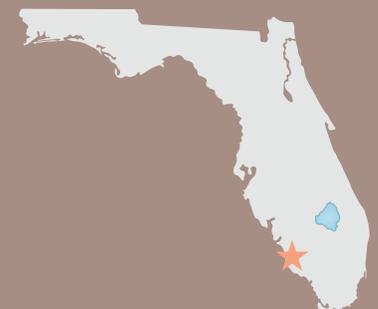




## TERRY STREET COMPLETE STREET PROJECT

### *BUILDING CONNECTIONS TO PARKS, PEOPLE, AND PLACES*

PROJECT SUBMITTED BY: City of Bonita Springs, FL  
LOCATION: Bonita Springs, FL 34135  
DUNS NUMBER: 196164110  
TOTAL PROJECT COST: \$19,805,622  
MATCHING FUNDS: \$3,961,124  
GRANT REQUEST: \$15,844,498





## TABLE OF CONTENTS

<b>I. Project Description</b> .....	<b>1</b>
The Project .....	1
The Goals .....	2
Project Corridor Description .....	2
The Project Story and History .....	5
<b>II. Project Location</b> .....	<b>12</b>
A Small Town In A Large Metro Region .....	13
Project Boundaries .....	13
<b>III. Grant Funds, Sources and Uses of all Project Funding</b> .....	<b>14</b>
Source and Amount of Funds .....	14
<b>IV. Criteria</b> .....	<b>15</b>
Criteria Executive Summary .....	15
Safety .....	17
Economic Competitiveness .....	19
Quality of Life .....	20
State of Good Repair .....	21
Environmental Protection .....	22
Partnership .....	24
Innovation .....	25
Non-Federal Revenue for Transportation Infrastructure Investment .....	25
<b>V. Project Readiness</b> .....	<b>26</b>
Technical Feasibility .....	26
Required Approvals .....	26
Project Schedule .....	27
Previous Public Engagement .....	28
Assessment of Project Risks and Mitigation Strategies .....	29
<b>VI. Benefit-Cost Analysis</b> .....	<b>30</b>

# I.

## PROJECT DESCRIPTION

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“This proposed project is part of a much larger vision and effort by the City to make its community walkable and bikeable and an attractive place to live, work and play, redefining Bonita Springs’ image.”

PETER SIMMONS, MAYOR

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# I. PROJECT DESCRIPTION

Through the redesign of Terry Street and investment in critical transportation infrastructure, the *Terry Street Complete Street Project: Building Connections to Parks, People, and Places* (Terry Street Complete Street Project) will improve safety, expand access to jobs and parks, and enhance the quality of life for residents and visitors in the City and region. This project has local priority and regional impact.

## THE PROJECT

The Terry Street Complete Street Project connects urban, suburban, and rural land uses in our city while providing direct links to commercial, recreational, and civic destinations. These include:

- Downtown Bonita Springs
- Bonita Springs Middle Center for the Arts School
- Transit stops for Bus Route 150 and connection to Bus Route 600
- Bonita Springs Recreation Center with Little League fields
- Bonita Springs YMCA
- Shared-Use Nonmotorized (SUN) Trail Program (SUNTrail)
- Imperial River and Great Calusa Blueway
- Residential areas, including four adjacent senior assisted living facilities
- A full-service grocery store
- Multiple city parks
- Bonita Springs Community Pool
- Natural areas, wetlands, and wildlife sanctuaries
- Historic Society Cottage



The proposed intersection at Pine Avenue and Terry Street will create a safe route to schools and parks while also improving a problem intersection along the Terry Street corridor.

# I. PROJECT DESCRIPTION

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## THE GOALS

The multimodal focus of the project will safely serve the needs of all users: pedestrians, bicyclists, transit users, people with disabilities, seniors, school-age children, and drivers. This will be accomplished through expanded sidewalks, multi-use paths, on-street bikeways, and direct connections between transit stops, destinations and new crossings.

Specifically, the project will address the following key issues with proven safety countermeasures and innovative solutions:

- Rapidly-growing residential communities that are disconnected from basic services
- Growing demand for walking and biking, particularly among older adults
- Need for safe routes to schools and parks
- Aging demographics and few current alternatives to driving
- High crash rates for all users

## PROJECT CORRIDOR DESCRIPTION

The Terry Street Complete Street Project is 4.8 miles in length. Along Terry Street, it extends from U.S. 41 (aka Tamiami Trail) on the west to Bonita Grande Drive on the east. The project also includes a 0.6 mile spur on Kent Road that connects Terry Street to Cullum's Bonita Trail Park.

The roadway context, purpose, and planned improvements change significantly throughout the corridor. Therefore, the Terry Street Complete Street Project is divided into six distinct character areas, each of which is summarized here. The map below illustrates the extents of each character area, which include:

### 1. The West Terry Regional Complete Street Expansion

The 1.8 mile stretch of West Terry Street between U.S. 41/Tamiami Trail and Old 41 connects the commercial center at U.S. 41/Tamiami Trail with downtown Bonita Springs, and includes a cluster of key destinations at Pine Avenue such as the Middle School, Public Library, Community Pool, and Recreation Center. Improvements to this section include provision of a buffered bike lane, a multi-use path along the north side of the roadway, enhanced crosswalks and bus stops, and a new roundabout at the intersection of Pine Avenue and Terry Street.

### 2. The East Terry Complete Street Retrofit

This 1-mile section of Terry Street widens to two lanes in each direction with a median and middle turn lanes. Due to the ample road

space and existing sidewalks on both sides of Terry Street, the bulk of the roadway can be retrofitted into a Complete Street rather than expanded, reducing costs and construction timelines.

### 3. The East Terry Complete Street Expansion

Destinations along this half-mile segment include churches, residential areas with single family homes, and the Marni Fields Park. Improvements to this section of Terry Street will create key linkages between the rural natural areas and parkland to the east, with urban and waterfront destinations to the west.

### 4. "Bridge the Gap"

The existing Terry Street bridge over Interstate-75 limits connectivity between areas to the east and west. There is not a designated walkway, forcing pedestrians to walk adjacent to high speed traffic. A separate, bicycle and pedestrian bridge is proposed on the north side of the existing bridge to connect the planned multi-use path.

### 5. The East Terry Rural Connector

East of I-75, the character of Terry Street shifts towards a rural, low-density context. The Pine Lake Preserve and Cullum's Bonita Trail Park enhance the natural feel of the area and provides opportunities for outdoor recreation.

### 6. The Headwaters Spur Connector

This spur connects the Terry Street corridor to regional destinations along Kent Road such as the Bonita Springs Soccer Complex, the Bonita Springs YMCA, the Bonita Nature Place, and Cullum's Bonita Trail Park on the Imperial River.



**Terry Street Complete Street Project  
Character Area Map**



Park



School



Main Street



Shopping

S TAMiami TRAIL

**W. Terry Regional  
Complete Street Expansion**

**E. Terry Complete  
Street Retrofit**

**E. Terry  
Complete  
Street  
Expansion**

**E. Terry  
Rural Connector**

W TERRY ST

E TERRY ST

**Bridge  
the Gap**

YMCA

**Headwaters  
Connector**

PENNSYLVANIA AVE

MATHESON AVE

IMPERIAL PKWY

KENT RD

BONITA GRANDE DRIVE

ARROYAL RD

WISCONSIN ST

BONITA BEACH ROAD SE



# I. PROJECT DESCRIPTION

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The Vision



Today

*The proposed Terry Street pedestrian bridge over I-75 will create a gateway to Bonita Springs and also close the gap between areas of the City east and west of the interstate.*

# I. PROJECT DESCRIPTION

## THE PROJECT STORY AND HISTORY

### The Region, City, and Corridor Today

The project is located within the Cape Coral-Ft. Myers Metropolitan Statistical Area (MSA). In 2016, Smart Growth America [Dangerous by Design](#) report identified this MSA as the most dangerous MSA in the US for people walking. In 2015, the National Highway Traffic Safety Administration identified Florida to have the highest pedestrian fatalities as a percentage of total population and third highest bicycle fatality rate as a percentage of the total population of any state in the US. **Bonita Springs is located in the most dangerous metro area in the US in the most dangerous state in the US to walk and bike.**

Like many suburban and sunbelt cities, Bonita Springs was initially developed during an age when communities were designed around the use of automobiles to meet daily needs. Infrastructure for walking, biking, and taking transit is limited, with many destinations separated by a lack of physical infrastructure or long distances.

