

Pine Ridge Road Corridor Congestion Study

PUBLIC INVOLVEMENT REPORT

MARCH 27, 2018



Collier County Capital Projects, Planning, Impact Fees & Program Management

STANTEC CONSULTING SERVICES INCORPORATED

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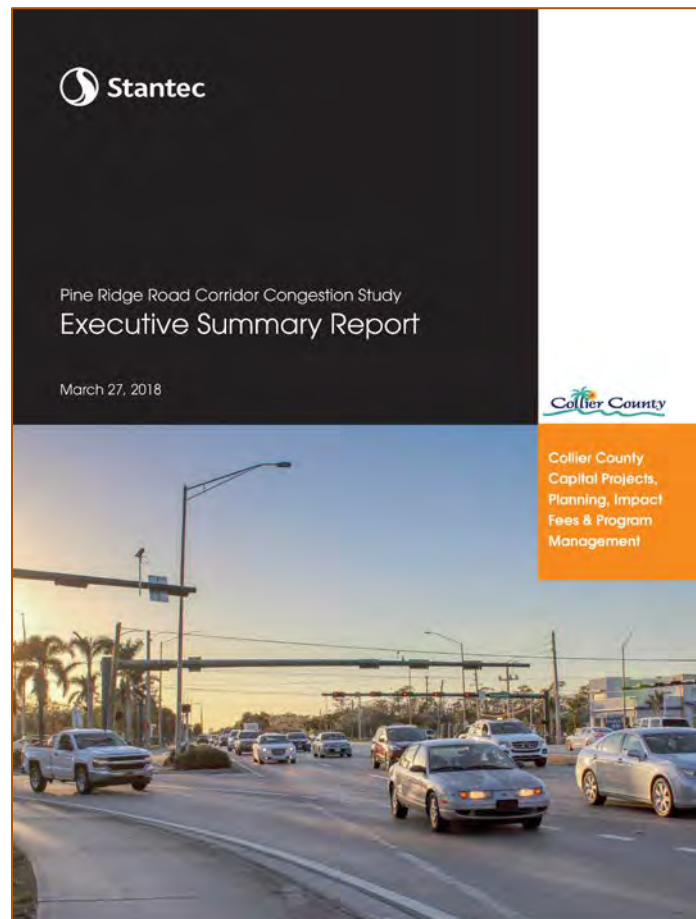
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OVERVIEW

Pine Ridge Road (CR-896) between US 41 and Collier Boulevard serves as one of only four major east/west arterial corridors serving commuters and providing direct connection to one of four I-75 interchanges within the urban area. High peak period traffic volumes experience excessive delay along the entire length of the corridor from US 41 to I-75. 2016 existing volumes between Livingston Road and I-75, plus “trip bank” trips from committed developments, exceed the adopted level of service (LOS) standard set by the Board of County Commissioners in the Collier County Growth Management Plan (GMP). This segment is identified as LOS “F”, failing, in the 2016 and 2017 Annual Update and Inventory Reports (AUIRs).

To examine this segment of the corridor more closely in hopes of identifying potential countermeasures to the increasing volumes projected in the 2016 AUIR, the *Capital Project Planning, Impact Fees & Program Management Division* initiated the Corridor Congestion Study to evaluate existing and future traffic conditions and to identify potential improvements within the corridor that would relieve congestion and improve the LOS.

The study documentation is divided into three reports, this *Public Involvement Report*, an *Executive Summary Report*, and a companion *Technical Report*. While the public involvement process has been summarized in the *Executive Summary Report*, this companion *Public Involvement Report*, and the associated *Appendices*, are intended to fully document the public information/engagement efforts made during this study.

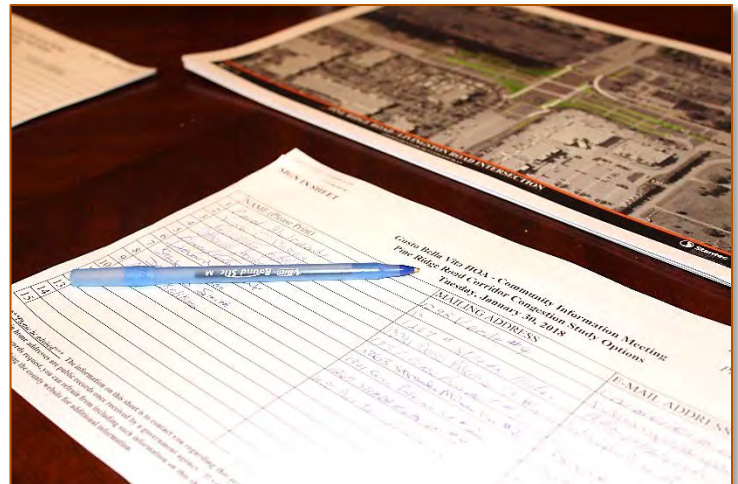


PUBLIC INVOLVEMENT PROCESS

Engaging the public is one of the most important aspects of a study of this type. The study public involvement process included maintenance of a project website, internal meetings with division staff, public meetings (Collier MPO and their Advisory Committees), a public workshop/open house, and individualized stakeholder meetings/presentations with area homeowner associations (HOAs). Direct contact to affected public agencies was made by reaching out to the North Naples Fire Control and Rescue District, the Collier County School District, and the Collier County Sheriff's Office. The following meetings, workshops, and stakeholder meetings occurred during the study period:

- February 27, 2017 MPO Technical Advisory Committee (TAC)
- February 27, 2017 MPO Citizens Advisory Committee (CAC)
- March 10, 2017 MPO Board
- June 15, 2017 Public Workshop/Open House – Collier County YMCA
- November 8, 2017 Wyndemere HOA
- December 6, 2017 Development Services Advisory Committee (DSAC)
- January 11, 2018 Kensington HOA
- January 16, 2018 Mariposa HOA
- January 18, 2018 Marbella Lakes HOA
- January 24, 2018 Andalucia HOA
- January 30, 2018 Gusto Bella Vita HOA
- January 31, 2018 Stratford Place HOA
- February 15, 2018 Business Representatives Meeting
- February 22, 2018 Aviano HOA

The public engagement efforts are described in more detailed in the sections that follow.



