

WIGHT STREET, BELFAST PROJECT INFORMATION

PUBLIC LISTENING SESSION

June 27, 2022

SUMMARY OF PROJECT SCOPE:

On Wight Street:

- Convert existing open ditch drainage system to closed pipe and catch basin drainage system
- Reconstruct roadway base by removing existing soils and installing new gravel based roadway
- Provide concrete curbs along both sides of roadway
- Repave roadway with new bituminous surface
- Provide for pedestrian and other non vehicle accommodations
- Provide traffic calming to slow current speed of vehicles in the area

On Congress Street:

- Extend sanitary sewer to serve homes beyond current collection system

BASIC PROJECT OBJECTIVES:

- Provide safer pedestrian and non-automobile accommodations
- Minimize adverse impacts to aesthetics of the neighborhood
- Update aging and inefficient drainage/road infrastructure

RELEVANT EXISTING SITE CONDITIONS:

- Road right-of-way width is 50 feet approximately centered on the existing roadway and current paved road is 22 feet wide
- Stormwater collection system consists of open ditches and roadway culverts and discharges across Northport Avenue toward City Park. There has been poor drainage both on Wight Street and adverse impacts on the Northport Avenue sidewalk and City Park from upstream stormwater
- There are 17 utility poles located on the north side of the road approximately 10 feet in from the edge of the right-of-way which either need to be worked around or relocated

- Significant number of trees of all sizes in the right-of-way close to or in the work area
- Concerns have been raised about safety along the roadway. Residents report that vehicles move too quickly and there is little to no shoulder for pedestrian or cyclist to escape to.

TOPICS OF DISCUSSION AT RECENT CITY COUNCIL WORKSHOP

- Roadway – Total road right-of-way width is 50', current paved road width is 22' (two 11 foot wide lanes)- what should future width be? Want this to be safe for vehicles, pedestrians, and discourage excessive vehicle speeds. Decisions need to be made regarding width between the two curbs. This will also depend on whether bicycle lanes are provided as part of the roadway.
- Stormwater – The location of catch basins and sizing of the drainage system are engineering functions that will be incorporated in the project design. There is recognition that the water being discharged from Wight Street across Northport Avenue needs to be managed in a way that does not cause issues at City Park or any other downstream properties.
- Sidewalks – There was extensive discussion regarding possible width, location, green space, location and impacts of the existing utility poles and possibility of their relocation, and how they would connect to pedestrian and cycling networks. Some possibilities include a conventional 5 foot wide sidewalk that runs parallel to the road next to the curb entire length of Wight Street, or a more winding path offset from the roadway in some areas. There was discussion as to whether it would be preferable to have a wider multiuse path, 8 to 10 feet in width, and minimize the width of the roadway between the curb. This could provide a safer space for non-vehicle use of the roadway while providing traffic calming that a wide multiuse roadway space might not.
- Bicycle Lanes –Options of bicycle lanes include providing two 5 foot wide lanes between the curbs as part of the road structure, or providing a multiuse path outside of the vehicle space.
- Trees – It needs to be recognized that any widening of the road and sidewalk space, whatever the configuration, will result in the loss trees. There was extensive discussion by the Council about the need to minimize this impact. Wherever possible, smaller trees and shrubs should be relocated to accommodate the work.

There are also a number of large trees close to the work area. All design options need to consider the impact on trees.

- Pedestrian accommodations – Safety for pedestrians as well as other non-vehicle uses will be of primary concern during design. Many past comments from the neighborhood center around the lack of a safe place to walk, vehicle speed, and crosswalks. It is recognized that the design needs to accommodate this. The Council discussion also centered around whether sidewalks could be complemented by green spaces, plantings such as new street trees, and possibly some benches.

PUBLIC INPUT IS REQUESTED ON ALL OF THE ABOVE TOPICS.

PROJECT TIMELINE

The current schedule of work is projected to be approximately as follows:

Meetings to gain input on concept	June, 2022
Prepare and present concept drawings to City for Council approval	July, 2022
Complete preliminary design documents	November, 2022
Complete final design and contract bidding documents	December, 2022
Advertise Project to Bidders	January, 2023
Open Bids	February, 2023
Begin Construction	May, 2023
Construction Substantial Completion	November, 2023
Final Completion	June, 2024