

ITEM #:	29
DATE:	05-12-26
DEPT:	PW

COUNCIL ACTION FORM

SUBJECT: 2023/24 MULTI-MODAL ROADWAY IMPROVEMENTS (SOMERSET IMPROVEMENTS - STANGE ROAD)

BACKGROUND:

At its September 23, 2025 meeting, the City Council approved a Professional Services Agreement with Shive-Hattery, Inc., of West Des Moines, Iowa, for the 2023/24 Multi-Modal Roadway Improvements (Somerset Improvements – Stange Road). As part of its proposal, Shive-Hattery included a design alternative that differed from the conceptual layout included in the Request for Proposal (RFP). These alternatives are included as attachments to this Council Action Form, with the Shive-Hattery proposal identified as Design Alternative A and the conceptual layout from the RFP identified as Design Alternative B.

Both alternatives reduce Stange Road to one lane in each direction between Northridge Parkway and Aspen Road, implement all-way stop control at both intersections, provide a dedicated bicycle facility to better separate bicyclists from pedestrians, and increase on-street parking where feasible.

At the February 10, 2026 meeting, City Council reviewed initial feedback gathered through coordination with the Somerset Property Owners Association and directed staff to conduct additional outreach to properties within 400 feet of the proposed project limits to ensure broader awareness and input, as there were questions regarding whether prior notifications reached all stakeholders.

Staff did follow up with the Somerset Property Owners Association following the February 10, 2026 meeting to ensure that the meeting information was included in the email that was sent out to all dues-paying members in the association. The association contact confirmed that the information was provided; however, it may have been overlooked because it came from the association and not the City directly.

ADDITIONAL PUBLIC OUTREACH:

Following Council direction, staff conducted additional targeted outreach to properties within approximately 400 feet of the project corridor. This outreach included direct mailing notification and distribution of an online feedback form, plus additional electronic mail to the property owner associations on both the east and west side of Stange Road.

The direct mailing represented 98 unique properties that received this additional notification. Staff received ten (10) feedback comments that represented eight (8) unique addresses. Feedback from both the initial and expanded outreach efforts is attached. **While the additional input reflects a wider range of perspectives, the results continue to demonstrate support for Design Alternative A, particularly in addressing the project's**

primary goals of improving safety and accessibility.

Across both outreach efforts, several consistent safety-related concerns were identified:

- Limited visibility at the intersections of Northridge Parkway and Aspen Road
- Excessive vehicle speeds through the corridor
- Difficulty and safety concerns for pedestrians crossing Stange Road
- Conflicts between vehicles, bicyclists, and pedestrians

Design Alternative A most directly addresses these concerns by reducing vehicle speeds, improving intersection control and visibility, and providing separated facilities for pedestrians and bicyclists.

The additional feedback did raise concerns regarding traffic flow, lane configurations, congestion, and access. However, these concerns are generally related to route preference and system efficiency, rather than the underlying safety issues the project is intended to address. The project is designed and budgeted to fit within the existing pavement geometry to address safety issues along a pedestrian heavy segment of the Stange Road corridor. Future planning and engineering efforts could look at the Stange Road corridor in its entirety when it is in need of full reconstruction.

Overall, the expanded outreach reaffirmed that Design Alternative A best aligns with the community's safety priorities and the project's intended outcomes.

TRAFFIC IMPACTS ALONG G.W. CARVER:

As discussed at the September 23, 2025 City Council meeting, forecasted 2050 traffic volumes do not support the need for four lanes along this segment of Stange Road. Staff anticipates that a portion of through traffic will shift west to G.W. Carver Avenue between Bloomington Road and 24th Street. While some increase in traffic on G.W. Carver Avenue is likely to occur, any resulting operational issues can be more effectively managed and mitigated on that corridor. This allows Stange Road to transition to a safer, more accessible, and context-appropriate facility that prioritizes local access, pedestrian activity, and multimodal use.

G.W. Carver Avenue is better suited to serve as the primary through route in this area due to its corridor characteristics, including fewer side street connections and limited direct driveway access. These features make it more conducive to efficiently accommodating higher traffic volumes and implementing future traffic control measures if warranted.

In contrast, Stange Road functions as a mixed-use corridor with direct access to adjacent businesses and residences, frequent turning movements, and higher pedestrian and bicycle activity. As a result, traffic-related issues such as congestion, access conflicts, and safety concerns are more difficult to address along Stange Road without compromising the corridor's function and safety.

CONTRACT AMENDMENT:

Based on the preference for Design Alternative A, staff worked with Shive-Hattery to prepare a contract amendment revising the project scope to include design services for that alternative. The original Professional Services Agreement approved by City Council was in the amount of

\$55,000. Additional services included in the amendment involve the design of a dedicated shared-use path along the east side of the crescent green space, added pavement design for new driveway connections serving the west-side parking area, and storm sewer modifications to address flooding concerns identified during the public engagement process. The proposed amendment totals \$27,000.

Preliminary cost estimates for both design alternatives are included in the attachments. Design Alternative A has an estimated cost of \$546,745, compared to \$388,889 for Design Alternative B. The higher cost for Alternative A reflects the same additional elements that drive the increased design scope as described above.

The project is programmed with \$450,000 of Road Use Tax funding in the 2023/24 Multi-Modal Roadway Improvements Program. Project savings from previous fiscal year projects in this program have resulted in an available balance of \$225,828 to fund the proposed contract amendment and the higher construction cost associated with Design Alternative A. The table below shows the anticipated revenues and expenses for the project.

Expenses	Amount	Revenues	Amount
Design (Original Contract)	\$55,000		
Design Amendment (This Council Action)	\$27,000		
Construction (Design Alternative A)	\$546,745		
Administration	\$30,000		
		FY 2023/24 Multi-Modal Roadway Improvements	\$450,000
		Multi-Modal Roadway Improvements Road Use Tax Balance	\$225,828
Totals	\$658,745		\$675,828

Providing direction regarding the design alternative and approving the contract amendment will allow staff to proceed with further refinement of project design with the goal of returning to City Council at a future date for approval of plans and specifications for 2027 construction of the project.

ALTERNATIVES:

1. a. Direct staff to proceed with Design Alternative A for the 2023/24 Multi-Modal Roadway Improvements (Somerset Improvements - Stange Road).
 - b. Approve Amendment No. 1 to the design contract with Shive-Hattery, Inc. of West Des Moines, IA, in the amount of \$27,000.
2. Direct staff to proceed with Design Alternative B for the 2023/24 Multi-Modal Roadway Improvements (Somerset Improvements - Stange Road).

3. Direct staff to consider different design alternatives for the 2023/24 Multi-Modal Roadway Improvements (Somerset Improvements - Stange Road).

CITY MANAGER'S RECOMMENDED ACTION:

Based on staff evaluation and public feedback received, Design Alternative A is best suited to address the project's goals of improving the safety of all transportation modes through this area, and increasing the prioritization of bicycles and pedestrians traveling to and through the area. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.

ATTACHMENT(S):

[Design_Alternatives.pdf](#)

[Cost_Estimates.pdf](#)

[Mailing List Map \(400' Buffer\).png](#)

[2026-01-16 Feedback Results.pdf](#)

[2026-04-27 Feedback Results.pdf](#)

[Amendment 1 - Stange Multi-Modal.pdf](#)