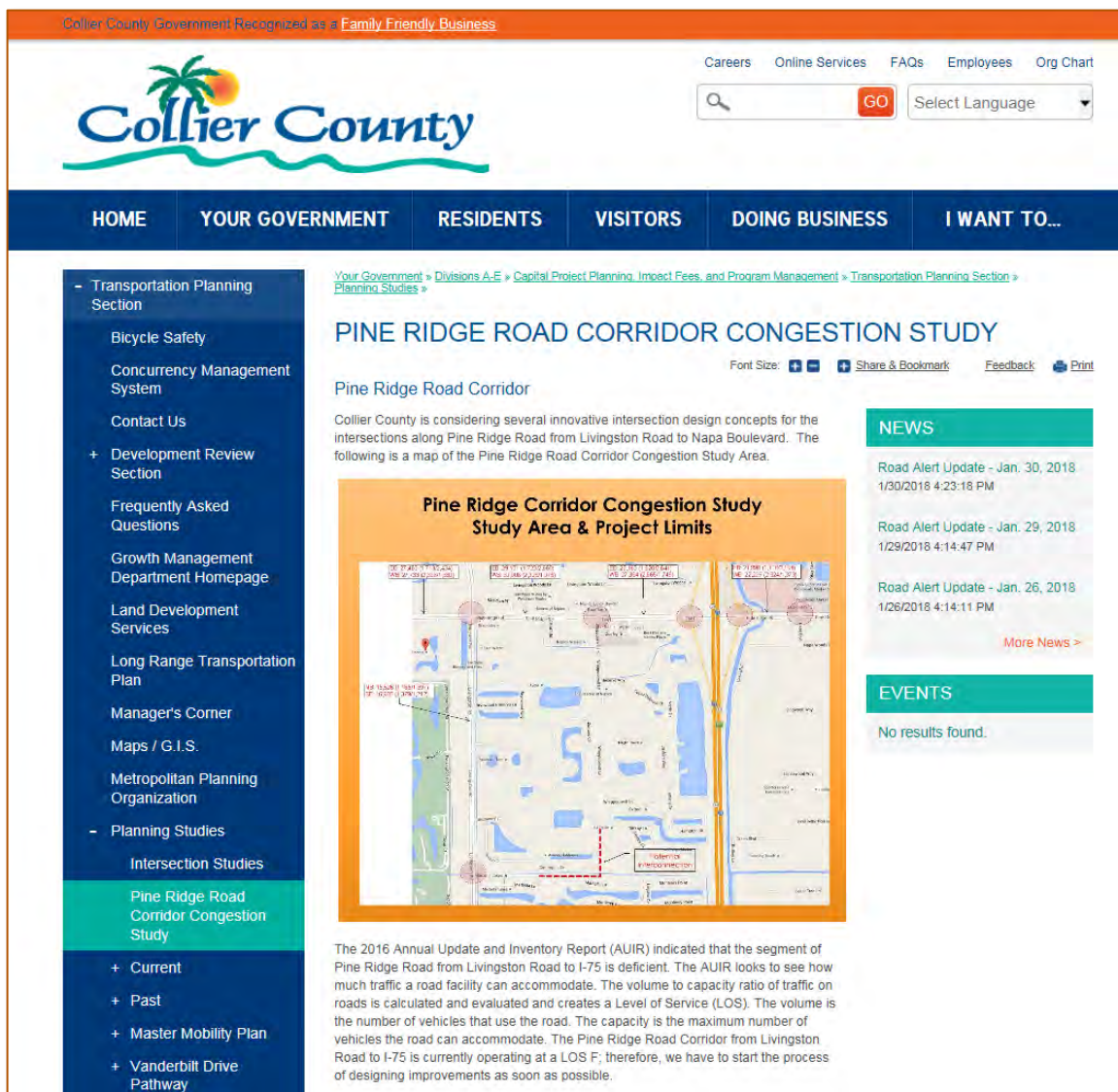
Attendees at all workshops and meetings were invited to sign-in to be added to the project mailing list

PROJECT WEBSITE

Throughout the planning process, starting in early 2016, Collier County maintained an extensive project webpage (Figure 1), including a detailed description of the study, graphics of the study area, graphics and detailed descriptions of the “conventional” and “innovative” improvements under consideration, a set of frequently asked questions (FAQs), a link to a survey and Comment Form, and agency contact information. Links to video animations showing 2040 traffic volumes moving thru the innovative intersection concepts, and a link to the PowerPoint presentation given to the Metropolitan Planning Organization were added during the public vetting process.

The link to the Collier County project webpage is: <http://www.colliergov.net/your-government/divisions-a-e/capital-project-planning-impact-fees-and-program-management/transportation-planning-section/planning-studies/pine-ridge->

And at: <http://www.colliergov.net/pineridgecorridor>



The screenshot displays the Collier County website interface. At the top, there is a navigation bar with links for Careers, Online Services, FAQs, Employees, and Org Chart. Below this is the Collier County logo and a search bar. The main navigation menu includes Home, Your Government, Residents, Visitors, Doing Business, and I Want To... The content area features a sidebar with various links, including Transportation Planning Section, Bicycle Safety, and Development Review Section. The main content area is titled "PINE RIDGE ROAD CORRIDOR CONGESTION STUDY" and includes a map of the study area and a news section with updates from January 2018.

PINE RIDGE ROAD CORRIDOR CONGESTION STUDY

Pine Ridge Road Corridor

Collier County is considering several innovative intersection design concepts for the intersections along Pine Ridge Road from Livingston Road to Napa Boulevard. The following is a map of the Pine Ridge Road Corridor Congestion Study Area.

Pine Ridge Corridor Congestion Study Study Area & Project Limits

The 2016 Annual Update and Inventory Report (AUIR) indicated that the segment of Pine Ridge Road from Livingston Road to I-75 is deficient. The AUIR looks to see how much traffic a road facility can accommodate. The volume to capacity ratio of traffic on roads is calculated and evaluated and creates a Level of Service (LOS). The volume is the number of vehicles that use the road. The capacity is the maximum number of vehicles the road can accommodate. The Pine Ridge Road Corridor from Livingston Road to I-75 is currently operating at a LOS F; therefore, we have to start the process of designing improvements as soon as possible.

NEWS

- Road Alert Update - Jan. 30, 2018 1/30/2018 4:23:18 PM
- Road Alert Update - Jan. 29, 2018 1/29/2018 4:14:47 PM
- Road Alert Update - Jan. 26, 2018 1/26/2018 4:14:11 PM

EVENTS

No results found.

FIGURE 1: Project Website

Pine Ridge Road Corridor Congestion Study – Public Involvement Report

A copy of the entire project webpage (as of 01/31/18) is included in **Appendix A**.

The City of Naples also provided webpage on the City of Naples website (**Figure 2**), including a brief description of the project and links to the County’s project webpage, graphics, etc.

The City of Naples webpage link is: <https://www.naplesgov.com/streetsstormwater/project/pine-ridge-road-corridor-congestion-study-collier-county>

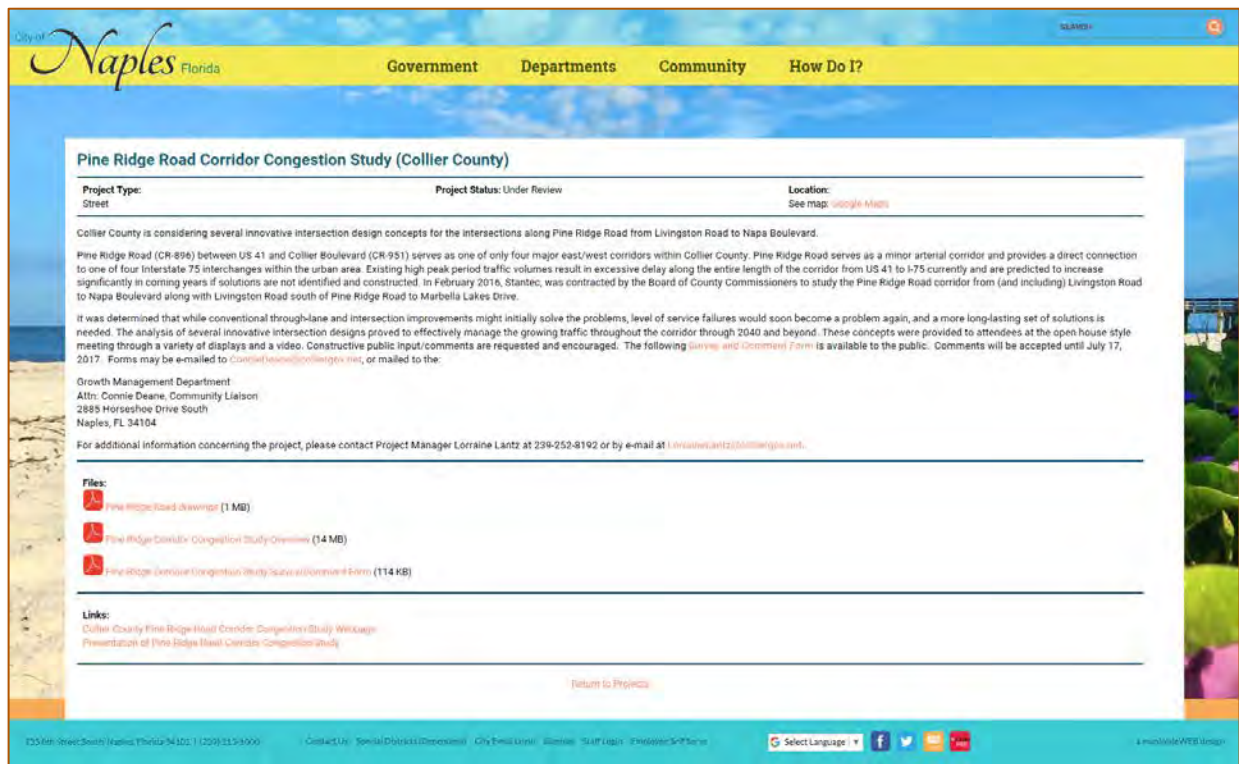


FIGURE 2: City of Naples Website

INTRA- & INTER-AGENCY MEETINGS

Throughout the planning process, starting in early 2016, the project team made up of Division Staff and Consultant Staff met as needed to discuss the project status, to consider the study analyses and findings, and to manage upcoming events. Twelve internal agency team meetings were held, including three with the Growth Management Department and County Manager Office leadership.

