



CITY OF TOPEKA

CITY COUNCIL COMMITTEE
MEETING MINUTES

PUBLIC WORKS INFRASTRUCTURE SPECIAL COMMITTEE

CITY COUNCIL
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Date: September 28, 2020

Time: 10:00am

Location: 1st Floor Conference Room, Holliday Building, 620 Madison

Committee members present: Deputy Mayor Tony Emerson, Councilmembers Neil Dobler, and Michael Padilla

Councilmember Michael Lesser was absent.

City staff present: Brian Faust, Hannah Uhrig, Jaci Vogel, Dan Hanover, Jehan Zeb, Bill Fiander, Taylor Wolfe, Mary Feighny, Jessica Lamendola, Stephen Wade, Braxton Copley

Call to Order

Chairman Neil Dobler called the meeting to order at 10:00am. Committee members and Staff introduced themselves.

Approve minutes from September 8, 2020 meeting

Committee member Emerson made a motion to approve the minutes. Committee member Padilla seconded the motion. Minutes approved 3:0.

Asset Management System Program Overview

{Presentation will be attached to approved minutes}

Jehan Zeb presented on the Topeka Asset Management Program. This presentation provided a brief high level overview of the program. When the program began, all service areas were reviewed. These areas are: street, bridge, traffic, facility, fleet, water, wastewater, stormwater. Surveys were conducted with questions regarding each service area to receive feedback and to align those with the level of service framework that had been completed by staff to address the asset management perspective.

Infrastructure Planning Process Abstract slide:

1. Update Inventory - SOPs are developed
2. Assess Condition - How to do the condition assessment and rating criteria
3. Update Systems - There are many types of systems used, and this process allows for them all to be updated at the same time.

1 - Public Works Infrastructure Special Committee

Minutes Taken: September 28, 2020

Minutes Approved: October 27, 2020

4. Calibrate/Run Assetic Model - Cloud-based strategic asset management platform.
5. Generate M&R Report - The Maintenance & Rehabilitation report which includes reconstruction projects.
6. Validate Report - Once the steps above are completed, staff compares how the computer decisions and field decision relate to each project.

Infrastructure Planning Process Detailed slide - Same information but lists more detailed description of the process.

Pavement Management Program Update

Mr. Zeb noted the pavement management condition assessment is completed on a three year cycle. Based on comparison of road class conditions from 2016 to 2019, progress is moving in the right direction with improvement being noticeable. Another aspect that is reviewed during the assessment is conditions of roads constructed with asphalt versus those with concrete-PCC . Once the assessment is complete, additional input is obtained from the street operations division. Based on the assessment and input from streets, additional projects may be considered by engineering.

Chairman Dobler inquired about the expected life-cycle for pavements. Mr. Zeb answered the life-cycle depended on the type of material used, as well as traffic volumes on the street.

Chairman Dobler inquired about the replacement cycle program. Brian Faust, Engineer, stated the areas that benefit both the street and utility departments are a priority. TSG provides a map that allows both departments to identify these needs. The map layers hotspots where utilities concerns overlap low street PCI values. Braxton Copley, Utilities, explained that a formal process began a few years ago that brought together engineers from Utilities and Public Works to sit down and review the proposed CIP projects to find efficiencies and areas where they can come together.

Chairman Dobler inquired about the stormwater system and wastewater system. Mr. Copley noted a third-party company came out and has helped to map the stormwater system. Television work has begun to conduct a condition assessment to areas that have received numerous complaints. There were twenty locations identified following the massive rains that came in July 2020. All of the information received from those areas will be reviewed by hydrologic and hydraulic assessments and that data will be included in the stormwater master plan.

Sanitary sewer system - A few years ago, there was very little knowledge of this entire system. Since that time, scoping work with the CCTV has occurred and a lining program has been implemented. This program costs \$53/liner foot versus the \$200/linear foot for the traditional wholesale reconstruction. In 2019, the Hi-Crest area received about 7 miles of pipe. Currently, in the process of conducting CCTV

on the 12th street project. Areas have been identified for point repairs and others for lining.

