

Goodwin Street Pedestrian & Drainage Improvements



AMERICAN
STRUCTUREPOINT
INC.

August 17, 2022

Purpose of Meeting

- Brief Overall Summary of Project
- Summary of Public Workshop and Results
- Changes based on Workshop Feedback
- Selection of Alignment/Alternative

Summary of Project

- **Residential Corridor**
- **Crash History**
 - 6 crashes 2014-2019
 - 1 fatality, 1 injury, 1 bicycle
- **“High” Speeds**
 - Posted 30 mph, higher speeds observed
- **Lack of Pedestrian/Bicycle Accommodations**



Summary of Project

- 30'-50' Right-of-Way
- 2-10' Travel Lanes
- 2' Paved Shoulders
- "Open" Drainage
- Residential Driveways
- Functionally Obsolete Bridge over Leitner Creek
- Utilities Adjacent to Roadway



Project Goals

- Improve Safety
- Control Speed
- Improve Drainage and Stormwater Conveyance
- Improve the Pavement Condition
- Implement Bonita Springs Codes and Standards



Public Workshop

- Held on April 13 at City Hall
- Approximately 12 persons attended (~46 properties along Goodwin)
- Feedback from a few other residents after the meeting
- All respondents supportive of the project



Improve Safety and Control Speed

- **Typical Section Enhancement**
 - Safely Accommodate all Modes of Transportation
- **Other Traffic Calming “Tools”**
 - Alignment Deflections
 - Add Lighting
 - Mid-Block Crossings w/ Warning Devices
 - Raised Intersections or Raised Crosswalks
 - Roundabout
 - On-Street Parking
 - Landscaping