In October 2016, the team met with Florida Department of Transportation (FDOT) District One Planning Staff to discuss the concepts being considered for the I-75 Interchange area (including the Whippoorwill-Pine Ridge Road intersection). During the meeting, the team provided information related to all the concepts being considered, and were encouraged to learn that similar concepts were under design for the Interchange at I-75 and Colonial Boulevard, and for the Gunnery Road at SR-82 intersection. District Staff suggested that at the County’s discretion, the next step would be to present the information to the District Interchange Review Committee

(DIRC) for further consideration. After further discussion with County leadership, a decision was made to pursue that direction as a follow-up at the conclusion of the Corridor Study. Additionally, the Staff indicated the Department was finding a multi-county study of I-75 and the data and analysis gathered by the team to date would be valuable in that effort. In follow-up correspondence, the data and analysis were provided to the Department.

In January 2018, team members met with North Collier Fire Control & Rescue District (NCFCRD) Officials to discuss the alternative concepts being considered. Officials relayed concerns related to congestion at the intersections, suggesting certain design features that would help facilitate the agency's ability to maneuver around stopped traffic at the intersections. They expressed concerns regarding the Jug-Handle intersection concept, suggesting that adding an additional signal to the Pine Ridge Road corridor was not in their best interest. They also expressed concern about the overpass concept. In responding to a call related to a crash "at the overpass", the agency is often left without a clear understanding of the actual location of the crash, making it difficult and time consuming to locate and reach the crash site. Of the three alternatives proposed for the Pine Ridge Road-Livingston Road intersection, the NCFCRD officials favored the Continuous Flow Intersection (CFI) concept. Regarding the Whippoorwill Lane Restricted Crossing U-Turn (RCUT) concept, the officials express concern about the median island diverter, but suggested that if it was a raised-but-mountable island that they could drive over if necessary, it would be an acceptable alternative. They were also encouraged about the safety aspects of the RCUT, suggesting that this intersection is one of the deadliest in the District. Regarding the potential interconnection, the officials indicated "the more access, the better", and that today, access into and out of Whippoorwill Lane is frequently hampered by crashes that impact the intersection. Having an additional route choice could mean a quicker response to/from a call in the area.

In January 2018, team members reached out to transportation officials at the Collier County School District to discuss the existing "cul-de-sac" at the end of Whippoorwill Lane, and the potential interconnection of Whippoorwill Lane to Marbella Lakes Drive. During discussions with residents from neighboring developments, concern was expressed about the potential problems for school bus traffic that might be created by the interconnection. District officials indicated the existing condition is not an issue if parked vehicles do not impede the buses from turning around. Regarding the potential interconnection, officials indicated because Whippoorwill Lane and Marbella Lakes Drive are in separate school zones, and interconnection might require route changes and additional buses given the requirements for picking up students on the right side of the road. In the event the County decides to pursue this interconnection in the future, this issue should be given additional coordination/consideration.

The team also met with officials from the Collier County Sheriff's Office on February 22, 2018, to discuss the concepts and to learn more about the law enforcement-related issues within the study area.

PUBLIC AGENCY MEETINGS

In early 2017, following the development of the proposed concept alternatives, the team presented the interim findings of the study to the Metropolitan Planning Organization (MPO) Board and its Advisory Committees. On February 27, 2017, presentations were made to the MPO's Technical Advisory Committee (TAC) and to the Citizens Advisory Committee (CAC). On March 3, 2010 the same presentation was given to the MPO Board. The item was presented for

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information, and no action was taken by the Board or its advisory committees. A copy of the agendas, the minutes and the PowerPoint presentation are included in **Appendix B**.

On December 6, 2017, the team presented the interim Study findings to the Development Services Advisory Committee (DSAC). The item was presented for information, and no action was taken by the DSAC. A copy of the minutes and the PowerPoint presentation are included in **Appendix C**.

PUBLIC WORKSHOP

On June 15, 2017, the team conducted a Public Workshop, in an open house format, to present the study findings to date, including the concept alternatives. Press releases and variable message boards were used to make the public aware of the upcoming workshop (**Appendix D**).

During the open house, a continuously looping video displayed simulations/animations of the concepts being considered. Display boards were set up and staffed by team members to discuss the study findings, and the alternative concepts under consideration. Copies of the display boards are included in **Appendix D**. 118 attendees signed in at the workshop over a 2-hour period.



Variable Message Board



Workshop Attendees Watch a Video of Conceptual Improvements



Workshop Attendees Fill Out Survey/Comment Forms

Attendees were urged to provide written comments on the comment forms provided. 42 comment forms were returned to the team, and are attached in the **Appendix E**.

Survey/Comment Forms (**Figure 3**) included questions specific to the concepts being presented, and questions asked to gauge the respondent's preferences for making travel route choice, and how transportation funds should be invested.

With respect to how a motorist living or working in (or simply passing through) the Pine Ridge Corridor makes their decision

about which route to travel; the attendees were asked "What are the 3 most influential factors that you consider when choosing a route for your destination?"

It is clear from the results shown in **Figure 4**, that "Congestion", which has a profound influence on travel time, i.e., "Quickest", and "Safety" are the most influential factors in route choice.



Workshop Attendees Talked One-on-One with Staff and Consultants

"THANK YOU FOR THE OPPORTUNITY TO REVIEW THE OPTIONS. I FOUND THE VIDEO VERY HELPFUL IN UNDERSTANDING OPTIONS"

Public Workshop Attendee



Thursday, June 15, 2017
 YMCA
 5450 YMCA Rd., Naples, FL 34109

Survey/Comment Form

Collier County has been developing concepts for improving the overall traffic operations and congestion of the Pine Ridge Corridor from (and including) Livingston Road to Napa Boulevard. The study reviewed current traffic data as well as forecasted future traffic growth through 2040. The review included conventional through-lane and intersection improvements, local road interconnections, and innovative intersection improvements. These improvements resulted in level of service failures as soon as the improvements were initially solved and indicated that more long-lasting solutions were needed.

The analysis of several innovative intersection designs proved to effectively manage the growing traffic throughout the corridor through 2040 and beyond. These concepts will be presented to the committee for consideration and input/comments. To date, no specific plans or decisions have been made regarding this project. We are looking for your input to assist with planning and designing the best possible combination of facilities to serve vehicles, bicycles and pedestrians.

Please help us determine important issues to consider during this study by taking a few minutes to answer the following questions.

1. **Do you live or have a business on Pine Ridge Rd., Livingston Rd., Whippoorwill Ln., Napa Blvd.?** Please circle appropriate road(s). Yes No
2. **Do you use any portion of the Pine Ridge Corridor to commute to work or school?** Yes No
 If so, please describe _____
3. **What is your most frequent destination?** Examples: Work-via I-75 N., Work-West of I-75; School-Barron Collier HS

4. **What are the three (3) most influential factors that you consider when choosing a route for your destination?**

_____ Congestion	_____ Proximity	_____ Condition of road	_____ Safety
_____ Scenic	_____ Quickest	_____ Minimal traffic signals	_____ Construction
5. **Please indicate what priority the County should consider the following alternatives:**

	High Priority	Medium Priority	Low Priority
Adding more vehicle traffic lanes	_____	_____	_____
Adding lanes dedicated to car pools or buses	_____	_____	_____
Increasing and/or improving CAT / bus service	_____	_____	_____
Providing and/or improving sidewalks, trails and bicycle facilities	_____	_____	_____
Improving vehicle / traffic safety	_____	_____	_____
Improving pedestrian safety	_____	_____	_____
Increasing road network connections (creating new road facilities)	_____	_____	_____
Providing relief for current and future congestion within the Corridor Study Area	_____	_____	_____
6. **Which one (1) of the following options for innovative intersection improvements at Pine Ridge Rd. and Livingston Rd. would you prefer? Please check your choice.**

A: _____ Continuous Flow Intersection (CFI)	C: _____ Jug-Handle Intersection
B: _____ Under-Pass - Single Point Urban Interchange (SPUI) (Livingston Rd. Under (as a tunnel)/Pine Ridge Rd. Over (at-grade)	D: _____ Over-Pass - Single Point Urban Interchange (SPUI) (Livingston Rd. Over (as an overpass)/Pine Ridge Rd. Under (at-grade)
7. **What is your familiarity or experience with any of the innovative intersection improvements discussed?**

8. **In the space provided, please make comments and recommendations for the Pine Ridge Corridor Study.** If you need additional space, please use the other side of this form.