One of the primary elements that makes Bonita Springs unique and different than other suburban communities is that it is a national and international destination for vacation and retirement. This interest has spurred rapid growth and demand for tourism services. Combined, residents and visitors desire a community that is safe, connected, and engaging.

### Region today

- 680,970 MSA population
- #1 Most Dangerous MSA in US for Pedestrians according to Smart Growth America
- 381 crashes in Lee County per week on average between 2012 to 2017

### City of Bonita Springs today

- 56,088 population
- 8% of regional population
- 19 crashes in the City per week on average between 2012 to 2017
- 5% of regional crashes

### Project Corridor today

- 32% of the City's population lives along the corridor
- 22% of the City's workers work along the corridor
- 58% of the City's parks are along the corridor
- 9% of City crashes occur along the corridor
- 3 crashes along the project corridor occur per week on average between 2012 to 2017



Many residents use the narrow existing sidewalk along Terry to ride their bike to work.



Some sections of the corridor are congested during peak periods because residents don't have any other option to get to work, school, parks, or other daily activities.



There are no dedicated bikeways along the corridor and existing conditions, including wide roadways, encourage people driving to speed.

Terry Street Complete Street Project  
Project Area Today Map

- Regional Complete Street
- Local Complete Street
- Local Trail



# I. PROJECT DESCRIPTION

## The Region, City, and Corridor Tomorrow

There is a very real and serious need to address safety, quality of life, and economic development and tourism. Addressing and improving these conditions will take time, investment, and coordination at the local, regional, and state level.

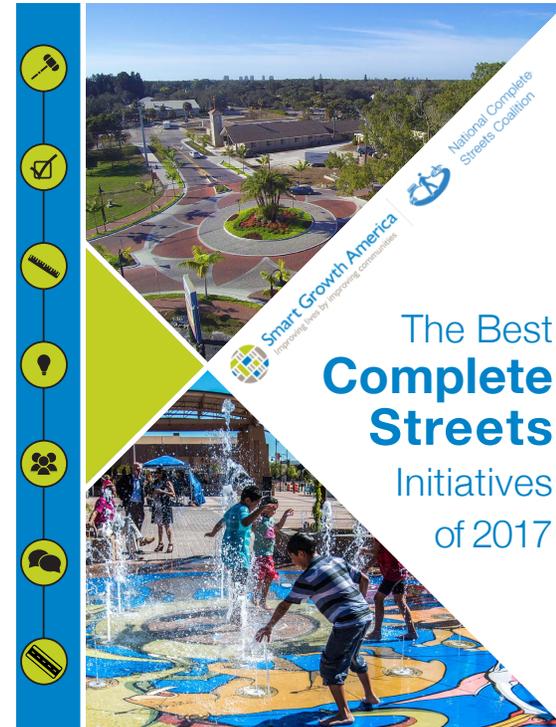
The Terry Street Complete Street Project fits within a larger effort by the City and regional and state partners to improve the quality of life of people that live, work, and visit Bonita Springs.

The City has taken the initiative and invested over \$24 million in their downtown area. The effort was recognized by Smart Growth America in 2017 as one of twelve of the best complete street projects in the US.

The Terry Street Complete Street Project builds on and connects to this project, while also connecting to larger regional efforts. Combined, these projects will help create a complete and connected network for people walking, biking, taking transit, and driving. The impact and improvement in quality of life will be locally relevant and regionally significant.

## Summary of Projects

1. **Shared-Use Nonmotorized (SUN) Train Program (SUNTrail)** along Seminole Gulf Railroad right-of-way and Bonita Beach Road – The City is coordinating with the railroad, adjacent cities, Lee County, the Lee County MPO, and FDOT to implement the segments of the statewide trail network that connect to this project.
2. **[Bonita Beach Road Complete Street and Trail project](#)** – The City is working with Lee County to create a dedicated bikeway and multi-use path along Bonita Beach Road. It will connect people walking, biking, and taking transit to area destinations and beaches.
3. **Neighborhood safe route to school project** – The City is working with the Lee County MPO to fund and construct an enhanced neighborhood connection between Bonita Springs Middle Center for the Arts School and a low-income community east of Old 41.
4. **Multi-use path and on-street bikeway projects along 41 and Old 41** will expand the local and regional network and the destinations people can reach by walking and biking.
5. **Trail connection to the [Corkscrew Regional Ecosystem Watershed \(CREW\)](#)**, which spans more than 60,000 acres in both Lee and Collier counties and provides natural flood protection, water purification, critical aquifer recharge, and a regional network of recreational nature trails.



Bonita Springs was recognized as one of twelve of the best complete street projects in the US, and the Old 41 complete street project through Downtown Bonita Springs was featured on the cover of the awards report.



The Bonita Beach Road project will connect City neighborhoods to the beaches, improve safety along a major regional corridor, and serve as part of the state-wide trail network.

**Terry Street Complete Street Project  
Project Area Vision Map**

- Regional Complete Street
- Local Complete Street
- Regional Trail
- Local Trail
- Regional Transit



4

3

5

1

2

S TAMIAAMI TRAIL

SHANGRI-LA RD

OLD 41 RD

75

W TERRY ST

E TERRY ST

To CREW Trail System

ARROYAL RD

PENNSYLVANIA AVE

WISCONSIN ST

MATHESON AVE

IMPERIAL PKWY

KENT ROAD

BONITA GRANDE DRIVE

BONITA BEACH ROAD SE

To Beaches

# I. PROJECT DESCRIPTION

## Rapid Growth in Residents and Visitors

The city of Bonita Springs continues to expand with explosive residential growth. In 2017, Bonita Springs was the fastest growing city in Florida and the 8th fastest growing city<sup>1</sup> in the country. The estimated population for 2017 was 56,088, which represents a growth rate of 71% between 2000 and 2017.

Bonita Springs is part of the Cape Coral/Fort Myers Metropolitan Statistical Area (MSA) area. Bonita Springs is a popular vacation area and generates approximately \$3 billion each year to the Lee County economy. Tourism tax dollars increased 3% between June 2016 and June 2017 in Lee County, and 15% during the same period in adjacent Collier County<sup>2</sup>. In 2016, visitor spending supported an estimated 18% of Lee County's employment with 1 in 5 jobs tied to tourism.

In 2016, an estimated 4.8 million people visited Lee County. European visitors make up a large portion of the visitors to Bonita Springs, and many are accustomed to walking and biking. According to a 2012 Lee County Visitors and Convention Bureau survey, 18% of visitors indicated they biked while visiting the county<sup>3</sup>.

1 <http://www.nbc-2.com/story/35522526/bonita-springs-fastest-growing-city-in-state>

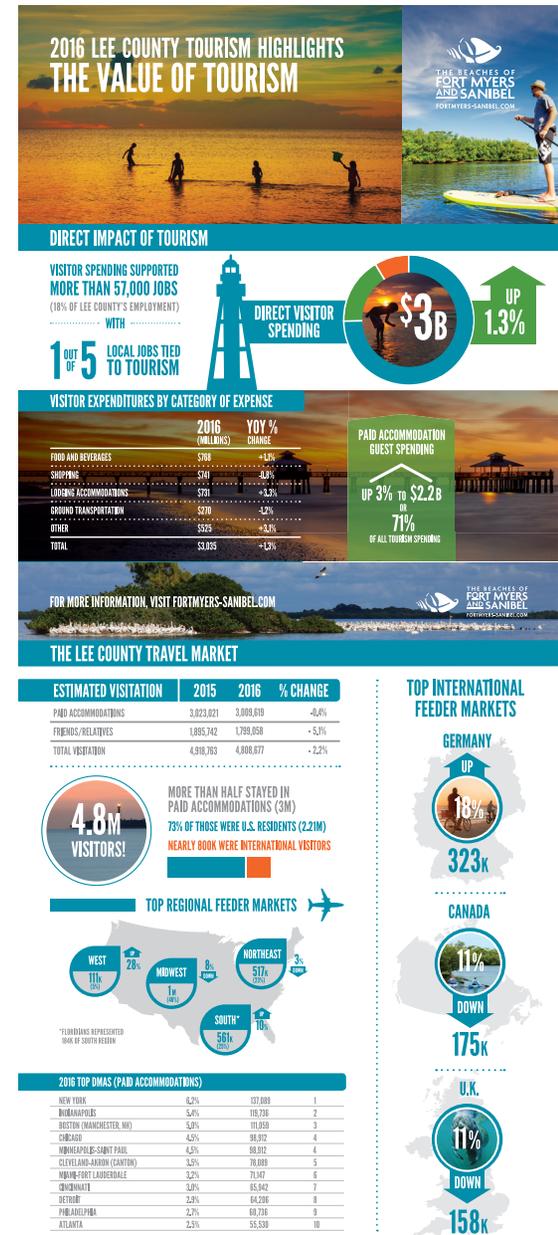
2 [https://www2.fgcu.edu/cob/reri/indicators\\_current.pdf](https://www2.fgcu.edu/cob/reri/indicators_current.pdf)

3 <http://bikewalklee.blogspot.com/2012/11/popularity-of-lee-county-visitors.html>

## Growing Demand for Walking and Biking

Between 2010 and 2014, transit use increased 63% while citizens that biked to work jumped 50%, according to the US Census. Over that same time period, the percentage of the population that drove alone to work decreased from 75% to 71%.