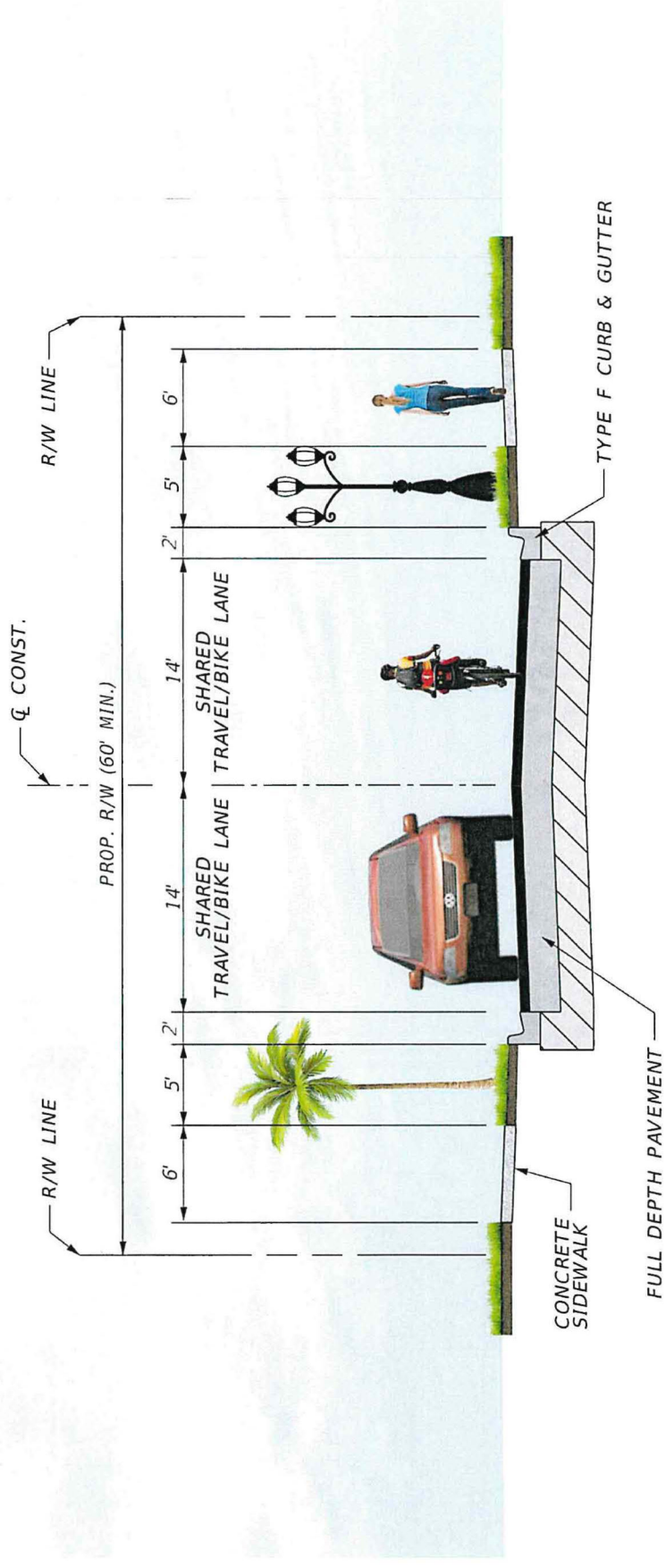


Franzel Factors for Alternatives Evaluation

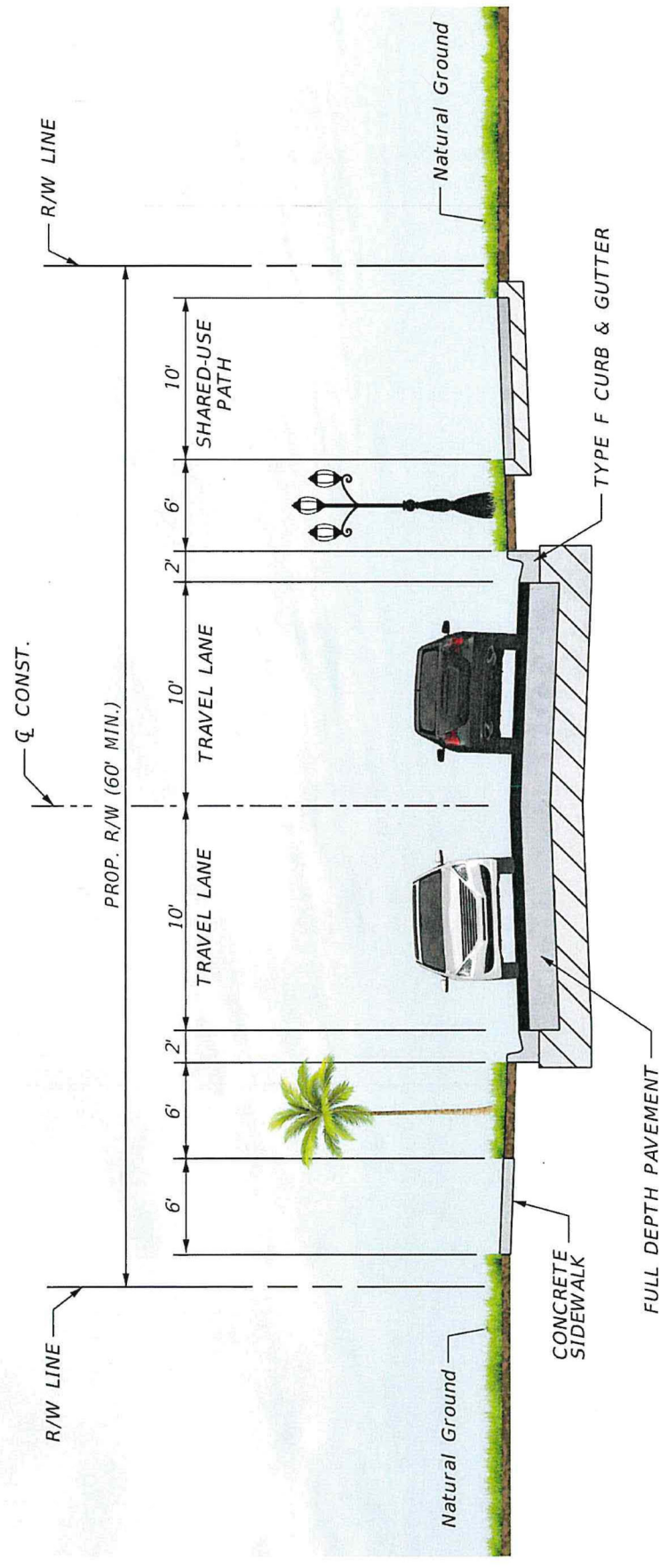
- Alternatives
- Safety Considerations
- Long Range and Area Planning
- Environmental Factors
- Cost