FIGURE 3: Survey/Comment Form

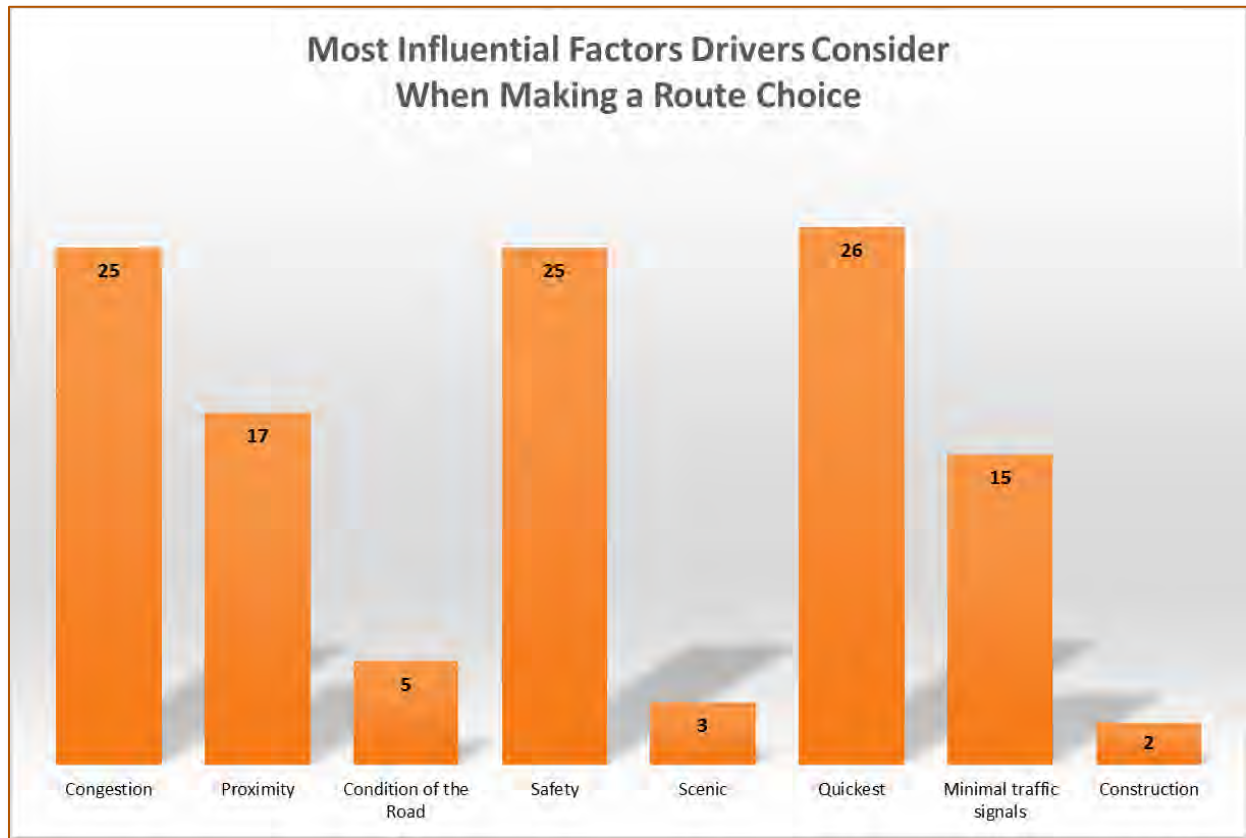


FIGURE 4: Factors that Influence Route Choice

The other non-concept survey question that was asked of attendees dealt with what types of improvements the respondent believed were most important when considering solutions to traffic growth. Attendees were asked to indicate what priority (high, medium, or low) the County should consider for different types of improvements.

Figure 5 suggests that motorists consider projects that improve vehicle/traffic safety and improve pedestrian safety should be given the highest priority. This is especially encouraging since the concepts being proposed, in addition to reducing congestion, also enhance the safety profile of the intersections, for motors and pedestrians (and cyclist), by reducing the number of conflict points.

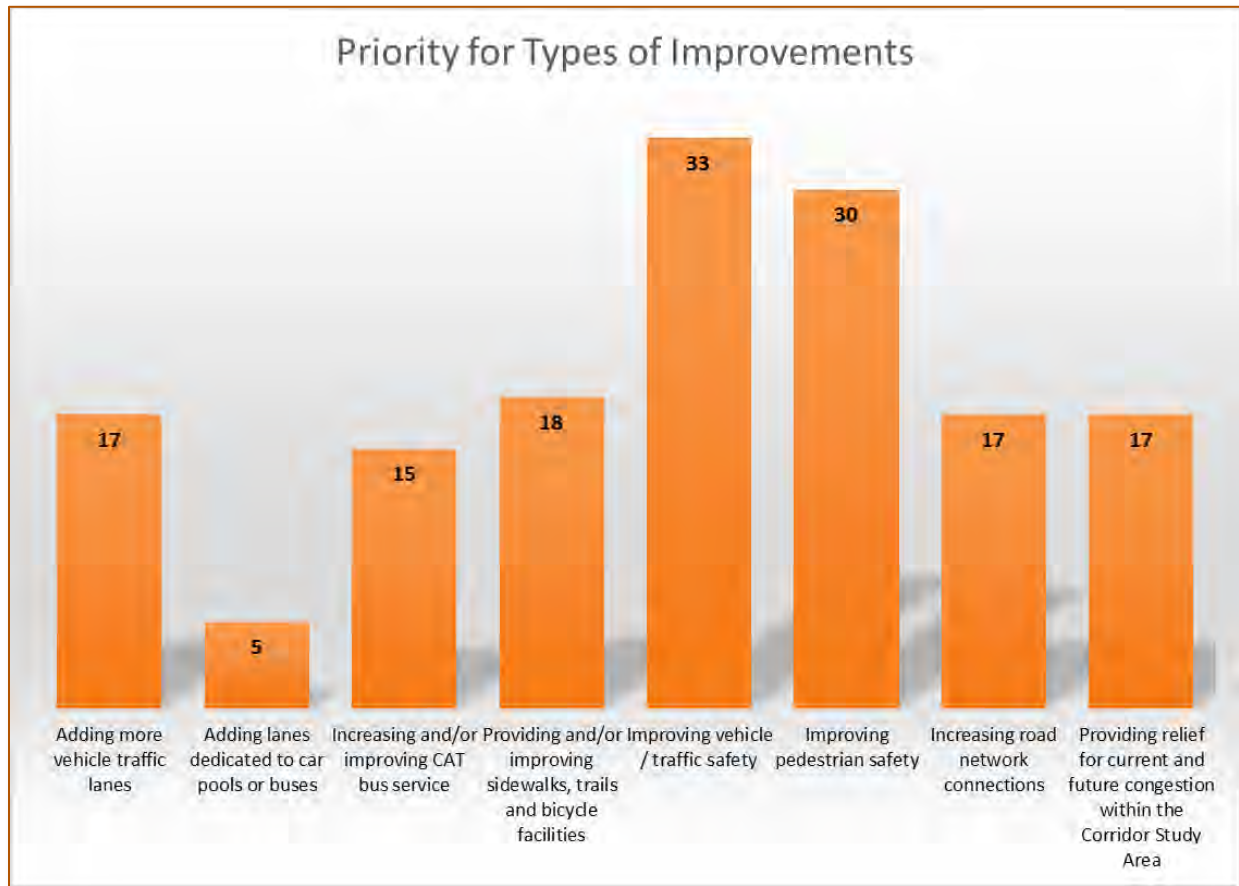


FIGURE 5: Priority Drivers Give to Types of Improvements

During the event, team members provided detailed information, answered questions about the various concepts being considered, and listened to area residents’ and business owners’ concerns, including the potential interconnection of Whippoorwill Lane and Marbella Lakes Drive. Of particular note, was an issue related to the problem that motorists have when exiting the shopping center in the southeast quadrant of the Pine Ridge Road – Livingston Road intersection. This issue of not being able to exit the shopping center and go south on Livingston Road was brought to the attention of the project team by attendees, resulting in a U-turn solution being identified and included in revised concepts.

