Carver Street Sidewalk Enhancement and Carver/Oakdale Intersection Improvements Proposal

Summary

This document outlines the projected phases for a proposed capital improvement project along Carver St. in the Silversteen neighborhood. The project would see sidewalk widening and accessibility enhancements along Carver St. itself, and safety improvements to Carver Street's intersection with Oakdale St. Together these enhancements would improve pedestrian safety along this well-travelled corridor, which traverses the neighborhood's activity center.

Project Description

Currently the Carver St. sidewalk is narrow, its driveway and road crossings not ADA compliant, and its usable width impinged by the presence of large power poles. Several of its concrete panels are deteriorating and therefore more challenging to traverse for users of different abilities.

This proposed project would replace the extant sidewalk with new, bring driveway/road crossing up to standard, and increase the usable width of the sidewalk by extending the curb one-foot into the existing roadway on the sidewalk's north side, and "bulbing out" around the power poles on the sidewalk's south side (similar to the treatment applied during the Oakdale St. sidewalk extension a few years ago.)

The Carver/Oakdale intersection would be converted to a three-way stop, with new ADA-compliant landing pads connected by pedestrian crosswalks at all three legs. The intersection's alignment would be somewhat "squared off" permanently with curbing and a planting strip so that motorists must slow to safely navigate it. The plan would also complete the sidewalk connection to the MCJCC.

Phases

Phase 1 would include design and engineering by a third-party firm. Estimated to cost $35,000, the product of this phase would include construction-ready drawings. This phase would likely be completed within four months of having a design agreement in place.

Phase 2 would occur in conjunction with Phase 1, but may take longer. It would include acquisition of approximately ten construction and five permanent easements along Carver. Cost TBD

Phase 3 would see the construction of the sidewalk/curb improvements along Carver, landing pads at the intersection, and temporary pedestrian striping at the subject

intersection. It would take place in the spring/summer of 2027. Cost estimated at $250,000 using in-house resources and Powell Bill funding, which would lead to deferment of other planned/identified roads.

Phase 4 would see the milling and repaving of the entire segment of Carver St. adjacent to the project. Estimated cost $62,500. It would take place at the conclusion of Phase 3, though no sooner than July 1, 2027.

Fiscal Impact/Funding Strategy

There is no money specifically budgeted for this project. Its various components would need to be funded with other sources, which would bump other projects down their respective lists.[1]

Fund 82 (Rosenwald) is the most obvious source of funding for Phases 1 and 2. Though the cost of Phase 2 is unknown, staff estimate that the two phases would likely exhaust most of the fund's remaining balance.

Phase 3 and 4 are eligible for Powell Bill dollars, though Phase 3 would use up all of FY27's allocation, and phase 4 would use approximately 1/5 of FY28's. The consequence of this is that certain streets scheduled for paving soon would be postponed at least one year.

[1] Certain segments of Carver St. qualify for repaving in FY27 regardless of whether this project moves forward.