



CITY OF TOPEKA

CITY COUNCIL COMMITTEE
MEETING MINUTES

PUBLIC WORKS INFRASTRUCTURE SPECIAL COMMITTEE

CITY COUNCIL
City Hall, 215 SE 7th Street, Suite 255
Topeka, KS 66603-3914
Tel: 785-368-3710
Fax: 785-368-3958
www.topeka.org

Date: June 21, 2021

Time: 2:00 p.m.

Location: 1st Floor Conference Room; Cyrus K. Holliday Bldg 620 SE Madison (*option to attend virtually via Zoom*)

Committee members present: Council members Tony Emerson, Michael Padilla (as proxy). Council members Neil Dobler and Michael Lesser were absent.

City staff present: City Manager Brent Trout; Public Works: James Jackson, Tony Trower, Mark Schriener, Robert Bidwell, Todd Workman, Dave Bevens, Jehan Zeb, Hannah Uhrig, Mark Price, Kristi Ericksen, Finance: Jessica Lamendola, Stephen Wade Legal: Mary Feighny Utilities: Braxton Copley, Sylvia Davis, Planning Corrie Wright, Police Kerry Connell

Call to Order

Committee member Emerson served as Chairman in Neil Dobler's absence. Deputy Mayor Michael Padilla is serving on the committee as proxy for Councilman Dobler. The meeting was called to order at 2:00pm. He introduced the other Committee members, and additional Council in attendance.

Approve Minutes from June 9, 2021 special meeting

Committee member Padilla made a motion to approve the minutes. Committee member Emerson seconded the motion. Motion passes 2:0.

2021 Project Updates

[This presentation will be made available on the Committee's webpage:

<https://www.topeka.org/citycouncil/public-infrastructure>]

Public Works Director, James Jackson, provided an update on the 2021 Street Projects.

Highlights:

- SW 10th & Wanamaker to Fairlawn - Final stages from SW Morna Dr to Kent Pl. Kent Pl to Fairlawn, last phase, will be closed and reconstructed. Completion date November 19, 2021.
- SW 12th; Kansas to Washburn - Kansas to Topeka Blvd. is being prepped for placing the base with curbs and gutter to follow. Subgrade work continues from Topeka Blvd to SW Western. Extensive underground storm sewer work in the SW

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Minutes Taken: June 21, 2021

Minutes Approved: July 19, 2021

Lane intersection. Underground utility work remains at Washburn Ave. Completion date for Kansas to Washburn is November 23, 2021.

- N. Kansas Ave; Curtis to Norris - Curbs complete with asphalt being placed this week. Some concrete sidewalk sections and entrances remain to be placed. Completion expected mid-July 2021.
- SE Deer Creek Trfy; I-70 to SE 6th Ave - Northbound lanes completed and carries two-way traffic. Southbound lane undergoing extensive full depth patching. Additional work will increase time for completion. Contractual completion date was July 16, 2021. Now TBD.
- Central Park Neighborhood SORT - construct 37,826 sq. ft. sidewalk complete except for backfill. Alley work, one complete with four others in process. Completion date October 29, 2021.
- Lane, 15th - 16th Street (emergency repair) - Outside lane reconstructed and complete. Traffic signal actuator loops are in. Pavement and striping remains. Completion date mid-July.
- SE 37th; Turnpike Bridge to SE California - Complete curb & gutter replacement on south side. Mill & overlay. Open to through traffic except for 3 days at the end for the overlay work. Scheduled July 6th to begin, final completion TBD.
- NW Furman Rd; Lower Silver Lake Rd to ¼ mile north - Complete reconstruction including reshaping of all ditches and raising roadbed on south end of project. Schedule: June 22 Bid opening, August 2 construction begins, Substantial completion by October 25th, Final completion November 8, 2021.
- SW Urish; 21st to 29th (accelerated repair) - 2 Phases; split at golf course entrance. North end to be constructed first. Schedule: Bid opening June 29, Begin construction July 26, Substantial completion August 27, Final completion September 3, 2021.
- SE 29th & Kansas Intersection - North leg completely replaced; raised median removal and turn lane striped. Middle of intersection will be milled & overlaid. Construction late summer/early fall.
- (In Design) 17th/Wanamaker/Westport/Bridge - Both projects on 17th. I-470 Bridge to Wanamaker, and Westport Dr. to 17th/Wanamaker will be reconstructed in 2022 prior to the start of the SW 17th MacVicar to I-470 Bridge Project which will occur in 2023 & 2024. Waterline replacement from Westport to the Days Inn and Econo Lodge hotels. Bids in spring of 2022.
- (Conceptual Phase) 17th - MacVicar to I-470 - Survey for base plans completed. Public engagement and outreach planning and preparations underway to begin Fall 2021. Construction 2023 and 2024.
- Review of additional 18 projects under design.

Questions/Comments:

- Is the reason for the delay at SE Deer Creek Trfy due to additional full-depth patching? Yes, that is correct.
- Are we doing something internally to facilitate the short turnaround time between project bids opening and projects beginning, with regard to the paperwork? Mark Schreiner, Engineer, has stated that some work has been accelerated on this project due to the emergency nature. If projects are not able to get through the standard process, we walk them through. Hannah Uhrig, Deputy Director, noted DocuSign has been established in order to accelerate the program with allowing for an e-signature. This is an internal process. She discussed some of the benefits of using this program to include fail safes, additional oversight, and multiple allowed “reviewers” and “signers” to increase efficiency. The online process also has notifications built in to help remind Staff when requests have been in the inbox. The new form has very descriptive field for budget allocation funds, which speeds up the approval process but also sets up additional fail safes.
- Do you know what an average cost is to redo alleys? Mark Schreiner noted the cost depended on the work being done (sanitary sewer for example). \$185,000 average.