When planning for the public workshop, the team found it difficult to find an appropriate venue within the study area that would be convenient for area residents and business owners, and large enough to accommodate not only the display set-ups, video viewing area, and comment tables, but also large enough to accommodate the number of attendees that was expected. The meeting location at the Collier YMCA, while near the study area, was not ideal for the open-house format and the team was encouraged by many in attendance to conduct smaller meetings that would help facilitate better communication between the team and the public. This concern precipitated the series of individual stakeholder meetings with HOAs and business community representatives.

PUBLIC INFORMATION MATERIALS & ENGAGEMENT TECHNOLOGY

Throughout the study effort, a variety of materials have been prepared and distributed to the public, including informational flyers used in correspondence, and concept exhibits provided as hand-out materials at meetings and workshops, and PowerPoint presentations used during stakeholder meetings. Informational material has also been included on the project website. Copies of the materials are included in the **Appendix F**.

Before moving into the localized stakeholder meetings with homeowner associations/groups, the study consultant developed individual intersection concept animations based upon the traffic engineering data and analyses conducted during the study.

The previous simulations used during the Public Workshop were examples of the concepts used in other areas, and the team considered it important to

develop individual concept animations using the actual intersection imagery and the 2040 traffic forecast data. The animation software used to create the animations simulates the actual operating conditions using the traffic volumes that were forecasted for the design year, in this case 2040, and provides a visualization of how the signal system/improvements will operate. The animations were used during the individual stakeholder meetings, and are available on the project website.



Traffic Simulation/Animation

*“THE AIRPORT/PINE RIDGE
INTERSECTION NEEDS HELP”*

Kensington HOA Meeting Attendee

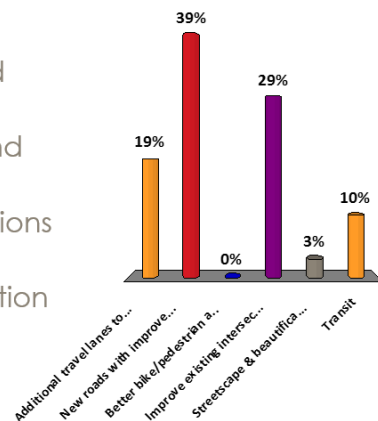
The team also used public engagement software as part of stakeholder PowerPoint presentations that incorporated the use of polling technology keypads that allowed meeting participants to vote on questions during the presentation.

Immediate (anonymous) feedback is provided by the software in a graph depicting the percentage of votes for each possible response to the question asked. This technology was used at all the stakeholder meetings, the results of which are summarized in the section that follows.

Complete polling reports for all the stakeholder meetings are included in their entirety in **Appendix G-1** through **G-9**.

Q4 - What type of improvements should the County be investing in?

- A. Additional travel lanes to existing roads
- B. New roads with improved connectivity
- C. Better bike/pedestrian and roadway street lighting
- D. Improve existing intersections for all modes
- E. Streetscape & beautification
- F. Transit



Example of Public Involvement "Polling" Software Presentation Slide



Keypad Polling Device

“SEEMS LIKE THE COUNTY IS MAKING BIG PLANS”

“THIS MEETING WAS QUITE ENLIGHTENING”

Stratford Place HOA Meeting Attendee

STAKEHOLDER MEETINGS

Following the first public workshop, it was clear that smaller groups with individualized presentations would be helpful in communicating the study process and facilitate explaining the concepts being proposed. A total of eight (8) meetings were held with area residents coordinated through homeowner associations (HOAs) and property managers. The HOA meetings included:

- Wyndemere (634 Units) November 8, 2017 – 96 attendees
- Kensington (615 Units) January 11, 2018 – 39 attendees
- Mariposa (180 Units) January 16, 2018 – 42 attendees
- Marbella Lakes (491 Units) January 18, 2018 – 178 attendees
- Andalucia (167 Units) January 24, 2018 – 35 attendees
- Gusto Bella Vita (160 Units) January 30, 2018 – 9 attendees
- Stratford Place (460 Units) January 31, 2018 – 36 attendees
- Aviano (212 Units) February 22, 2018 – 31 attendees + 2 from The Reserve

Additionally, a meeting with business owners/representatives (8 attendees) was held on February 15, 2018, at the First American Bank.

During the 9 stakeholder meetings conducted from November 2017 thru February 2018, the dialog was generally dominated by the study elements considered most important to the individual stakeholders in attendance. During the presentation the attendees were polled as to their preferences on “general questions”, and following detailed explanations of the various concepts, attendees were asked specifically about their preferences on each of the concepts, including the potential interconnect between Whippoorwill lane and Marbella Lakes Drive. Attendees were also strongly encouraged to provide their comments in writing to be preserved in the public record for decision-makers’ review and consideration. A total of 39 written comment forms were returned. All the polling results, and the written comments are included in the **Appendix G-1** through **G-9**.



Interactive Technology Used to Poll Attendees

*“THANK YOU FOR THE
PRESENTATION – THE
PRESENTER WAS
EXCELLENT”*

*Marbella Lakes HOA Meeting
Attendee*

At each meeting, several “warm-up” multiple choice questions were asked of the attendees, to familiarize them with the polling technology, and to also provide a context for some of the follow-up questions dealing with the individual concepts. These questions were like some of the questions asked at the Public Workshop, and were intended to help the study team understand the importance the public places on certain transportation issues. Over the course of the first few meetings, a

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decision was made to drop several of the “warm-up” questions from the presentation due to time constraints, however, a core group of the same general questions and questions related to the concepts were asked at all the meeting. The “warm-up” questions, with possible answers, asked at all stakeholder meetings included:

“What Roadway Do You Live Along?”

- Livingston Road
- Pine Ridge Road
- Whippoorwill Lane
- Dudley Drive
- Marbella Lakes Drive
- Other

“What problems exist in the Pine Ridge Road Corridor that should be addressed?”


- No Problems
- Safety
- Congestion
- Poor Visibility
- Speeding Vehicles
- Lack of Sidewalks/Bike Lanes
- Other Problems

“What type of improvements should the County be investing in?”

- Additional Travel Lanes to existing roads
- New roads with improvement connectivity
- Better bike/pedestrian and roadway street lighting
- Improve existing intersections for all modes
- Streetscape & beautification
- Transit

When evaluating attendees’ responses to concept-specific questions, it is important to understand where the respondents live (or operate a business), because a given improvement may affect them in substantially different/greater ways than other residents living in a different development. As an example, residents living off Whippoorwill Lane are more likely to have a very different opinion about an improvement at the corner of Whippoorwill Lane and Pine Ridge Road than someone living on Livingston Road. Thus, the first question is intended to add context to the concept-specific questions asked of the meetings’ attendees later during the presentation.

In general, we found about 70% of the respondents at the meetings consider themselves to be “year round” residents. Most respondents believe that “congestion” is the worst problem in the Pine Ridge Corridor. There is, however, some disagreement among respondents as to what type of improvements the County should be investing in, with most respondents split between building “new roads”, “improving existing intersections, and “adding lanes to existing roads.”