Water – Most successful for development of system. Working with a third-party vendor, known as FRACTA, to develop a water line model. This model contains the entire distribution system, and provides a consequence of failure and a likelihood of failure analysis, and a hybrid of those to create a business risk exposure. This is part of the \$6.5 million water line replacement program and is utilized when the operations staff, engineering staff, and administrative staff come together to decide the areas of priority based on the results of the analysis.

Committee member Emerson inquired if the model used for street evaluation was similar to Utilities, which may show the consequence of failure or likelihood of failure. Mr. Zehan noted that with regard to risk management, the process is not yet complete, however the data will be able to determine the level of service framework and risk management framework together. Mr. Faust noted there is an understanding within the road classification component as to how our main streets are viewed that is included in the prioritization model.

Committee member Emerson inquired about the frequency of the assessments. Mr. Zehan noted that part of the strategic plan, the first step is to complete the assessment on a three-year cycle. The second step is to review the policy every five-years. The asset management strategic master plan document lists out the frequency for the various components to receive a review and update. Mr. Faust stated that in 2016, the first comprehensive assessment of the streets occurred. The information has been updated annually as work is completed on the streets to provide a more current and updated model. In 2019, a firm was hired to drive all of the streets to provide a second data point to the entire transportation network in addition to the information found on the model. The data points being reviewed every three years provides a very comprehensive overview of the condition of the city's street network.

Chairman Dobler noted that Councilwoman Sylvia Ortiz was in attendance.

Mr. Faust clarified that the information provided by the computer is not simply taken as a given. Staff drives the streets as well to validate the information obtained from the model. Mr. Faust also noted that engineering and street operations discuss findings and problem areas.

Chairman Dobler would like to discuss the other service areas to get a good feel for infrastructure, such as fleet and facilities, signs/signals, treatment plans, and funding.

Chairman Dobler asked Mr. Faust to speak about the two major funding sources for streets. Mr. Faust answered the city-wide ½ cent sales tax, which does not define

which specific streets are repaired, and the county-wide ½ cent sales tax, which defines which streets are repaired. The additional source is the GO Bond funding.

Chairman Dobler noted he would be interested to see the information between the model and actual progress. He inquired about the PCI goal. Mr. Faust answered that the Governing Body set a goal two years ago to reach a PCI level of 60, with a desired level of 70. Chairman Dobler stated that with the information that comes in, there is opportunity for reaching that goal when reviewing the next CIP.

Resolution of Support - TA Grant for Bikeways Projects

{Presentation will be attached to approved minutes}

Bill Fiander, Planning Director, provided information on the State's Transportation Alternative grant program. The current grant cycle is coming up this fall and funding has provided many of the bikeway facilities. This grant is a 20/80 match, with the City funding 20% and the State funding 80%. This grant has also funded the trails, bike lanes and "sharrows". The top two priorities for 2020 are to have safer and more low-stress facility on the roadway and to connect downtown and neighborhoods to a single system. Sharing the road is something you want to have in limited circumstances on local roads, however when entering a collector or arterial road, you need the physical separation for all users. The match funding comes from the County-wide sales tax and helps implement the Bikeways program. The city receives \$500,000 dollars every other year to put toward implementing the program. A map showing locations for implementing additional space in the bike lanes was presented. Currently, a traffic study is being conducted to look at any impact to capacity and level of service to confirm or validate the plan for creation of new connections.

Another application for the grant is to create additional trail connections. The community input showed there was an interest to have connections from the trails to the main bike route. Connections are being made to various parts of the Shunga Trail. Work to create a new connection to an area north of Topeka would bring a connection along the northwest levy, a separated bike lane along the Kansas Avenue Bridge, connected to a multi-use path that comes from the bridge and connects to an enhanced levy surface for bikes and pedestrians.

The third application would be for NW Tyler, which would include sidewalks and a multi-use path between Lyman and Waddell as well as a connection to Soldier Creek to fall in tandem with the approved CIP street project. All of the projects together, equate to about \$2 million. Of that, the City would ask for \$1.6 million from KDOT, and the City would match a little over \$400,000. Mr. Fiander noted additional credit on the grant is not given for matching more than 20%. By having a resolution of support from the Governing Body, it helps with the grant application, however is not a requirement for submitting an application.

