



CITY OF TOPEKA

CITY COUNCIL COMMITTEE MEETING MINUTES

PUBLIC INFRASTRUCTURE 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: April 15, 2025

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: Councilmembers Sylvia Ortiz, David Banks (Chair), Neil Dobler.

City staff present: City Manager Robert M. Perez, Assistant City Manager Braxton Copley, Senior Attorney Brandy Roy-Bachman, Utilities Director Sylvia Davis, Planning and Development Services Director Rhiannon Friedman, Public Works Director Steve Groen, Public Works Deputy Director Jason Tryon, City Engineer Mark Schreiner.

Council staff present: Councilmember Michelle Hoferer.

Call to Order

Committee chair Banks called the meeting to order at 11:00 am.

Approval of March 18, 2025 Meeting Minutes

Committee member Dobler made a motion to approve the March 18, 2025 meeting minutes. Committee member Ortiz seconded. Motion approved 3-0-0.

Presentation: Polk Quincy Viaduct (PQV) East and Huntoon/Wanamaker

Braxton Copley, Assistant City Manager, spoke to the public engagement process with Kansas Department of Transportation (KDOT). The Local Consult session will be October 9, 2025 at 9:00am, the location is not confirmed at this time. He added the process will strengthen local partnerships and help KDOT identify what projects matter to the community. He encouraged members of the Governing Body to attend the Local Consult session. There are two projects that will be identified.

Polk Quincy Viaduct (PQV) East project is a proposed partnership between KDOT, City of Topeka and Metropolitan Topeka Planning Organization (MPTO). The project area is I-70 corridor from 5th Street to Indiana Avenue and would address deteriorating bridges, safety issues, and traffic flow challenges. He spoke to the benefits (1) Corrects roadway deficiencies and meets current design standards (2) Increases design

speed and traffic capacity (3) Improves safety and traffic flow (4) Creates comprehensive solutions versus multiple separate projects (5) Enhances downtown access (6) Reduces long-term maintenance costs. The project would constitute a 10% match towards the total project cost, with the City's share currently estimated at \$18,600,000. It is estimated to bid in year 2028 but could go to 2030. He emphasized the project has not been authorized by KDOT for design; which gives the need to lend the City's voice to prioritize the project.

Councilmember Hoferer asked where the exit for 4th Street will be and inquired about the California bridge. Copley responded the exit for 4th Street will be on the west side and added that the project would start at 5th Street estimated to take 2 years. He continued that KDOT reported the California bridge is in design and is intending to construct in 2026 when there is full closer of I-70.

Committee member Ortiz spoke to the highly used Golden Bridge and the poor condition. Copley responded that the Golden bridge has not gone to design stage. KDOT is responsible for the maintenance of the bridge and to inspect for any structural deficiencies.

Committee member Dobler inquired about the ownership of the PQV East project and asked about the breakout for what is KDOT's and the City's. He stated that the City has the responsibility to have reconstructed side streets and make enhancements. Copley added the value to KDOT will be knowing a local municipality is willing to put money towards the project and make the improvements to Topeka roads. He expressed his belief that the cost is reasonable for the benefit the City will receive.

Braxton Copley, Assistant City Manager, spoke to the Huntoon/Wanamaker project overview at SW Wanamaker Road from Huntoon to Winding Road/I-470 ramp. The goal is to provide high level estimates and engage with KDOT and Federal Highway Administration (FHWA) to partner with the City for cost sharing. He continued to speak at a high level to the traffic congestion, long queues, and safety concerns. He added there are proposed intersection design alternatives (1) Traditional intersection improvements, estimated at \$12.5 million (2) Diverging Diamond Interchange (DDI) and a roundabout at Westport Drive, estimated at \$14.8 million (3) Reduced Conflict Intersections (RCI), estimated at \$13.6 million. He continued to speak to the Level of Service (LOS) that gauges the quality of traffic flow. LOS is categorized into six levels A-F, with A representing the best conditions and F representing the worst.

Committee member Dobler questioned the traffic engineer report stating the volume along Wanamaker is expected to double. Copley spoke to the study showing increased growth in the Washburn Rural district, county and retail corridor. Dobler requested to see the figures from the study. He proposed alternative options without spending large amounts on one intersection; double left turn lanes on Huntoon, Wanamaker, and southbound I-470 at Winding Road. He gave emphasis on making sure the project doesn't get bigger than it really needs to be.

Councilmember Hoferer inquired about the timeframe the project would be constructed. Copley spoke to being one full construction season and part of a second season. He noted there is an informal policy of no construction along the Wanamaker corridor after the Thanksgiving holiday. Hoferer did announce that the RCI proposal option was her least favorite alternative. She also spoke to the growth in the area and expressed she believes it is going to continue.

Councilmember Hoferer spoke to a recent KDOT meeting she attended about I-70 west and Macvicar Road. Copley confirmed that the session he was in KDOT was making the PQV East project a high priority for Topeka. She added the importance of knowing the agenda projects before attending.

Committee chair Banks expressed his thoughts that he does not see the growth in the Wanamaker area growth increasing.