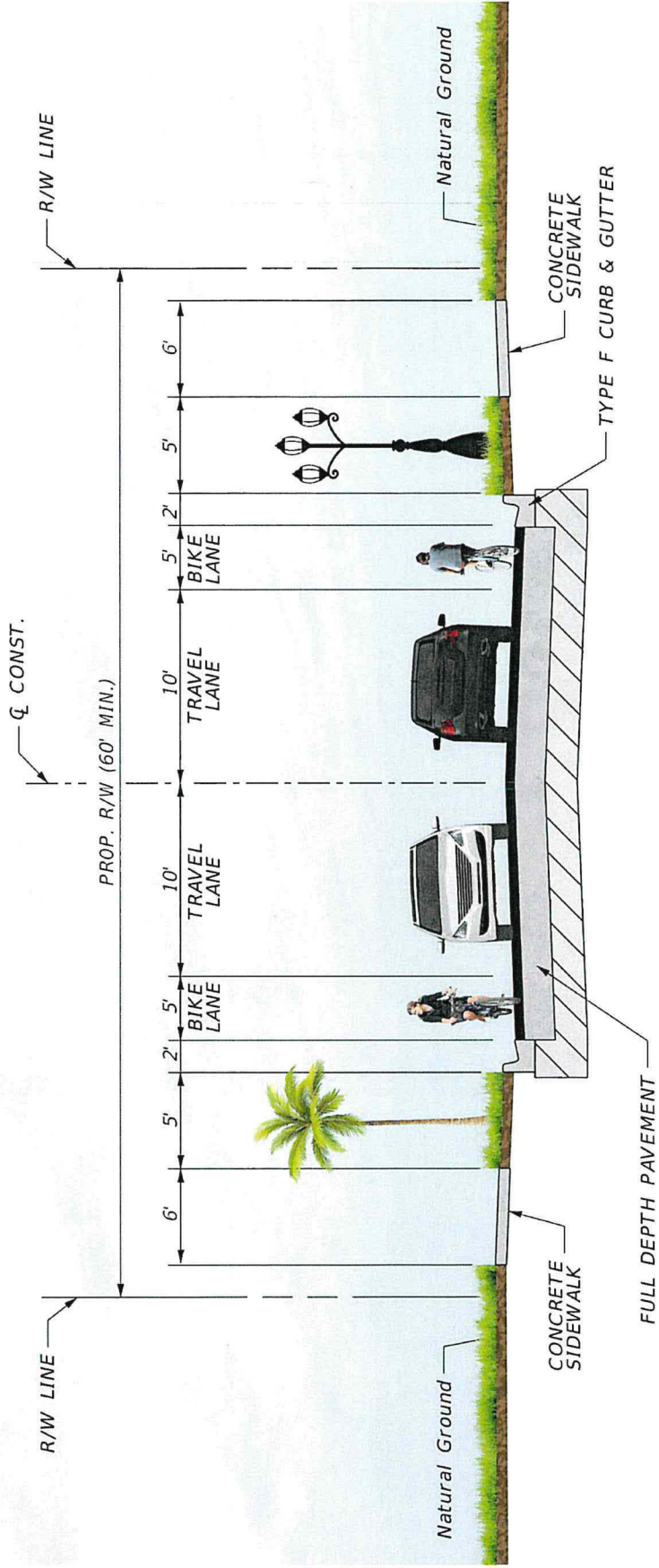
Typical Section Alternative 1



Typical Section Alternative 2



Typical Section Alternative 3

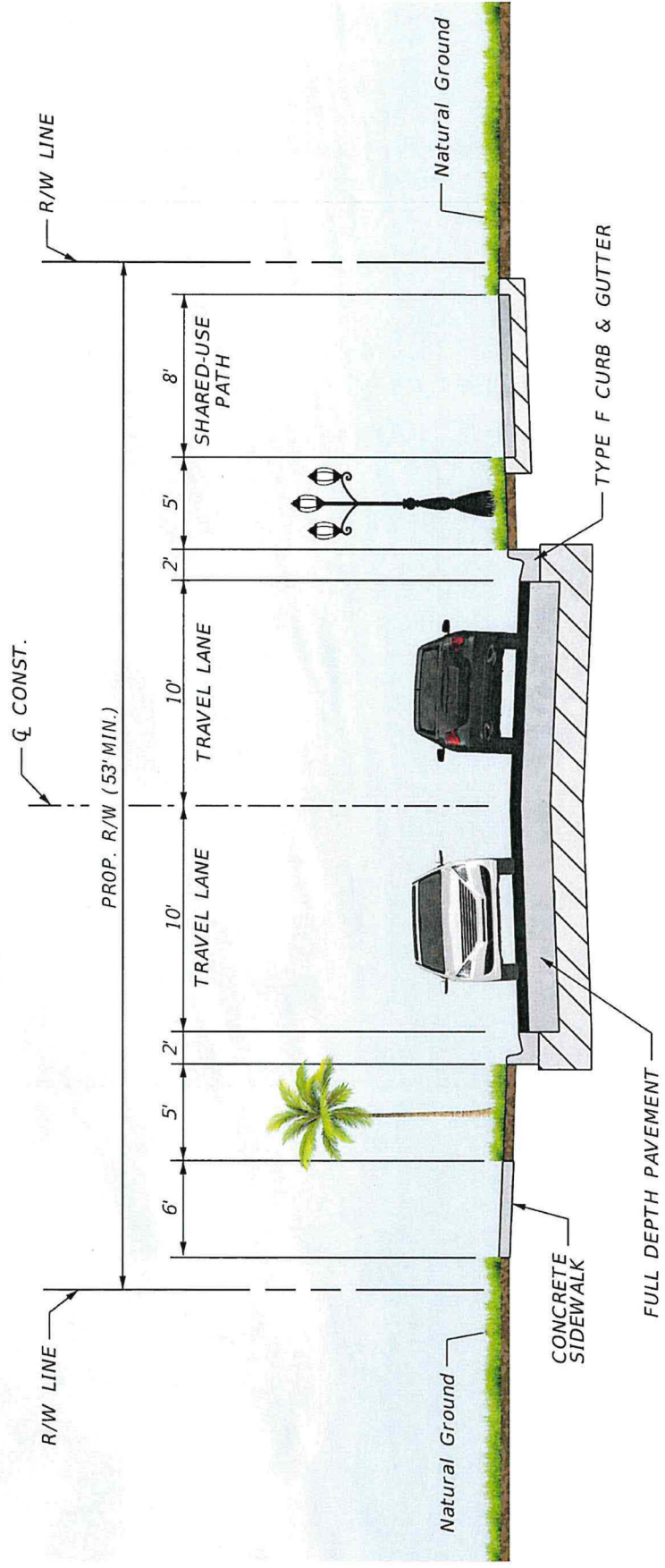


Workshop Feedback

- **Typical Section Enhancement**
 - Preferred Option 2 w/ desire to reduce R/W footprint
 - Shared use-path one side and no sidewalk on other side
- **Traffic Calming “Tools”**
 - Mid-Block Crossings w/ appropriate warning devices - liked
 - Roundabout – positive feedback
 - On-Street Parking – negative feedback (remove)
- **Additional Feedback**
 - Remove on-street parking
 - Try not to lower bridge (kayakers)
 - Nice to have better bridge aesthetics