*I BELIEVE THAT THE
WHIPPOORWILL CONNECTION
WILL HARM MARBELLA LAKES”*

Marbella Lakes HOA Meeting Attendee

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Table 1 is a summary of the highest scoring responses to the general questions asked at stakeholder meetings:

TABLE 1: Highest Scoring Responses to General Questions Asked at Stakeholder Meetings

Stakeholders Meetings			"What Roadway Do You Live Along?"	Do you consider yourself a "year round", or "seasonal" resident?	"What problems exist in the Pine Ridge Road Corridor that should be addressed?"	What type of improvements should the County be investing in?"
HOA	Date	Max. #				
Wyndemere	8-Nov-17	95	Livingston Road (N=84, 99%)	Year Round ¹ (N=29, 42%)	Congestion (N=41, 77%) Speeding (9%)	Improve Intersections (N=32, 42%) Add Lanes (22%) New Roads (22%)
Kensington	11-Jan-18	37	Pine Ridge Road (N=19, 56%)	Year Round ¹ (N=19, 58%)	Congestion (N=15, 48%) Speeding (29%)	Improve Intersections (N=17, 52%) New Roads (33%)
Mariposa	16-Jan-18	42	Whippoorwill Lane (N= 32, 100%)	Year Round (N=27, 77%)	Congestion (N=26, 74%) Safety (11%)	New Roads (N=13, 39%) Improve Intersections (33%)
Marbella Lakes	18-Jan-18	178	Marbella Lakes Drive (N=84, 98%)	Year Round (N=63, 70%)	Congestion (N=56, 64%) No Problems (17%)	Improve Intersections (N=37, 44%) Add Lanes (29%)
Andalucia	24-Jan-18	35	Whippoorwill Lane (N= 32, 100%)	Year Round (N=22, 71%)	Congestion (N=24, 72%) Safety (9%)	New Roads (N=11, 38%) Add Lanes (31%)
Gusto Bella Vita	30-Jan-18	8	Whippoorwill Lane (N= 8, 100%)	Year Round (N=6, 75%)	Congestion (N=7, 88%) Speeding (13%)	New Roads (N=5, 63%) Transit (25%)
Stratford Place	31-Jan-18	36	Whippoorwill Lane (N= 31, 97%)	Year Round (N=21, 66%)	Congestion (N=15, 47%) Speeding (23%)	New Roads (N=12, 39%) Add Lanes (19%)
Business Representatives	15-Feb-18	8	Pine Ridge Road ² (N=4, 100%)	Year Round ² (N=4, 100%)	Congestion (N=4, 100%)	New Roads (N=3, 75%) Improve Intersections (25%)
Aviano	22-Feb-18	33	Livingston Road (N=28, 97%)	Year Round (N=16, 57%)	Congestion (N=13, 45%)	New Roads (N=7, 26%) Improve Intersections (26%)

¹ Slightly different question asked, may not include all Year Round residents in this response.

² Question answered in the context of the business.

After a thorough presentation and discussion on the specific “innovative” intersection concepts being proposed for Pine Ridge Road, attendees were asked their opinions about the proposed solutions. Additionally, following a discussion about the potential for an interconnection of Whippoorwill Lane and Marbella Lakes Drive, the attendees were asked their opinion about such an interconnection.



Residential Stakeholders listen to detailed explanation of the proposed concepts

“WE WOULD LIKE CONSIDERATION OF AN OVERPASS/UNDERPASS FROM WHIPPOORWILL LANE ONTO PINE RIDGE ROAD RATHER THAN THE PROPOSED U-TURN”

Andalucia HOA Meeting Attendee

A summary of the polling results specific to the innovative intersection concepts proposed, and the potential interconnection between Whippoorwill Lane and Marbella Lakes Drive is shown in **Table 2**. The stakeholder groups that generally included residents residing within the Whippoorwill Lane area are shown

highlighted in yellow, and the stakeholder group that generally included the residents living along Marbella Lakes Drive is shown highlighted in blue.

One of the final stakeholder meetings allowed team members to explain the project scope to business representatives from the Pine Ridge Corridor. It was clear from the discussions during the meeting that business owners and operators have different, but equally important perspectives on the potential solutions. Several representatives commented about how businesses will be directly impacted by the RCUT, while others expressed concern about the SPUI option at Livingston Road.

“NO OVERPASS @ LIVINGSTON + PINE RIDGE

YES FOR CONTINUOUS FLOW LIVINGSTON + PINE RIDGE “

Business Stakeholders Meeting Attendee



Business Stakeholders listen to detailed explanation of the proposed concepts

TABLE 2: Polling Results for Concept Questions Asked During Stakeholder Meetings

Stakeholders Meetings			Pine Ridge Road at Livingston Road			Whippoorwill Lane RCUT	Whippoorwill Lane - Marbella Lakes Drive Interconnect	Diverging Diamond Interchange
HOA	Date	Max. #	1st	2nd	3rd	Yes or No	Yes or No	Yes or No
Wyndemere	8-Nov-17	95	OP (N=27, 61%)	CFI (N=10, 23%)	JH (N=4, 9%)	YES (N=63, 74%) NO (N=13, 15%)	NO (N=27, 51%) YES (N=26, 49%)	YES (N=71, 93%) NO (N=4, 5%)
Kensington	11-Jan-18	37	CFI (N=11, 46%)	OP (N=8, 33%)	JH (N=2, 8%)	YES (N=9, 64%) NO (N=3, 21%)	YES (N=13, 100%) NO (N=0, 0%)	YES (N=10, 91%) NO (N=0, 0%)
Mariposa	16-Jan-18	42	OP (N=20, 53%)	CFI (N=10, 26%)	CON (N=3, 8%)	NO (N=28, 76%) YES (N=7, 19%)	YES (N=20, 54%) NO (N=16, 43%)	YES (N=25, 71%) NO (N=7, 20%)
Marbella Lakes	18-Jan-18	178	OP ¹ (N=39, 46%)	CFI ¹ (N=33, 39%)	JH ¹ N=8, (9%)	YES ¹ (N=43, 52%) NO ¹ (N=29, 35%)	NO (N=95, 94%) ² YES (N=6, 4%) ²	YES (N=73, 92%) ² NO (N=4, 5%) ²
Andalucia	24-Jan-18	35	OP (N=19, 56%)	CFI (N=10, 29%)	JH (N=3, 9%)	NO (N=22, 69%) YES (N=10, 31%)	YES (N=26, 81%) NO (N=6, 19%)	YES (N=27, 87%) NO (N=2, 6%)
Gusto Bella Vita	30-Jan-18	8	OP (N=3, 50%)	CFI (N=2, 33%)	CON (N=1, 17%)	YES (N=3, 43%) NO (N=3, 43%)	YES (N=6, 86%) NO (N=1, 14%)	YES (N=8, 100%) NO (N=0, 0%)
Stratford Place	31-Jan-18	36	OP (N=16, 46%)	CFI (N=13, 37%)	CON (N=5, 14%)	NO (N=25, 71%) YES (N=8, 23%)	NO (N=24, 69%) YES (N=11, 31%)	YES (N=31, 94%) NO (N=2, 6%)
Business Representatives	15-Feb-18	8	CFI (N=4, 67%)	CON (N= 02, 33%)	JH (N= 0, 0%)	NO (N=6, 86%) YES (N=0, 0%)	YES (N=6, 75%) NO (N=2, 25%)	YES (N=6, 75%) NO (N=1, 13%)
Aviano ³	22-Feb-18	33	CFI (N=12, 39%)	OP (N=8, 26%)	CON (N=7, 23%)	YES (N=18, 60%) NO (N=6, 20%)	No (N=24, 83%) YES (N=4, 14%)	YES (N=20, 71%) No (N=6, 21%)

¹ Due to technology limitations, this number represents households, as opposed to single individual attendees

² Includes the votes of an additional 29 attendees participating with raised hands in response to questions 7 & 8

³ Results include the responses from 2 attendees from The Reserve (located on Whippoorwill Lane)

OP = Overpass - (Single Point Diamond Interchange - SPUI)

CFI = Continuous Flow Intersection

JH = Jug-Handle Intersection

CON = Conventional Improvements

Reviewing the polling results related to the three concepts at Pine Ridge Road and Livingston Road, shown in **Figure 6**, 46% of the attendees favored the SPUI (OP), with the CFI being preferred by 35% of the attendees. The JH, Conventional Improvements, and No Improvements gathered the remaining 19% of the votes.