Regionally, bike facilities are quickly growing in scope and popularity. According to the League of American Bicyclists, Sanibel, a few miles to northwest, is a Silver level Bicycle Friendly Community. Cape Coral, also located to the northwest and a principal city in the Cape Coral - Fort Myers MSA, is a bronze level Bicycle Friendly Community. In addition and south of Bonita Springs, Naples is a bronze-level Bicycle-Friendly Community. Both communities in Lee County are well supported, which has a Complete Streets Policy and an Active Transportation Advocacy Group, BikeWalkLee. Collier County supports the City of Naples as well. This nationally-recognized advocacy organization has successfully worked with local governments in Lee County (including Bonita Springs) to implement programs, policies, and safety plans to enhance southwest Florida's growing reputation as a cycling destination. BikeWalkLee is an ardent supporter and partner of the Terry Street Complete Street Project.



# I. PROJECT DESCRIPTION

## Transportation and Connectivity Challenges

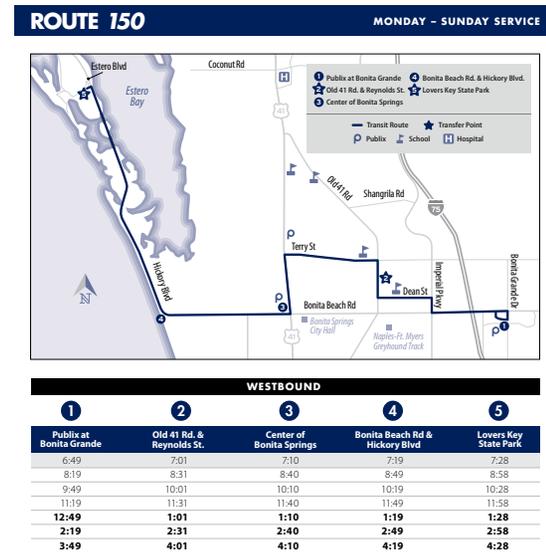
While growth in the City of Bonita Springs is bringing economic benefits, new developments and roadway design are exacerbating health and access issues for people of all ages. Fast residential growth has resulted in sporadic low-density development and auto-oriented infrastructure, which have created connectivity and safety challenges for area residents and visitors. The Imperial River runs parallel to Terry Street, which further limits connectivity to the south.

Additionally, quality bike and pedestrian facilities in Bonita Springs are lagging surrounding areas, despite high demand. Bike lanes within the City of Bonita Springs are limited to portions of US-41, Imperial Parkway, Bonita Beach Road, Vanderbilt Drive, and Hickory Boulevard (arterial roadways). There are no bike lanes currently on Terry Street. Sidewalks are intermittent along the corridor and where present are narrow.

Due to the disconnected roadway network, few minor collector streets provide continuous access between neighborhoods and commercial areas, thus increasing the reliance on major collectors and arterials such as Terry Street and Bonita Beach Road to handle large volumes of traffic.

By adding multi-use paths, on-street bike-ways, and expanding sidewalks on Terry Street, Bonita Springs will effectively create healthy transportation options between all of the major commercial, civic, and tourist nodes in the city. The Bonita Springs Land Development Code (Section 3-263) supports the Terry Street improvements by requiring bikeways and walkways with all development proposed along arterial and collector roadways depicted in the bike plan. This includes all proposed developments along the Terry Street Corridor.

Transit options have expanded in recent years but remain limited. Lee County currently operates two bus routes in Bonita Springs. Route 150 follows West Terry Street between U.S. 41 and Old 41. The route connects Lovers Key on Estero Bay with Bonita Grande Drive on the city's eastern border, and alternates between Terry Street and Bonita Beach Road. Currently, only one of the ten bus stops on Terry Street is located within 200 feet of a crosswalk. The Terry Street Complete Street Project will emphasize direct pedestrian connections to transit to improve access and safety for all users.



Route 150 passes through the project corridor and connected Downtown Bonita Springs to the beaches and other regional destinations for shopping, education, and jobs.



Proposed improvements to transit stops, walkways, and bikeways along Terry Street will improve access to regional transit service.

# I. PROJECT DESCRIPTION

## Designing for All Ages and Abilities

Bonita Springs' demographics skew much older than state and national averages. The median age in Bonita Springs is 56, considerably higher than the median age for Florida (42), and the U.S. (38). **Approximately 38% of the population is over the age of 65**, compared to 18% in the state of Florida. Transportation options will be crucial for older residents to age in place and remain healthy and active, particularly for those who may no longer be interested or able to drive to basic services. Walkability and roadway design particularly impacts vulnerable users such as older adults. In Florida, **people over the age of 65 make up 19.7% of all pedestrian fatalities**<sup>4</sup>. This is particularly true along Terry Street, which is home to a large population of active older adults.

The Bonita Springs Middle Center for the Arts School, located on West Terry Street near Pine Avenue, has the largest student enrollment in the city and is the only middle school in Bonita Springs. Many students walk or bike to school, yet there are few safe crossings. Together with the large older adult population, the school creates additional need for safe routes, adding to the demand for a facility that is enjoyable for all ages.

<sup>4</sup> Smart Growth America, *Dangerous by Design Report*, 2016



School children at Bonita Middle Center for the Arts School and older adults that have retired in Bonita Springs all use the corridor today, even though conditions are uncomfortable and present real safety issues for people walking and biking.

# I. PROJECT DESCRIPTION

## Expanding Mobility Options

The City of Bonita Springs is pushing forward a holistic approach with new policies, programs, and projects to encourage safe streets for all users. The Terry Street Complete Project is the next iteration of the City's five year complete street initiative.

A Complete Streets Ordinance, adopted by City Council and Land Development Code Changed

City establishes Bonita Springs Bicycle and Pedestrian Safety Advisory Committee

City joins USDOT Secretary's Mayor Safety Challenge

Bonita Beach Road Visioning Study developed and adopted

Construction completed for Downtown/Old 41 complete street project

Bonita Springs Bicycle and Pedestrian Plan is adopted

Terry Street Visioning Workshop

Bonita Springs Complete Streets Initiatives Timeline

'14

'15

'16

'17

'18



The Terry Street Visioning Workshop was held in the spring of 2018 and concluded with a strategy to enhance and expand mobility options for people walking, biking, taking transit, and driving.

# II.

## PROJECT LOCATION

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“This project is contiguous to the Bonita Springs Middle Center for the Arts School therefore benefits students and decrease the possibility of a bike or pedestrian accident particularly as it relates to students traveling to and from school in the Bonita area.”

