) staff working with the Polk/Quincy Viaduct project, and shared that they are receiving requests to attend meetings to speak about the Polk/Quincy Viaduct project. The Complete Streets Advisory Committee has made such a request, to discuss bike connectivity at the 1st Street bike pad movement to the west. They are scheduling a meeting with the City to have this conversation before continuing with the community meetings. More importantly, this is to have these conversations so then when both KDOT and the City are speaking, the message is the same.

Committee member Dobler shared he would prefer protocol for requests made by City committees/boards to outside groups, such as KDOT, to be made to the City Manager's office prior to the outside entity directly. Chairman Emerson agreed with this protocol preference.

Adjourn

The next meeting will be March 22nd at 11:00am. Location TBD.

Chairman Emerson adjourned the meeting at 11:49am.