Common concerns expressed by attendees during the meetings (and in written comments) related to the CFI and JH innovative concepts for the Livingston Road intersection, included drivers being unfamiliar with the designs, and the traffic patterns being confusing to some drivers, and especially to visitors. Issues concerning noise and potential access limitations accompanying the SPUI were raised by business representatives.



*“WELL RUN MEETING –
MADE THE OPTIONS
UNDERSTANDABLE.”*

Wyndemere HOA Meeting Attendee

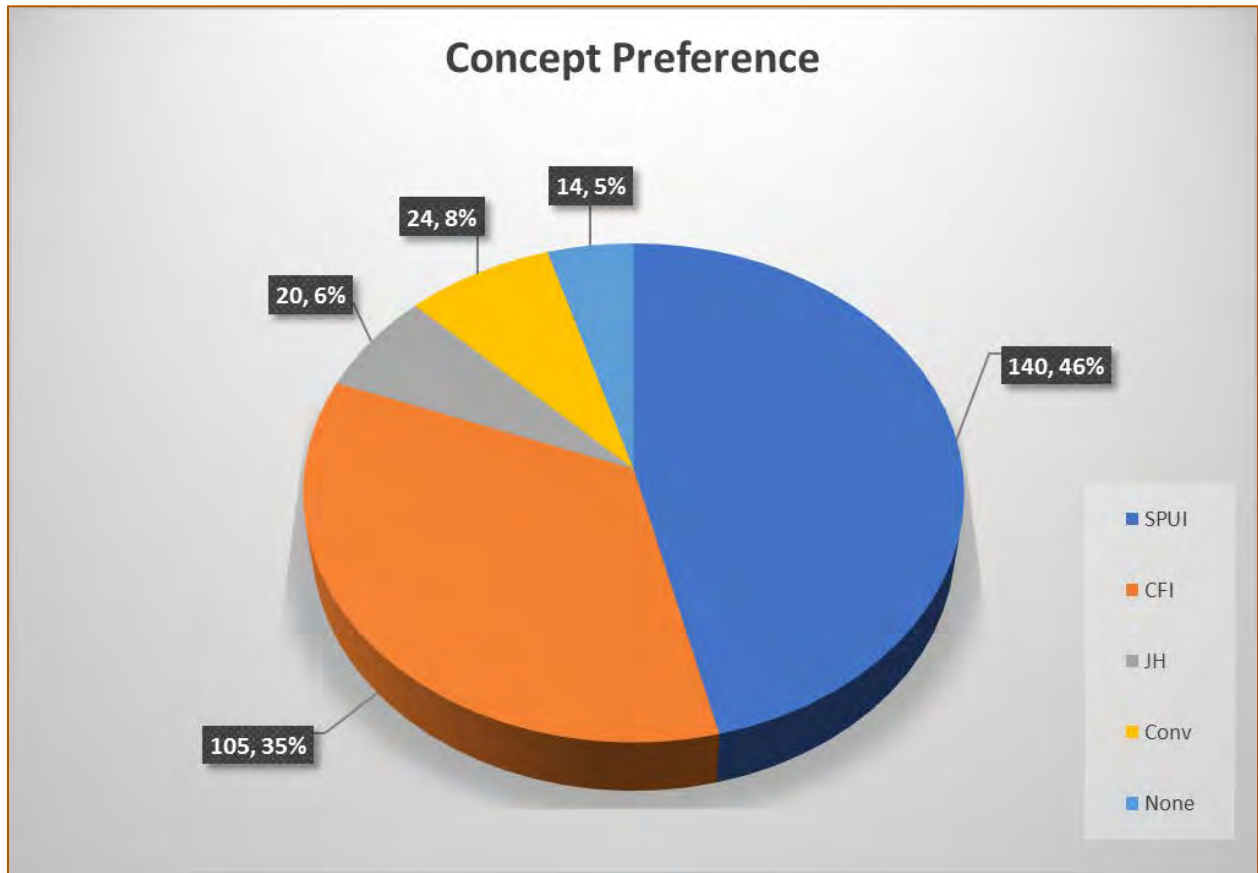


Figure 6: Pine Ridge Road at Livingston Road Concept Preference

With respect to the RCUT concept proposed for the intersection of Pine Ridge Road at Whippoorwill, of the 114 attendees comprised of residents and business operators with direct access to Whippoorwill Lane, 75% (N=86) did not favor the RCUT solution, with only 25% (N=28) expressing support for it.

Although the potential for a future interconnection of Whippoorwill Lane and Marbella Lakes Drive is not an improvement being proposed by this study, because all the study intersections on Pine Ridge Road were analyzed/evaluated with and without the potential interconnection, the topic was discussed during each presentation. Because of the public’s interest in expressing their opinions about this potential improvement, the study team took the opportunity to explain the potential interconnection, and to ask the attendees to register their opinion regarding the potential interconnection, the results of which are included in **Table 2**.



“MUST CONNECT WHIPPOORWILL TO MARBELLA.”

“I-75 – VANDERBILT EXCHANGE WOULD BE GREAT.”

Gusto Bella Vita HOA Meeting Attendee

Pine Ridge Road Corridor Congestion Study – Public Involvement Report

During every meeting, attendees asked questions, raised issues, made comments, and the team made every effort to respond to the inquires made before, during and after the presentations. At each meeting, attendees were reminded of the importance of putting their thoughts down on the comment forms. All the polling results, and the written comments are included in the **Appendix G-1** through **G-9**.



Attendees at the Aviano HOA meeting Listen to the Presentation

The small group setting, allowed for detailed, interactive presentations, and an opportunity for the study team members to discuss the proposed improvements with attendees, and answer questions during and following the presentation. One question, common to most meetings, was whether a new interchange at I-75 and Vanderbilt Beach Road was considered as a potential solution to the congestion problem on Pine Ridge Road, and if such an improvement was possible. While it is generally agreed that such an addition to the network would help divert some of the interstate-related travel from the Pine Ridge Road corridor to the Vanderbilt Beach

Road corridor, such an improvement is not in the FDOT Interstate Master Plan, nor in the MPO's Long Range Transportation Plan (LRTP), and evaluating it as a potential solution was outside the scope of this study. Attendees were told their suggestion would be forwarded to the MPO and to the FDOT for consideration during the 2045 LRTP Update. The FDOT has acknowledged receipt of the public comments, and has indicated that they will consider the public's comments/interest in a new interchange at Vanderbilt Beach Road during the current I-75 interchange study when evaluating the future conditions of the Pine Ridge Road and Immokalee Road interchanges.



***“NO OVERPASS AT LIVINGSTON
+ PINE RIDGE INTERSECTION.”***

Aviano HOA Meeting Attendee

While there was almost universal support for the DDI improvement at I-75, reaction to the RCUT was mixed, with a strong negative opinions/votes registered by residents and non-residential/business operators located on Whippoorwill Lane that would be directly affected by the revised traffic pattern.

OTHER STAKEHOLDER INPUT

Throughout the Study, public input, e.g., e-mail correspondence, telephone calls, etc., has been received outside of the formal Survey and Comment Form process. This input was captured in a Project Contact Log, included in its entirety in the following **Table 3**. This input, like that from the written and oral comments, has been reviewed and considered by the study team, and is included here for review and consideration by the decision-makers.