DAWN HUFF, LEE COUNTY SCHOOL DISTRICT

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## II. PROJECT LOCATION

### A SMALL TOWN IN A LARGE METRO AREA

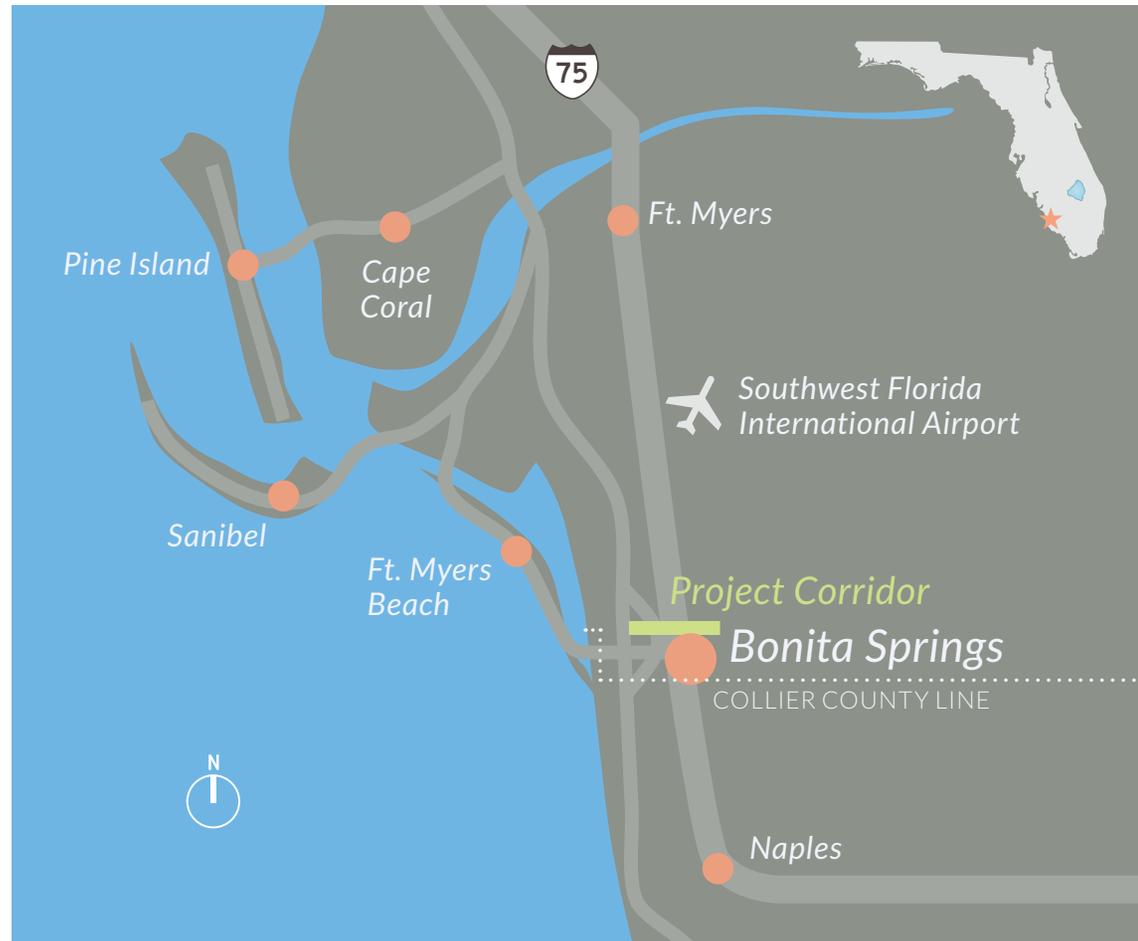
Bonita Springs is a small city of **about 56,000 people on the southwest Florida coastline**, sandwiched between Naples to the south and Fort Myers/Cape Coral on the north. Bonita Springs is located on the Gulf of Mexico, at the southern end of Lee County, and is one of five incorporated municipalities in the county, along with Cape Coral, Fort Myers, Fort Myers Beach, and Sanibel.

### PROJECT BOUNDARIES

The project extents are Terry Street between U.S. 41 (aka Tamiami Trail) on the west and Bonita Grande Drive on the east, a 4.2 mile stretch of road through the well-established and developed portions of the city. The project also includes a 0.6 mile spur on Kent Road that connects Terry Street to Cullum's Bonita Trail Park. Kent Road connects Terry Street to the Bonita Springs YMCA and the Bonita Springs Soccer Complex. In total, the project is 4.8 miles in length

Terry Street is **one of only two east-west connections running the full width of the city**, along with Bonita Beach Road, the other primary arterial located approximately a mile to the south. About a third (32%) of the population, and 22% of the jobs in Bonita Springs are within walking distance (one-half mile) of Terry Street.

At the western edge of the project, a commercial center includes a hotel, a major supermarket, retail stores, and multiple eateries. The Imperial River parallels Terry Street between the Estero Bay and Kent Road as a natural-coursing river,



and is channelized east of Kent Road to assist with drainage of surrounding wetlands. The Kent Road spur provides a **direct connection between Terry Street and the headwaters for the Imperial River at Cullum's Bonita Trail Park**. This spur will also create an on-street connection between the trail along Terry Street and Cullum's Bonita Trail Park.

*A map shows the Terry Street Corridor in the regional context, between Naples to the south and the cities of Cape Coral and Fort Myers to the north*

# III.

## GRANT FUNDS, SOURCES, AND USES OF ALL PROJECT FUNDING

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“By supporting the City’s efforts, USDOT will create a showcase for the importance of thoughtful integration of all modes of transportation with retail, commercial and residential land uses, in addition to strengthening our economic growth and serving all members of our community, with a particular eye toward the needs of disadvantaged populations.”

CONGRESSMAN FRANCIS ROONEY

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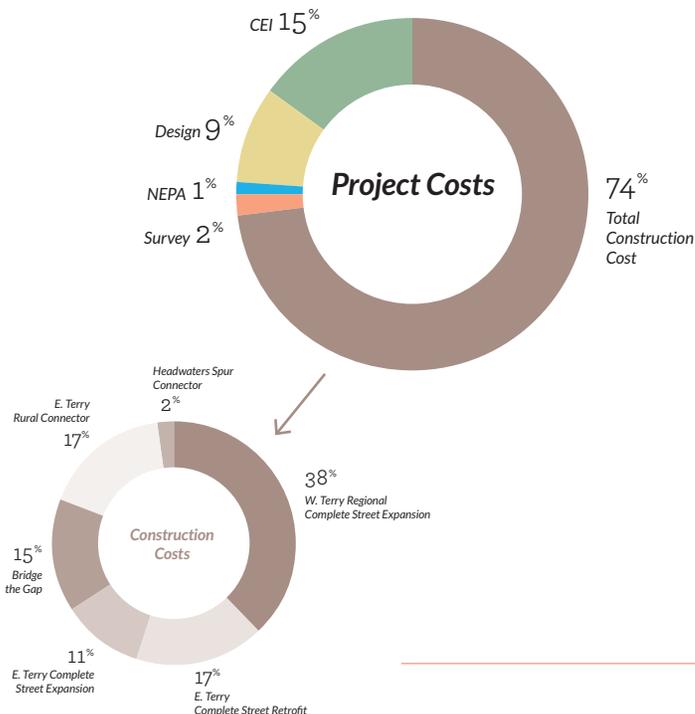
# III. GRANT FUNDS, SOURCES AND USES OF ALL PROJECT FUNDING

## SOURCE AND AMOUNT OF FUNDS

The project is estimated to be \$19,805,622, 80 percent of which will be BUILD-funded with the remaining 20 percent contributed by local matching funds. This proposal requests \$15,844,498 in BUILD funding to implement project improvements that would increase safety, efficiency, and quality of life Bonita Springs. Local funding has been committed at 20 percent or \$3,961,124 in unencumbered general fund match from the City.

The local match will cover the construction of a portion of the W. Terry Regional Complete Street Expansion. The remainder of the local match for this project will cover a portion of the design costs estimated for this project.

[Detailed construction cost estimates](#) are provided as a supplement to this narrative.



**Table 3.1: Summary of Source and Amount of Funds**

Name	Cost	% Total	Non-Federal Funds	BUILD Funds
W. Terry Regional Complete Street Expansion	\$5,799,560	38%	\$2,461,124	\$3,338,436
E. Terry Complete Street Retrofit	\$2,500,801	17%		\$2,500,801
E. Terry Complete Street Expansion	\$1,638,098	11%		\$1,638,098
Bridge the Gap	\$2,226,826	15%		\$2,226,826
E. Terry Rural Connector	\$2,611,170	17%		\$2,611,170
Headwaters Spur Connector	\$298,144	2%		\$298,144
<b>Total Construction Cost</b>	<b>\$15,074,599</b>	<b>74%</b>	<b>\$2,461,124</b>	<b>\$12,613,475</b>
Survey	\$350,000	2%		\$350,000
NEPA	\$100,000	1%		\$100,000
Design	\$1,605,384	9%	\$1,500,000	\$105,384
CEI	\$2,675,640	15%		\$2,675,640
<b>Total</b>	<b>\$19,805,622</b>	<b>100%</b>	<b>\$3,961,124</b>	<b>\$15,796,035</b>

		% of Total
Total BUILD Request	\$15,844,498	80%
Total Match Funds	\$3,961,124	20%
<b>Total Grant Package</b>	<b>\$19,805,622</b>	<b>100%</b>

# IV.

## CRITERIA

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“In the past 3 years, the City of Bonita Springs has taken its game to the next level, guided by a clear vision for its future. The City of Bonita has a proven track record and has demonstrated political leadership and commitment to a new direction. There are now projects on the ground that are demonstrating the safety, quality of life and economic development benefits of a complete streets approach, further building community support.”