Chairman Dobler inquired about the interaction between the City and County with the trail system. Mr. Fiander noted the partners come together through the MTPO

and Complete Streets Advisory committees. Shawnee County's master plan supports all of the City's planning efforts for bikeways. Shawnee County's priority for 2021 is to connect the trail at Deer Creek with the trail around Lake Shawnee through a creation of a link from Dornwood Park to 29th Street where the trail picks up to go around the lake. The County has agreed to take up maintenance of the trails connections, once it is created. The City would put up the signage and treat the pavement first.

Chairman Dobler sought a motion to provide a letter of support for the resolution of support for the program. Committee member Padilla made the motion. Committee member Emerson seconded the motion. Motion passes 3:0.

Other Items

Item 5b update -

Mr. Faust stated the item contained some repeat information from the last meeting regarding projects for 2021, however included additional budget information for the projects. The 2021 Surface Preservation Program is \$2 million dollars and was approved in the CIP. This went from a county-wide sales tax to a city-wide sales tax funded program in 2021. It will be used to crack seal and joint seal the arterial streets that have been constructed within the past ten years. Mr. Faust noted the program is for surface preservation, and when constituents call with questions about a neighboring street receiving the treatment and theirs not, it is because their street likely needs resurfacing or reconstruction. Mr. Faust brought forward a staff recommendation to address the 19.2 miles for the Central Highland Park neighborhood by hiring a consultant to work with Development Services and the approved neighborhood plan to develop a long-term phasing plan for improvements for the subdivision. This project is estimated to cost roughly \$22.4 million.

Chairman Dobler inquired about the cutoff at \$250,000 associated with citywide sales tax projects. Projects over the \$250,000 will need to include budget numbers while projects less than \$250,000 will not need budget details but will need to be included on the list. These project would need a recommendation of approval by the committee and then will be forwarded to the Governing Body. Mr. Faust stated he would like to bring those proposals to the committee at the October meeting.

Councilwoman Ortiz inquired about consideration during the reconstruction of Deer Creek, and if the median could be pulled back to eliminate the street destruction when large trucks are turning and running over the current median. Mr. Faust noted that that consideration was made, and that the median would be pulled back to help prevent this issue from happening in the future.

Chairman Dobler inquired about the rough estimate for the total work projects for 2021. Mr. Faust estimated the total to be around \$14-15 million, however it did not include the \$22.4 million for the Central Highland Park neighborhood.

Draft Agenda for October - Mr. Faust will be bringing additional projects (Alley, curb & gutter, ADA Ramp, and 50/50 sidewalk programs) forward at the October meeting. Chairman Dobler would like to have a presentation from Fleet & Facilities and the water treatment plants at the November meeting.

Next meeting for Tuesday, October 27th at 3:00pm. Location TBD.

Mr. Faust stated that staff submitted an application for a KDOT Innovative Technology grant. If the grant is awarded, it will provide funding for 24/7 traffic volume and turning data, graphical summaries of signal system performance data, adaptive timings that will somewhat automatically adjust as conditions change, easier timing and progression adjustments, future technological upgrades such as Connected & Autonomous Vehicle (CAV) info sharing, good movement of downtown traffic as we continue to implement the Complete Streets plans. This can be accomplished on Topeka Blvd from US-24 to 29th, 6th Street from Fairlawn to Rice, 10th Street from Fairlawn to Branner, Madison/Monroe from 10th to 6th Streets, as well as to do more downtown signals and complete at least one through-town corridor to better handle I-70 closures and Polk-Quincy construction impacts.

Mr. Fiander stated the Planning Department is also applying for a grant KDOT cost-share program to complete the pedestrian improvements on Topeka Blvd from 29th to 37th Streets. This is in the million dollar range to complete what has not been finished yet, so the grant funding would make a big difference.

Chairman Dobler inquired about the construction on the Landon Trail and the timeframe for completion. Mr. Fiander did not have that information and noted it was a BNSF project, but that he could look at the permit information and report back.

Adjourn

Meeting was adjourned at 11:13am.

Meeting video can be viewed at: <https://youtu.be/kS4KcVX42gk>