Amendment to 2025-2034 CIP and the 2025-2027 CIB: Automatic Vehicle Location (AVL) Project No. 701065.00

Steve Groen, Public Works Director, announced the project will be amending the 2025-2034 CIP and the 2025-2027 CIB for Automatic Vehicle Location (AVL). The project will be funded out of the General Operating Fund for \$75,000 per year for three years. The AVL system is used in City vehicles for Public Works equipment like tracking snow plows and street sweepers.

Committee member Dobler expressed his support for the replacement of a new AVL system. He spoke to the current system being 20 years old and asked if there has been AVL on the snow plows in the past. Groen responded that the current system has connectivity issues on the snow plows. He added with the new system it will integrate better with the Geographic Information System (GIS) platform.

MOTION: Committee member Ortiz made a motion to approve and move forward to the Governing Body for action. Committee member Dobler seconded. Motion approved 3-0-0.

Amendment to 2025-2034 CIP and the 2025-2027 CIB: Road Scanning Project No. 701071.00

Steve Groen, Public Works Director, announced the project will be amending the 2025-2034 CIP and the 2025-2027 CIB for Road Scanning. He spoke to the scanning being an action that a consultant rates the City of Topeka roads. The results generate the Pavement Condition Index (PCI) for the road conditions, assists in the preventative maintenance and road construction projects.

Committee member Dobler expressed his support for the road scanning process. He spoke to the accuracy of the results which helps the City know where it is with road conditions and making improvements.

MOTION: Committee member Dobler made a motion to approve and move forward to the Governing Body for action. Committee member Ortiz seconded. Motion approved 3-0-0.

FIRM Funds Update: (1) Holiday Building garage entrance bar repair (2) Law Enforcement Center cameras

Jason Tryon, Public Works Deputy Director spoke to the (1) Holiday Building garage entrance bar repair (2) Law Enforcement Center cameras. He noted that both of the projects are non-action items, due to being less than \$250,000, a resolution is not needed and will be funded by the FIRM program. He continued to speak to the Law Enforcement Center cameras. He added there was concern from the new command staff to ensure that the facility is secure at all times. The proposal is for 74 new cameras. Lastly, the Holiday Building garage parking lot height bar needs repair due to the multiple collisions with vehicles. Repairs will include raising the height to accommodate a lower clearance to minimize the damage caused by impact.

Committee member Dobler asked what a bullet camera is. Jason Tryon responded that it is a compact style of camera with a very high resolution.

Stormwater Management Agreement of Consent

Sylvia Davis, Utilities Director, spoke to the Stormwater Management Agreement of Consent. The Utilities Department is wanting to educate and provide information to the public on the initiative. She spoke to the Clean Water Act of 1972 and the federal regulations that the City of Topeka is governed by the National Pollutant Discharge Elimination system (NPDES), which gives Topeka the Stormwater MS4 Permit. The Utilities Department manages the Stormwater Management Program.

Sylvia Davis, Utilities Director, continued to speak to the Environmental Protection Agency (EPA) water audit. In 2018 the audit conducted was a comprehensive audit of the Storm Water Management Program. The EPA identified there should be updates and provide stormwater Best Management Practices (BMPs). As a result, the Department has created a database to track BMPs, conducted trainings for consultants and engineers, created supporting items for Post-Construction Stormwater. She continued to speak to the Post-Construction Stormwater Management in new and redeveloped projects; which addresses the post-construction stormwater runoff of projects and keeps areas of its origin of development. Currently, there are accountability practices in place for projects post construction of 2021. She spoke to the limited compliance the City is receiving of varied locations; under Stormwater Management Agreement of Consent the City is required to enforce. This will require the City to communicate with the 199-post construction BMPs and request records to ensure there is compliance with regulations. Lastly, she stated the annual Stormwater Report is due February 2026; the goal is for the EPA to remove the Stormwater Management Agreement of Consent.

Aaron Grames Stormwater Permit Coordinator, spoke to the Long-Term Operation and Maintenance Program Timeframe. He gave information pertaining to the letter that will be sent to property owners outlining the post-construction stormwater BMPs and highlighting the importance of understanding the requirements. There will be (1) BMP survey to help staff get a baseline of property owner understanding regarding post-construction stormwater BMP (2) QR code that will take the property owner to the City Stormwater web page that will provide educational components.

Committee member Ortiz questioned how a homeowner is expected to comply if they are unable due to circumstances. Davis responded that BMPs do not apply to private individual homes.

Council member Hoferer asked about a data base of properties. Davis responded the data base is currently being compiled. She spoke to the difficulty for some information due to property owners that don't live in Topeka, Kansas. She continued to speak to the value it is to get ahold of the right person to make sure they are educated on the enforcement.

Committee chair Banks thanked the Utilities Department staff for their presentation and all City staff that provided information at the Public Infrastructure Committee meeting. Next meeting is scheduled for May 20, 2025.

Adjourned 12:08 p.m.

This meeting can be viewed online at: <https://youtu.be/A0Svoo4CsFc>