DARLA LETOURNEAU, BIKEWALKLEE

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# IV. CRITERIA

## CRITERIA EXECUTIVE SUMMARY

**Table 4.1: Merit Criteria Summary**

MERIT CRITERIA	How this project addresses the BUILD Merit Criteria
<p><b>Safety</b> <i>Improving the safety of US transportation facilities and systems.</i></p>	<ul style="list-style-type: none"> <li>• Addresses current crash hotspots with proven safety countermeasures</li> <li>• Builds on recent safety programs and planning efforts such as the Lee County Bicycle and Pedestrian Advisory Committee, the 2013 Lee County MPO Bicycle and Pedestrian Safety Action Plan (updated 2018), the City of Bonita Springs Bicycle and Pedestrian Safety Advisory Committee, and updates to the City’s Land Development Code to provide bicycle and pedestrian improvements in the community.</li> <li>• By improving safety long the corridor, the project will help prevent collisions between all modes with an estimated \$33 million in avoided collision costs over 20 years.</li> </ul>
<p><b>Economic Competitiveness</b> <i>Contributing to the economic competitiveness of the United States.</i></p>	<ul style="list-style-type: none"> <li>• Creates jobs and attracts tourism</li> <li>• Reduces traffic congestion and increases worker productivity</li> <li>• Saves residents and the city money on roadway maintenance</li> <li>• Provides cost savings on transportation to individuals</li> <li>• By encouraging more people to bicycle and walk instead of drive in single-occupant automobiles, residents will save \$12.5 million in household transportation expenses and \$1.8 million in costs related to traffic congestion between 2024 and 2043.</li> </ul>
<p><b>Quality of Life</b> <i>Investments that increase transportation choices and access to transportation services for people in communities across the United States.</i></p>	<ul style="list-style-type: none"> <li>• Improves affordable access to jobs</li> <li>• Adds beautification and city pride</li> <li>• Boosts recreation and transportation options for all ages</li> <li>• After construction, the project will help encourage 52.3 million more non-recreational bicycle and pedestrian trips in the project study area between 2024 and 2043, resulting in 38.5 million fewer vehicle-miles traveled (VMT).</li> </ul>
<p><b>State of Good Repair</b> <i>Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that ensure good infrastructure condition while supporting commerce and economic growth.</i></p>	<ul style="list-style-type: none"> <li>• Reduces wear and tear on roads</li> <li>• Aids in the efficiency of the transportation system</li> <li>• Integrates local and county policies and programs</li> <li>• From the expected decrease in vehicle miles traveled (VMT) along the corridor, the roadway maintenance costs will be reduced by \$4.5 million over a 20-year period.</li> </ul>

*Continued on next page*

## IV. CRITERIA

**Table 4.1: Merit Criteria Summary, continued**

MERIT CRITERIA	How this project addresses the BUILD Merit Criteria
<p><b>Environmental Protection</b>  <i>Improving energy efficiency, reducing dependence on oil, reducing congestion-related emissions and benefiting the environment.</i></p>	<ul style="list-style-type: none"> <li>• Prevents flooding by reducing runoff</li> <li>• Improves air quality through tree plantings and reduced emissions</li> <li>• By lowering the vehicle miles traveled, 16,300 fewer metric tons of greenhouse gases and criteria pollutants will be released into the atmosphere. This will result in \$1.2 million in avoided environmental damage or mitigation costs over the 20-year evaluation period.</li> </ul>
<p><b>Innovation</b>  <i>US DOT will give priority to projects that make use of innovative technologies, use innovation in project delivery, or make use of innovative financing.</i></p>	<ul style="list-style-type: none"> <li>• Plans include green infrastructure and native plantings within landscaped buffer zones between the curb and path</li> <li>• A new multi-use path along Terry Street will be designed to meet the needs of the large student and senior population</li> <li>• Incorporates innovative design, including the first buffered bike lanes in Bonita Springs</li> </ul>
<p><b>Partnership</b>  <i>US DOT will give priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.</i></p>	<ul style="list-style-type: none"> <li>• 33 letters of support provided from a diverse group of businesses, governmental bodies, education centers, public health organizations, and elected officials</li> <li>• Support from elected officials include US Senator Marco Rubio, US Senator Bill Nelson, and US Congressman Francis Rooney</li> <li>• Builds on existing collaborations between the Bonita Springs City Council, Lee County, BikeWalkLee (a community coalition that advocates for Complete Streets), and the Blue Zone Project.</li> </ul>

## IV. CRITERIA

### SAFETY

People of all ages who walk or bike in Bonita Springs are at high risk for being killed or injured in a crash with an automobile. The 2016 report by Smart Growth American, *Dangerous by Design* identifies that Florida is the most dangerous state in the country for people on foot or bike. Within Florida, the Cape Coral/Fort Myers MSA has been identified as number one as the most dangerous in the country for pedestrians. The report calculates a Pedestrian Danger Index (PDI) as the rate of pedestrian deaths relative to the number of people who walk to work in the region. The higher a metro area's PDI, the more dangerous it is for people to walk. With a PDI of 283, the Cape Coral-Fort Myers metro scored almost 30 points higher than the second most dangerous metro for walking, Palm Bay-Melbourne-Titusville Florida.

The regional safety issues highlighted in the *Dangerous by Design* report also apply to Bonita Springs and Terry Street. Over the past five years, 441 total crashes have been recorded within 100 feet of Terry Street, or approximately **3 crashes per week**. This amounts to 9% of the total crashes in Bonita Springs. The vast majority of crashes (98%) involved vehicles. However, crashes among modes do not occur in isolation – a corridor that is unsafe for driving will also be unsafe for walking or biking. The project will help prevent collisions between all modes, with an estimated **\$33 million in avoided collision costs over 20 years**.



A heatmap shows crash locations and crash hotspots along Terry Street in Bonita Springs.

## IV. CRITERIA

In the Lee County Bicycle and Pedestrian Safety Action Plan, the priority objective #1 is infrastructure – “Reduce the frequency and severity of bicycle and pedestrian crashes by improving the transportation system infrastructure through the implementation of strategic countermeasures and the construction of new facilities.”

To create a comfortable and enjoyable environment for all users, existing safety issues on Terry Street will be addressed. Several of FHWA’s proven safety countermeasures will be added to Terry Street with this project, including:

- Single Roundabout
- Lane Narrowing
- Sidewalks/Multi Use Paths
- Bike Lanes
- Enhanced Crosswalks
- Enhanced transit stops
- Landscaping
- Signing and wayfinding
- Pocket park
- Street or pathway lighting

The proposed improvements build on recent county and city efforts to tackle transportation safety. This includes the Lee County Bicycle and Pedestrian Advisory Committee, the 2013 Lee County Bicycle and Pedestrian Safety Action Plan (updated 2018), and the City of Bonita Springs Bicycle and Pedestrian Safety Advisory Committee.



The Terry Street project will build on and connect to recent safety improvements made by the City, such as the roundabout at Terry Street and Old 41.

Recently, the City of Bonita Springs improved the railroad crossing at West Terry Street by expanding sidewalks from 5 feet to 8 feet, adding landscaping, and installing protective handrails, barriers, and lighting to better separate pedestrians and bicyclists from vehicle traffic. The City spend approximately \$350,000 of their own funds to construct improvements.



The recent investment by the City to improve the bridge crossing over the creek at the railroad crossing has created a wider sidewalk and safer walking conditions, particularly for children walking to Bonita Middle Center for the Arts School.

## IV. CRITERIA

### ECONOMIC COMPETITIVENESS

A multimodal Terry Street will create economic benefits through increased jobs and tourism, reduced costs from congestion, and lower transportation costs. There will be an increase in employment at existing job centers near Terry Street, particularly in downtown Bonita Springs, where a concentration of local businesses stand to benefit the most and at the west terminus of the street. A study by Smart Growth America titled “The Economic Benefits of Complete Streets” found that employment levels rose after Complete Street projects—in some cases, significantly. Studies conducted in urban and rural areas of New York, Vermont, Tennessee, Missouri, Washington, Michigan, and North Carolina all showed strong job growth or increased spending at local businesses following the construction of a Complete Street project<sup>1</sup>.

