

1 **RESOLUTION NO. 8313**

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3 A RESOLUTION introduced by Councilmember Karen Hiller, stating the City of  
4 Topeka's priorities and preferences for the realignment and  
5 replacement of the Polk-Quincy Viaduct.  
6

7 WHEREAS, the Kansas Department of Transportation (KDOT) has requested  
8 that the Topeka City Council (Council) advise KDOT of its priorities and preferences for  
9 the realignment and replacement of the Polk-Quincy Viaduct (Viaduct); and

10 WHEREAS, the Council, after consideration of the valuable input provided by its  
11 citizens, has determined its priorities and now offers its recommendations to KDOT.

12 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF  
13 TOPEKA, KANSAS, that the following issues are priorities for the realignment and  
14 replacement of the Viaduct:

- 15 • Improved safety on the curve;
- 16 • At standard or better safety and traffic flow at all exits;
- 17 • No less convenient access or egress from point of origin or to destination than  
18 what is currently in place;
- 19 • Unobstructed view under the Viaduct between Kansas Avenue and Topeka  
20 Boulevard, allowing for visual connection for motorists, cyclists and pedestrians  
21 to the north and for appropriate development of the space under the Viaduct;
- 22 • Excellent access from the Interstate to 6<sup>th</sup> Avenue for access to Downtown and  
23 East Topeka;
- 24 • Excellent access from the Interstate to both Kansas Avenue and Topeka  
25 Boulevard for access to North Topeka;
- 26 • Best possible access to and from residential neighborhoods to the west;
- 27

- 28 • Minimize width of the Viaduct;
- 29
- 30 • Minimize need for acquisition of private property for right-of-way;
- 31
- 32 • Visual opportunities to see Downtown with sufficient time to choose a Downtown
- 33 exit when approaching from the east or from the west;
- 34 • Establish excellent street-level connectivity directly east, west and south from the
- 35 Riverfront area;
- 36 • Visual opportunities from the Viaduct to see the Riverfront area and North
- 37 Topeka;
- 38 • Excellent street-level connectivity to Downtown, Kansas Avenue, Capitol,
- 39 workplaces, parking and immediately adjacent areas;
- 40 • Excellent street-level connectivity for trucks to the industrial area;
- 41
- 42 • Minimal disruption to views and traffic flows north and south on Topeka
- 43 Boulevard and Kansas Avenue; and
- 44 • Best possible minimizing of disruption during construction.
- 45

46 BE IT THEREFORE RESOLVED, taking these priorities into consideration, that the  
47 Council recommends Council Version Annotated, as adopted by reference herein, with  
48 the provisos below, to KDOT.

49 Details of signing, signalization, landscaping of connector roads and plans for  
50 connectivity under the Viaduct are critically important. The City of Topeka urges  
51 consideration of the input and discussions to date.

52 During the citizen input process, an understanding with the engineers was  
53 reached that the new bridge should be iconic and beautiful and the connector roads  
54 would be landscaped parkways. This is critically important to the City of Topeka.

55 Business and citizen groups have said they would like to retain an advisory role  
56 through the next and all subsequent phases of design and construction, including  
57 signage decisions. We urge KDOT to establish such a role formally.

58 BE IT FURTHER RESOLVED that the Council urges KDOT to investigate the  
59 following elements:

60 Establish a final system of three off-ramps and two on-ramps going both east and  
61 west. Key participating groups have requested the elimination of what is now shown as  
62 a third on-ramp east from 6th Avenue in order to allow creation of a third off-ramp that  
63 would deliver vehicles to Monroe somewhere between 8<sup>th</sup> and 10<sup>th</sup> Streets, as shown in  
64 the attached map Council Version Annotated. The City of Topeka supports that change  
65 and further requests that this issue be approached as a priority;

66 Have the terms “Downtown” and “6th Avenue” included and prominent in signage  
67 from the east and the west and for all 6th Avenue exits;

68 Leave access at 1<sup>st</sup> Street and Topeka Boulevard open for traffic from the west if  
69 at all possible;

70 Allow for bicycle/pedestrian access to Topeka Boulevard and the Riverfront  
71 without diversion to 3<sup>rd</sup> Street if at all possible; and

72 Consider staging the process in two phases. If full development of the connector  
73 streets and immediate safety features such as the widening of the 1<sup>st</sup> Street exit and  
74 safety signalization at the 3<sup>rd</sup> Street on-ramp could happen in an early phase, the City of  
75 Topeka sees that as a benefit to KDOT as well as the City of Topeka.

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77 ADOPTED and APPROVED by the City Council February 22, 2011.

78 CITY OF TOPEKA, KANSAS

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80 No Signature by the Mayor \_\_\_\_\_

81 William W. Bunten, Mayor

82 ATTEST:

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84 \_\_\_\_\_  
Brenda Younger, City Clerk

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86 ***This resolution shall take effect without the signature of the Mayor.***