Typical Section Alternative 2 - Modified



Alignment Alternatives

- Evaluated alignment alternatives and associated impacts with each alternative
 - Shift alignment 10' to the north
 - Shift alignment 10' to the south
 - Alignment remains on/near existing centerline
- Assess property impacts
 - damages, dwellings, costs, driveway parking, etc



Alignment Evaluation Matrix

Criteria	North Shift	South Shift	Center
Parcels Impacted	40	46	38
Est Total Takes	4	2	0
Right of Way Impacts	Max N/Min S	Max S/Min N	Minimize Both Sides
Driveway Parking Impacts	14	14	6
Relative R/W Costs	Highest	Middle	Lowest

Results of Refinements

- **Changes/Refinements**
 - Remove on-street parking
 - Reduces R/W impacts to 75% of the parcels
 - Can center the improvements about centerline of the road w/o increasing any impacts to properties
 - Reduces number of parcels impacted
 - 8' path allowed with low volume bikes and peds per design criteria
 - Path can stay on N. Side from Center St to Matheson Ave



Safety Considerations

- Accommodations for pedestrians and bicyclists
 - Sidewalk and shared-use path
 - Mid-block crossings
 - Raised crosswalks
- Roundabout at Matheson Avenue
- Lighting



Long Range Planning

- Bridge has reached its design life and should be replaced. New bridge design life 75 years
- New bridge required to accommodate new typical section



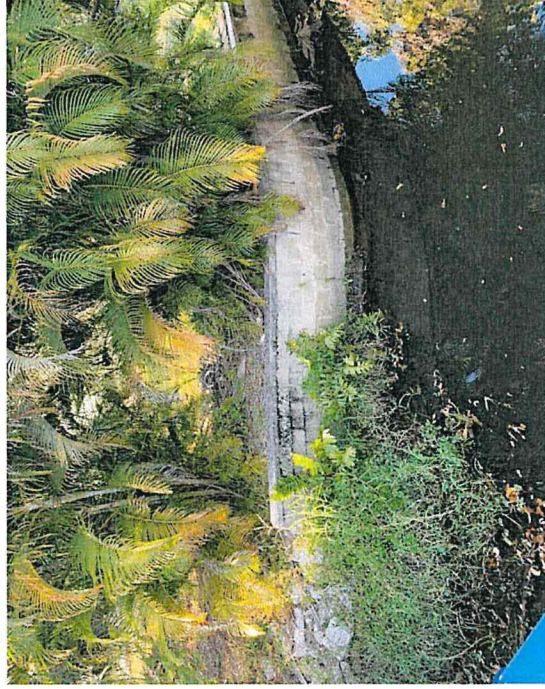
Long Range Planning

- Implement concepts/strategies consistent w/ Complete Streets Resolution 14-043 (2014)
- Consistent w/ Bonita Springs Bike and Pedestrian Master Plan (2017)
- Chapter 3 sections of the Bonita Springs Development Standards
- Consistent w/ Administrative Code Resolution 06-155 for Bicycle and Pedestrian Facilities (2006)



Environmental Factors

- Bridge replacement will have some minimal impacts to resources around Leitner Creek
- All other impacts similar for all alternatives



Cost Evaluation Matrix

Criteria	Alternate 1	Alternate 2	Alternate 3	Alternate 2 Modified
Roadway (width)	54'-0"	52'-0"	56'-0"	48'-0"
52'-0" Bridge (sft)	2280	2184	2352	1976
Right of Way (parcels)	40	46	40	38
Relative Costs	Mid/Higher	Mid/Lower	Highest	Lowest

Franzel Factor Summary

Criteria	Alternate 1	Alternate 2	Alternate 3	Alternate 2 Modified
Safety Factors	Good	Better	Better	Best
Long Range Planning	Good	Good	Good	Good
Environmental Factors	Low	Low	Low	Low
Costs	High	Middle	Highest	Lowest

Request for Approval for Design

- Typical Section – Alternative 2 Modified Recommended