<sup>1</sup> *The Economic Benefits of Complete Streets*. [http://vibrantneo.org/wp-content/uploads/2014/03/VibrantNEO\\_EconomicBenefitsofCompleteStreets.pdf](http://vibrantneo.org/wp-content/uploads/2014/03/VibrantNEO_EconomicBenefitsofCompleteStreets.pdf)

Tourism is the number one economic generator in Florida, and proximity to tourist hotspots such as Lovers Key, Bonita Beach and Barefoot Beach are a key factor in Bonita Springs’ success. A study from the Institute for Transportation Research and Education examined the economic benefits of a bicycle infrastructure in coastal North Carolina. An initial investment of \$7 million to construct bike facilities and trails resulted in approximately \$60 million in total impact to the local tourism economy<sup>2</sup>. A similar economic impact is expected for Bonita Springs, where a multi-use path along Terry Street can connect the area beaches to emerging attractions such as downtown Bonita Springs and the Riverfront Park.

The increased access and transportation options to reach destinations that draw tourists to the area also appeal to residents looking to buy new homes or open new businesses. Studies from similar trail systems show that nearby property owners can expect a 6 percent increase in the value of their properties after a multi-use path is completed<sup>3</sup>.

<sup>2</sup> [http://www.ncdot.gov/bikeped/download/bikeped\\_research\\_EIAoverview.pdf](http://www.ncdot.gov/bikeped/download/bikeped_research_EIAoverview.pdf)

<sup>3</sup> <https://www.railstotrails.org/trailblog/2018/january/17/a-message-to-president-trump-and-congress-trails-transform-our-nation/>

Walking and cycling is a more economically efficient mode of transportation than driving an automobile. According to AAA and US Census data, yearly operation and ownership of one motor vehicle accounts for up to 15 percent of the median household’s income in Bonita Springs<sup>4</sup>.

As more local, short-distance trips shift to the multi-use path, bike lanes, sidewalks, and transit, the Terry Street Complete Street Project will reduce traffic congestion and the accompanying impacts on pollution and worker productivity. The City of Bonita Springs, too, will save money through reduced roadway maintenance.

By encouraging more people to bicycle and walk instead of drive in single-occupant automobiles, **residents will save \$12.5 million in household transportation expenses, \$1.8 million in costs related to traffic congestion, and \$4.5 million in roadway maintenance costs between 2024 and 2043.**

<sup>4</sup> <https://newsroom.aaa.com/2015/04/annual-cost-operate-vehicle-falls-8698-finds-aaa-archive/>

## IV. CRITERIA

### QUALITY OF LIFE

The Terry Street Complete Street Project provides affordable access to jobs by filling a major gap in multi-use trails and transit access. The Center for Neighborhood Technology scores the West Terry Street corridor a 2.8 out of 10 (with a score of 1=poor, 10=good) based on access to jobs and services through transit connectivity<sup>5</sup>. The Complete Street improvements on Terry Street will expand access to transit, create new opportunities for biking, and improve walkable connections to employment centers, parks, schools, churches, and downtown.

<sup>5</sup> AllTransit Performance Score. Housing and Transportation Affordability Index, Center for Neighborhood Technology, 2018, <https://alltransit.cnt.org/metrics/>

For people that work and live along Terry Street, access to a trail requires a drive or longer-distance travel by walking, biking, or transit. Enhancing access to existing trails with multi-use paths, walkways and bikeways can increase the likelihood someone can walk or bike to a trail for recreation or transportation. Additionally, expanding the trail network in the region will also increase opportunities to be physically active, socialize, and connect with nature or to daily destinations.

The new facilities will allow non-driving students, adults, and seniors greater independence, reducing reliance on government services, housing facilities, and caregivers for everyday needs. Since 38% of the population in Bonita Springs is over the age of 65, this affords significant individual and community savings, and greatly expands opportunities for community engagement.

*The Terry Street Complete Street Project will connect to a CBDG-funded pocket park that will serve as a park today and future trail-head for the proposed multi-use path along the existing utility corridor.*



## IV. CRITERIA

The completed Terry Street improvements will transform the ability of Bonita Springs' residents to get out and live more active, healthier lifestyles. As an example, the AARP Livability Index scores locations around seven principles that provide a high quality of life for older adults<sup>6</sup>. The Terry Street Complete Street Project will positively impact five of the principles, to significantly improve livability:

1. Neighborhood (access to live, work, and play)
2. Transportation (safe and convenient options)
3. Environment (clean air and water)
4. Health (prevention, access, and quality)
5. Engagement (civic and social involvement)

After construction, the project will help **encourage 52.3 million more non-recreational bicycle and pedestrian trips in the project study area between 2024 and 2043, resulting in 38.5 million fewer vehicle-miles traveled (VMT)**. The project will encourage on average **700 more people to meet the Centers for Disease Control's recommended hours of weekly physical activity**.

In addition, studies show that increased physical activity helps keep seniors mentally fit and reduces the risk of heart disease and diabetes. **The overall boost to wellness will save residents \$19.1 million in healthcare expenses between 2024 and 2043.**

<sup>6</sup> <https://livabilityindex.aarp.org>

### STATE OF GOOD REPAIR

The Terry Street Complete Street Project will create a multimodal corridor using proven facility designs that encourage a switch from vehicle trips to walking and biking trips. Terry Street was largely designed as a multi-lane, high-speed road with the sole purpose of accommodating vehicle traffic. Complete Street improvements on Terry Street will bring high-quality bicycle and pedestrian facilities that create active transportation options for short trips.

The improvements to Terry Street will also aid in the efficiency of the transit system. Currently, there are ten bus stops on Terry Street for LeeTran route 150. Only one of these is within 200 feet of a crosswalk, and many of the bus stops are located on the south side, which lacks sidewalks.

This project will maximize ridership by increasing the comfort and accessibility of bus stops for people walking and biking, by locating enhanced crossings at bus stops. The bus stop/bike lane designs will be coordinated to allow for efficient bike-bus connections and without impeding bus movements or traffic flow.

The proposed corridor improvements will impact the bottom line, by reducing wear and tear from vehicle traffic while increasing the roadway capacity for all users. The expected decrease in vehicle miles traveled (VMT) along the corridor will **reduce roadway maintenance cost by \$4.5 million over a 20-year period**.

The Terry Street Complete Street Project is consistent with the goals in the Lee County MPO's 2040 Long Range Transportation Plan (LRTP). Compatible objectives in the LRTP include:

- Balanced and integrated with all transportation modes for people and goods
- Safe and secure for existing and future residents, visitors, and businesses
- Sensitive to the County's communities, the community character, and environmental resources

This plan integrates and prioritizes countywide policies and programs, such as the Complete Streets Policy, the Bicycle and Pedestrian Safety Action Plan, and the Safe Routes to School Program. A Shared Use Path on Terry Street is included as one of 33 priority bicycle and pedestrian network opportunities for county funding.

The 2040 LRTP identifies approximately \$3.1 billion in Lee County revenues for countywide operations and maintenance of the transportation system, with approximately \$53 million identified for Bonita Springs. Funding from the county for maintenance and operations is a sustainable, long-term source of revenue that includes user fees, tolls, gas taxes, and general revenue. Additionally, the Florida Department of Transportation sets aside 50% of their funds for maintenance and operations of the state highway network, which includes major intersecting corridors such as US 41 and I-75.

## IV. CRITERIA

### ENVIRONMENTAL PROTECTION

Bonita Springs is located in an ecologically sensitive region of southwest Florida between the Everglades National Park, the barrier islands of Estero Bay, and the Gulf of Mexico. The area is low-lying and prone to frequent flooding, particularly along the Imperial River, which drains the overflow from surrounding floodplains into the Gulf of Mexico. In 2017, Hurricane Irma left more than half the town under water when the river rose over its banks<sup>7</sup>.

<sup>7</sup> <https://www.nytimes.com/interactive/2017/09/12/us/hurricane-irma-florida-flooding-bonita-springs.html> accessed on 7-9-2018

Subsequently, the city has taken extensive measures to prevent repeat flooding. Earlier this year (2018), the City of Bonita Springs Flood Reduction and Watershed Restoration Plan<sup>8</sup> was established, which builds on the 2002 Stormwater Master Plan and includes solutions such as redirecting water away from the Imperial River watershed, preservation of greenways and natural areas, dredging and restoration of area creeks, clearing culverts of vegetation, and minimizing runoff.

<sup>8</sup> <http://www.cityofbonitasprings.org/wp-content/uploads/2018/02/CBS-Flood-Reduction-and-Hydrologic-Restoration-Plan-DRAFT-for-Review-18126.pdf>

For this project, floodwater management and runoff reduction is a priority, both to prevent flooding and enhance the environmental health of the corridor and the Imperial River watershed. Stormwater management along Terry Street will be achieved by incorporating green infrastructure next to the multimodal facilities and within the landscaped buffer zones. These buffer zones will capture runoff and provide opportunities to rebuild the ecosystem with native plantings, which will result in improved water and air quality. Specific improvements include clearing the Leitner Creek culvert crossing at Terry Street, a recommendation in the 2018 Flood Reduction and Watershed Restoration Plan.