Private Service Line Connection (Video 16:15 minute mark)

Utilities Deputy Director, Sylvia Davis, stated that the sanitary sewer program was introduced in March and that the information she brought today has not changed. Since that time, the number of letters sent out has increased to 16 to date. In 2020, there were 13. The numbers have gone up and some of that may be due to the increasing and televising of the system. Staff have done knock and talks, which have seemed positive with letting residents know the expectations.

Sanitary Sewer Service Line Repair Cost Sharing Program is ready to begin. Various income limits were discussed, but the program will remain at the 80% income limit at this time to see how the process goes. The Housing Services Division will oversee the process of this program and will help with determining whether or not applicants would also be eligible to receive additional funding through the Emergency Housing Repair program to receive additional coverage.

Chairman Emerson inquired if only lines that are protruding in were the lines that were being required to be replaced? They can be protruding in, completely full or roots where the “y” has been broken off.

Presentation: Traffic Signals (video 19:45 minute mark)

Traffic Engineer, Kristi Ericksen, presented a slide presentation at the February meeting. Proxy Committee member Padilla requested to see the presentation before having additional questions. [This presentation is titled “Topeka Signal System - 2/17/2021” and is on the Committee’s website.]

Beginning in 2022, the City needs to look at removal of three signal, under the current funding scheme. Ms. Ericksen is currently reviewing signals to establish a list of recommendations for removal. We currently fund a 100-intersection program; however, we have 186 signals. Ms. Ericksen noted a number of other ways to control traffic in intersections, other than use of signals.

Committee member Emerson inquired if the figures provided were per signal arm, or intersection? That is for the intersection. Removal of signals in the intersection would require the placement of another type of traffic control measure.

How much does it cost to maintain a traffic signal at an intersection? Ms. Ericksen did not know what the continued maintenance would be.

Committee member Padilla inquired as to how we were funding a 100-signal program with 186 signals. Ms. Ericksen noted at current rates, it would take roughly 30 years to replace the current signals.

Is there a reason we made the change from the street lights? Ms. Ericksen stated she did not know that answer. She reminded that signals and lighting are different programs with different areas of the budget.

Stop signs - There are requirements for any signs. Stop signs are not meant to be installed for traffic calming measures, period. There are volume and crash requirements that determine when to install a stop sign. Yield signs do not have to follow the same installment guidelines; however, yield signs should be placed when there is a need for one direction to yield over another such as if traffic is getting close in volumes or there is a significant crash history. What was not addressed at past meeting was number of uncontrolled intersections. These have lower number of accidents. Some of this is due to people approaching more cautiously. Traffic flow is reviewed in the measurement. Working on project to place temporary signs near uncontrolled intersections to inform drivers as to the rules.

Neighborhood speeds and traffic calming are significant issues. Ms. Ericksen will be presenting in July about some of these challenges and has asked the committee members to attend in person to allow for the interactive discussion.

City Manager Brent Trout inquired if “excessive speed” was considered at the 10mph over posted speed limit. Ms. Ericksen stated the policy considered excessive speed to be 85% of drivers going over 10mph of the posted speed limit. City Manager Trout noted that a speed study often uses this data when creating recommendations.

Committee member Padilla noted that another suggestion brought up by constituents is speed bumps. He recollected suggestions about placing speed bumps. Be noted that living in Kansas, the speed bumps and some medians could cause issues during winter and snow.

There is an idea of what a safe speed is within neighborhoods. There is a difference between sitting on the porch watching traffic, and living and driving through the neighborhood.

Discussion: SORT Alley [Video 41:15 minute mark]

Chief of Staff Bill Cochran had requested this item be placed on the agenda, and was not able to attend the meeting. City Manager Brent Trout noted that there were six alleys that had been identified in the SORT plan for the East Topeka North NIA, and there were additional funds for the program. Staff is seeking permission to use this additional money to put toward the identified six alleys. It will cost \$125,000. Mark Schreiner stated he would get the locations of the alleys and could choose to approach them in different ways. In some cases, they can use concrete for the approaches and then a different material for the alley itself. The different methods were discussed. Deputy Director Tony Trower provided information that his team had been requested by Chief of Staff Cochran. Their division provided the cost of removing the chips and adding AV3 aggregate rather than full concrete. There are new binders that work well and may be a solution to meet the needs of the citizens as well as budget.

City Manager Trout stated that there were a couple of components that would need additional discussions. There was leftover funding with the SORT grant, and the hope was to have this discussion to provide guidance as to moving forward. He will bring forward a more comprehensive proposal. Councilwoman Valdivia-Alcalá has been in discussion with the NIA to receive input from them.

Are the alleys in a concentrated area? They are fairly concentrated. The traffic flow of traffic trucks and residential vehicles also need to be considered. Areas where many residents must access garages through the alley, and refuse services that use the alley will be toughest on the alley.

Items from Staff [video 51:30 minute mark]

Director Jackson noted commented on the traffic engineering piece. They are working on a new program for their division, to allow for que system to be addressed by priority. This is to address things specifically in their wheelhouse and to help ease some of the flow of information to give the staff some relief and provide a better product.

Items from Committee

No additional items.

Other Items

None.

Adjourn

Additional details regarding the next meeting will be made available on the committee's webpage and the City's Public Meeting Calendar, once known.

Chairman Emerson adjourned the meeting at 2:58pm.

Video of the meeting can be viewed at: <https://youtu.be/S529kKAAtHY>