*In 2017, Hurricane Irma left much of the City flooded, including portions of Terry Street. Stormwater improvements with this project will help the community limit the impact of flooding after major weather events.*

## IV. CRITERIA

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Landscaped buffers with shade trees are proposed for three of the five character areas for this project. The added trees and greenery will also reduce the heat island effect, literally growing in their impact as the trees mature. The average high temperature in Bonita Springs is above 90 degrees for four months of the year. When combined with the high humidity of south Florida and the growing heat-island effect from development, added shade trees will play an increasingly important role in maintaining a comfortable environment for outdoor activity, while also decreasing energy costs for adjacent residents and businesses.

The Cape Coral-Fort Myers MSA ranked 95th out of the top 100 metros in the U.S. for the largest carbon footprint from transportation use, according to a Brookings Institute study titled “Shrinking the Carbon Footprint of Metropolitan America.”<sup>9</sup> As more vehicle trips transition to walking, biking, and transit trips as a result of the Terry Street Complete Street Project, air quality will significantly improve, particularly for people living along the corridor. By lowering the vehicle miles traveled, **16,300 fewer metric tons of greenhouse gases and criteria pollutants will be released into the atmosphere.** This will result in **\$1.2 million in avoided environmental damage or mitigation costs** over the 20-year evaluation period.

<sup>9</sup> <https://www.brookings.edu/wp-content/uploads/2016/07/metro-profiles.pdf>



*The Kent Road spur for the Terry Street Complete Street Project will connect people to nature trails at the headwaters of the Imperial River.*

## IV. CRITERIA

### PARTNERSHIP

The Terry Street Complete Street Project is a collaborative effort between the Bonita Springs City Council, Lee County and BikeWalkLee, a community coalition advocates for Complete Streets. These groups are working with multiple local agencies and organizations on a 50-mile countywide multi-use path network. The network will link with the planned Gulf Coast Trail network, which will ultimately connect the city of Bonita Springs and the Village of Estero via the Seminole Gulf Coast Railroad right of way. The Southwest Florida Regional Trail is part of the adopted Florida Greenways and Trail System Plan, part of a statewide trail initiative. This corridor will also connect with the Great Calusa Blueway Paddling Trail – a 190-mile marked canoe and kayak trail through Lee County. When the network gaps are filled, the city and county can maximize their combined investments.

The City of Bonita Springs has received 33 [letters of support](#) for the Terry Street Complete Street Plan from a diverse group of businesses, governmental bodies, education centers, public health organizations, and elected officials.

**Table 4.2: Summary of Primary Project Partners**

Project Partner	Type of Support	Type of Organization
Lee County	Project Support	Governmental
Lee County Metropolitan Planning Organization	Project Support	Governmental
Bike Walk Lee	Project Support	Advocacy
Bonita Springs Bicycle and Pedestrian Safety Advisory Committee	Project Support	Advisory Group
Florida Power and Light	Collaboration – bury overhead power lines	Utility
Bonita Springs Utilities	Collaboration – relocate utility lines	Utility
Lee County Human and Veteran Services	Collaboration – the city has an Urban County Agreement for CDBG entitlement funds	Governmental
US Senator Marco Rubio	Project Support	National Policymaker
US Senator Bill Nelson	Project Support	National Policymaker
US Congressman Francis Rooney	Project Support	National Policymaker
Florida Senator Kathleen Passidomo	Project Support	State Policymaker

## IV. CRITERIA

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### INNOVATION

The City of Bonita Springs will be innovative in its approach to stormwater management and bikeway design. Flooding is a concern for the city following historically high water levels on the Imperial River from Hurricane Irma in 2017. The Terry Street Complete Street Plan will incorporate green infrastructure and native plantings within landscaped buffer zones between the curb and path. Recommendations from the 2018 Flood Reduction and Watershed Restoration Plan<sup>10</sup> are incorporated in the Terry Street Plan, such as clearing of drainage channels and decreased runoff.

A new multi-use path along Terry Street will be designed to meet the needs of the large student and senior population. Younger cyclists and older cyclists tend to prefer bikeways with physical separation from vehicle traffic. The path designs for Terry Street will incorporate a wide buffer to improve comfort for all users, and will exceed minimum federal design standards for trail width. Specific improvements include longer pedestrian crossing times at signals, enhanced mid-block crosswalks, signage with improved visibility for older adults, frequent seating and rest areas, and high-visibility trail crossing treatments at all driveways and cross streets. On-street bikeways will also incorporate innovative design, including the first buffered bike lanes in Bonita Springs.

<sup>10</sup> <http://www.cityofbonitasprings.org/wp-content/uploads/2018/02/CBS-Flood-Reduction-and-Hydrologic-Restoration-Plan-DRAFT-for-Review-18126.pdf>

### NON-FEDERAL REVENUE FOR TRANSPORTATION INFRASTRUCTURE INVESTMENT

As a locally funded project, the match funding has been allocated from the City of Bonita Springs general fund. There are no fiscal constraints that would hinder the City's ability to utilize match funding for this project. Once the project is completed, the City will allocate funds to cover the maintenance costs associated with the improvements.

# V.

## PROJECT READINESS

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“The City of Bonita Springs exhibits a strong dedication to increasing the health, safety and welfare of their residents as evident through their projects that support all modalities. The city has robust complete streets policies and visionary leadership that continue to raise the bar and set an example for neighboring communities.”

JESSICA CRANE, BLUE ZONES PROJECTS

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## V. PROJECT READINESS

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### TECHNICAL FEASIBILITY

While the project elements in this narrative are summarized in six character areas, there are 15 different segments associated with the Terry Street Complete Street Project. Previous conceptual design work outcomes indicated a need to create the segments based on right-of-way width changes and variability in existing conditions throughout the corridor.

Inconsistent right-of-way will be one of the top challenges during the design and implementation. However, across all segments, optimal bicycle and walking conditions have been recommended to provide safe and direct access. The recommendations strive for a consistent facility type, but in some cases the type changes to accommodate right-of-way constraints. The 15 segments include a combination of buffered bidirectional bicycle lanes, multi-use path, conventional bicycle lanes, and shared roadway markings. Efforts to calm traffic include the recommendation of a roundabout at Pine Avenue and Terry Street, and the provision of street trees and wide planting strips for user comfort. And while existing utilities will require relocation or burial, the upgrades will provide a higher quality viewshed with improved utility operation and maintenance in the long-term.

Results of the [concept study](#) are provided as a supplement to this narrative with additional detail on constraints, opportunities, and construction requirements for each segment.

### REQUIRED APPROVALS

Documents expected to be needed and anticipated dates for securing them are as follows:

- NEPA – It is anticipated that the project merits a Categorical Exclusion (CE), which will be completed in the initial year alongside project design. Thus, no delay associated with NEPA is expected.
- Right-of-Way (ROW) – A minimal amount of ROW is needed to accommodate the proposed roundabout at the intersection of Pine Avenue and W. Terry Street. The City anticipates ROW acquisition to begin once the BUILD award is fully executed by both parties, take less than one year to complete, and be completed one year before project construction begins.
- Legislative Approval - No legislative approval is necessary and the maintaining agency (City of Bonita Springs) is responsible for implementation.

Additionally, permit applications for the construction of a pedestrian bridge over I-75 requires a design review from Federal Highways Administration (FHWA) and/or the local Department of Transportation (FDOT).

The following Special Conditions for Structures may also apply:

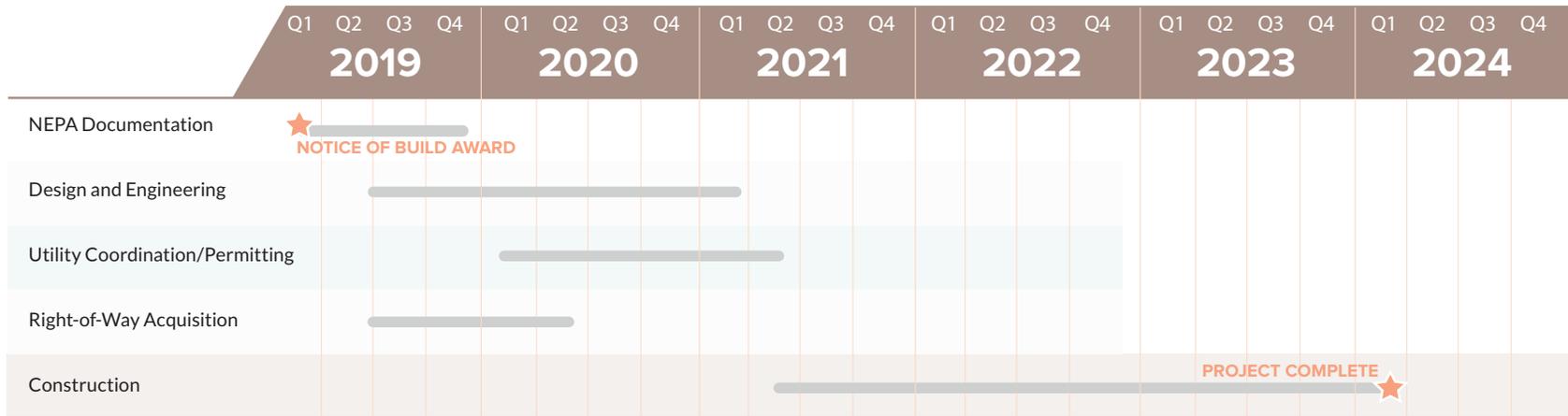
- The permit applicant will be required to release any liability or maintenance to FHWA and FDOT resulting from the construction, maintenance, or removal of the structure authorized by the permit.
- A right-of-way airspace lease agreement may be required by FDOT prior to the placement of the structure over the interstate right-of-way.
- All structures serving the public within interstate right-of-way shall comply with the Americans with Disability Act.
- The clear height of the structure's under-clearance above the traveled roadway and road shoulders shall meet a minimum under-clearance distance of 18 feet.
- An approved permit shall be required prior to the erection of any part of the structure.

# V. PROJECT READINESS

## PROJECT SCHEDULE

The Terry Street Complete Street Project has been programmed through local and regional planning approvals. During the June 22, 2018 Lee County Metropolitan Planning Organization (MPO) meeting, the council incorporated the following sections of the Terry Street Complete Street Project to the Transportation Alternatives (TA) and Surface Transportation Program Urban Area (SU) Multi-modal Box Funded Priorities:

- West Terry Street from Pine Avenue to Old 41 (Priority 9)
- East Terry Street from Imperial Parkway east to Bonita Grande Drive (Priority 11)



# V. PROJECT READINESS

## PREVIOUS PUBLIC ENGAGEMENT

On-going project coordination and outreach efforts for this project include regular meetings of the City's Bicycle and Pedestrian Advisory Committee and the City's participation with the Lee County MPO Bicycle and Pedestrian Advisory Committee. Both committees are focused on implementing the Lee County MPO Bicycle and Pedestrian Master Plan as well as the City's Bicycle and Pedestrian Master Plan.

In 2017, Bonita Springs adopted its first Bicycle and Pedestrian Master Plan. The project included community surveys and meetings to identify the long-term vision for trails and complete streets in the City.

To further refine the vision for Terry Street, the City held trail visioning workshops in February and March, 2018. The workshops reviewed West Terry Street Trail and Pocket Park Design along with other city-wide trails. Over a three day period more than 50 citizens provided input on the design of the trail system. There was overwhelming support for the Terry Street multi-use path. Comments from the workshops included requests for: safe streets and intersections, safe crossings, dedicated space for all users, appropriate vehicle speeds, and comfortable space for all users. Attendees also ranked connections to neighborhoods, parks, schools and the downtown



A visioning workshop for Terry Street in spring, 2018 attracted more than 50 participants

What we heard.

## INTENDED USERS

Top 3



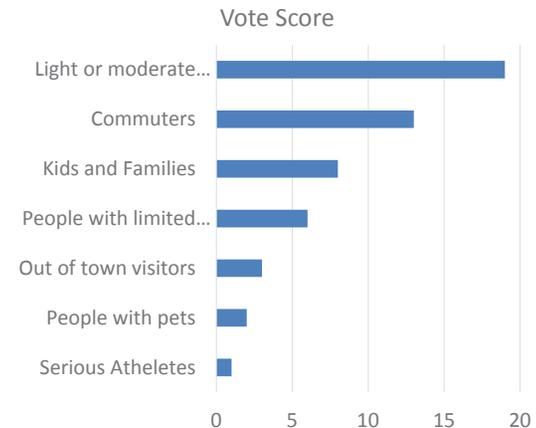
Light or Moderate Exercisers



Commuters



Kids and Families



At the Terry Street Visioning Workshop, community members expressed support for improvements that accommodate a wide range of users and activities.

## V. PROJECT READINESS

### ASSESSMENT OF PROJECT RISKS AND MITIGATION STRATEGIES

Minimal risks are anticipated with the project. Table 5.1 assesses the potential risks discussed in BUILD application guidance. Additionally, the City of Bonita Springs has a great deal of experience managing construction projects funded by granting agencies. It is anticipated that when the award is provided the City will:

- Appoint a Project Manager for all construction related issues
- Assign a Grant Coordinator for all grant related tracking, along with budgetary requirements and compliance issues

**Table 5.1: Summary of Potential Risks and Mitigation Strategies**

Procurement Delays	The size and scale of the work is well within the range handled on a routine basis by Bonita Springs and FDOT. Anticipated procurement is not considered unusual in any way for this project. No delays are anticipated.
Environmental Uncertainties	Project is within existing right-of-way or within already built areas and no wetlands are impacted. Project is a typical Categorical Exclusion and will be documented to comply with NEPA.
Right-of-Way Acquisition	Bonita Springs has a standard process for right-of-way acquisition and regularly performs these tasks for similar projects. Given the minimal amount of right-of-way needed and the City's experience with this work, no delays are anticipated.
Grant Management Issues	Bonita Springs has a well-established procedure and plan for managing grant funds, designed to ensure good oversight and formal documentation.
Utility Conflicts	Utility conflicts often occur on projects like this one that skirt the ROW edge. A proper utility survey with utilities located near proposed underground work will mitigate the risk from these issues before they impact construction. Avoidance is the preferred strategy to cost effectively resolve utility conflicts.

# VI.

## BENEFIT-COST ANALYSIS

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“The community is confident that this project can be a national model for creating a safe and well connected street network thus making the area more people-friendly and livable, which can bring economic growth and affordable housing to the downtown area in the City of Bonita Springs.”

SENATOR KATHLEEN PASSIDOMO

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## VI. BENEFIT-COST ANALYSIS

### SUMMARY

This benefit-cost analysis (BCA) weighs the costs (capital and maintenance) and benefits (environmental protection, quality of life, economic competitiveness, safety, and state of good repair) that would accrue during construction and over a 20-year evaluation period after completion of the Terry Street Complete Streets project in Bonita Springs. Four alternatives for the project were considered: a no build alternative, a low estimate, a mid estimate, and a high estimate.

**At a 7 percent real discount rate over a 20-year period, the high estimate has a net present value of \$13.0 million, an internal rate of return of 5.7 percent, and a benefit-cost ratio of 1.8:1.**

See Table 6.1 at right for a cumulative summary of project benefits, using the high estimates. For the complete BCA methodology and results, see the [BCA summary memo](#) uploaded as an attachment of this narrative.

### BACKGROUND

This BCA approach expands on the methods suggested by the National Cooperative Highway Research Program (NCHRP) Report 552: Guidelines for Analysis of Investments in Bicycle Facilities by incorporating detailed local demographic information and using new data and research that has become available since Guidelines for Analysis was published in 2006.

**Table 6.1: Summary of Return on Investment**

<b>Benefits</b>	
7% Discount Rate	
Net Present Value	\$13,000,000
Internal Rate of Return	5.7%
Benefit-Cost Ratio	1.8: 1
<b>Safety</b>	
Collision Cost Savings	\$33,000,000
<b>Economic Competitiveness</b>	
Household Transportation Cost Savings	\$12,500,000
Traffic Congestion Cost Savings	\$1,800,000
Total Jobs Created	200
<b>Quality of Life</b>	
Healthcare Cost Savings	\$19,100,000
<b>State of Good Repair</b>	
Non-Recreational Bicycle and Pedestrian Trips	52,300,000
Vehicle-Miles Travelled Reduced	38,500,000
Roadway Maintenance Cost Savings	\$4,500,000
<b>Environmental Protection</b>	
Metric Tons of Greenhouse Gases and Criteria Pollutants Reduced	16,300
Environmental Damage or Mitigation Costs Reduced	\$1,200,000
<b>Costs</b>	
Construction Costs	\$19,805,622
Maintenance Costs	\$5,540,280
<b>Total Costs</b>	<b>\$25,345,902</b>