Table 3: Pine Ridge Road Corridor Study - Contact Log

#	Date	Response Date	Method of Original Contact	Method of Response	Time	Phone #	Name	E-Mail	Address	Description of Issue or Request	Contact Person	Response
1	6/6/2017	6/6/2017	e-mail	e-mail	2:45 PM	239-659-1645	John McCue	mperfect@comcast.net	6741 Marbella Lane, Naples, FL 34105	Dear Connie, I will check this out at the YMCA event. However, it's clear that the primary agenda here is to make a connection by way of Marbella and Whippoorwill to get to I 75! Such an agenda will not prevent congestion on Pine Ridge Road in it's access to I-75. However, it will create considerable traffic on both Marbella and Whippoorwill by reason of encouraging drivers to believe they have a "short cut" when in fact they do not! Livingston and Pine Ridge are already both designed and constructed to accommodate whatever traffic I-75 can cope with at its interchange with Pine Ridge. It would be better to increase the capacity of the Golden Gate interchange to siphon more of the northbound traffic off of Livingston in order to reduce the volume congesting the Pine Ridge Corridor to begin with! Common sense, people! You can't increase the capacity of a funnel by making the circumference at the top bigger! You've got to make the bottom and the top bigger! Well, widen Pine Ridge and the ramps leading onto I-75, of course. (Of course,, that just means the day is closer when you'll have to widen I-75!) The real answer lies in what you consider to be the population capacity of the area which feeds the interchange and I-75 itself. Then it's the State's problem!	Connie Deane	Email from Connie - Mr. McCue: Thank you for advising that you will be attending the public information meeting. I will pass your comments along to the Transportation Planning staff. We look forward to seeing you on June 15.
2	6/6/2017	6/6/2017	e-mail	e-mail	2:53 PM	305-490-2360	Gary Irwin	grirwinlaw@gmail.com	1415 Tiffany Lane, #1307, Naples FL 34105	Dear Deane: Thank you for the Notice. Unfortunately I am out-of-town and cannot attend. However, I would like to state my position that the "potential interconnection" listed on your map appears to be a resurrection of an attempt to convert quiet Whippoorwill Lane into the next Pine Ridge Road-of great devastation to the community. The residents of this area showed up in great force last time to prevent this bad idea from going forward, but many of us may be out-of-town for the Summer.	Connie Deane	Email from Connie - Mr. Irwin: Thank you for your response. I will pass your comments along to the Transportation Planning staff.
3	6/6/2017	6/6/2017	e-mail	e-mail	2:54 PM	239-249-0085	Dave Rosato	darosato@comcast.net	6777 Del Mar Terrace, Naples, FL 34105	Dear Connie and Lorraine, I would like to attend the Public Information Meeting listed below, but have another commitment at the same time. I thought I'd email you my thoughts. I am a resident at Marbella Lakes, where I live with my wife and three children. The connection of Whippoorwill Road to Marbella Lakes Drive was proposed 2-3 years ago. I was at that time, and still am, apposed to this project for the following reasons: I believe it creates a direct connection with the budget hotels/motels, restaurants and convenience stores that front Pine Ridge Road that are frequented by travelers on I-75.. Some of those travelers are likely to explore surrounding neighborhoods for potential criminal activity. I have lived here 26 years and remember that it was a casual stop at the Cracker Barrel on I-75 and Collier Blvd that resulted in the murder of several employees. Marbella Lakes (currently) is not directly connected to the businesses along Pine Ridge Road and I-75 and I want to keep it that way for the safety of my family. I believe it will add substantial traffic, and accompanying traffic noise, to the roadway passing by our community. This extension will be used as a cut-through by hundreds, possibly thousands, of cars each day, especially during rush hours. I believe this traffic will be at higher speeds than intended and that there is no way to effectively control speeding motorists. I believe the Nissan car dealership will use the loop created as a race track for test driving cars. They will simply turn Right out of the parking lot and will keep turning Right until they get back to their lot. Again, this isn't the traffic I want passing our neighborhood. I believe the extension proposed will significantly reduce the desirability of living in our neighborhood and will lower our property values. Your "solution" to road congestion along Pine Ridge Road simply diverts it passed our homes and will negatively effect the hundreds of families living in Marbella Lakes. Thank you for your consideration. Please don't hesitate to contact me if you have questions or would like to discuss my email.	Connie Deane	Email from Connie - Mr. Rosato: Thank you for your response. I will pass your comments along to the Transportation Planning staff.
4	6/6/2017	6/6/2017	e-mail	e-mail	4:07 PM	630-235-1547	John Follert	John@follert.com	6613 Marbella Ln., Naples, FL 34105	Since we are away at the time of the meeting can we receive the information that will be shared on June 15 by email or otherwise electronically ?	Connie Deane	Hi Mr. Follert: I checked with Project Manager Lorraine Lantz and was advised that she plans to place the meeting displays on the study's website after the public information meeting. The website is www.Colliergov.net/PineRidgeCorridor You may provide comments regarding the materials to me and/or Ms. Lantz by email and we will include them with the other comments that are provided. Our email addresses are conniedeane@colliergov.net and lrrainelantz@colliergov.net .
5	6/7/2017	6/7/2017	phone and e-mail	phone and e-mail	2:30 PM	239-643-0001	Bill Confoy	wconfoy@comcast.net		I spoke to Mr. Confoy regarding the potential interconnect at Marbella Lakes and Whippoorwill. He stated that he was the Director of Community Outside Affairs and Wyndemere and 2 years ago they were not in favor of the interconnect. He stated that he worked with Nick on this issue and that Nick was aware of his position. He understood that Nick was probably not involved in this public meeting but wanted to know my entire chain of command - Trinity, Amy, etc. He said he knew Jamie. Mr. Confoy said that he realizes that there is greater population now and that the interconnect may be more appropriate now. He stated that if there was a signal, he would rather see one similar to the one on US41 and 22nd where it only stops 1 lane and the other 2 lanes remain green. He questioned if there were other signals planned for the intersections and I tried to explain the CFI, RCut and other innovative concepts. He said he would research them on line.	Lorraine Lantz	At the same time he started contacting Connie with the same questions.
6	6/7/2017	6/7/2017	phone and e-mail	phone and e-mail	4:33 PM	239-643-0001	Bill Confoy	wconfoy@comcast.net		Thanks for your call. The "continuous flow patter" looks rather complex. Do we have one in Naples to look at? How does it compare to the intersection of Airport Rd. & GG Pkwy? TKX	Lorraine Lantz	Mr. Confoy, It was a pleasure to speak with you this afternoon. One option for the intersection of Pine Ridge Road at Livingston Road is the Continuous Flow Intersection (CFI) also known as (aka) Partial Displaced Left-Turn (DLT). FDOT is constructing the first CFI in Florida at the Daniels Pkwy/Gunnery Rd. and SR82 intersection. There are several CFIs currently constructed and operational in many other states. Another option for the intersection is a Single-Point Urban Interchange (SPUI) aka an Overpass / Underpass. This would be similar to the treatment you are referring to at Airport Rd. and Golden Gate Pkwy. An example would be Livingston Rd. going over (as a bridge) Pine Ridge Road (at-grade). After the meeting, we intend to place the video and graphics on the website dedicated to this project. Please see the following link: www.Colliergov.net/PineRidgeCorridor

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7	6/7/2017	6/7/2017	e-mail	e-mail	4:50 PM		Thomas Reilly	tompireilly@comcast.net		Has anyone looked at using Night Hawk drive instead of Marbella lakes road? It may require a purchase of the private land, but it would have to be cheaper than bridging over the canal at Marbella lakes. Just a thought for the meeting, I am traveling up North and cannot attend.	Connie Deane	Thank you for your email. I will pass your comments along to the rest of the Transportation Planning staff.
8	6/16/2017	6/17/2017	e-mail	phone and e-mail	3:30 PM	239-290-8897	Pastor Glen Wiggins	gw@sbcnaples.com		Pastor Wiggins called to discuss the meeting that he was not able to attend and the concern for the Super Street concept. I discussed the turning movements and the restrictions on Whippoorwill Lane. He was concerned about his left turn access and voiced his opposition to this intersection. I directed him to our website and the YouTube video link.	Lorraine Lantz	
9	6/19/2017	6/19/2017	phone	phone	10:00 AM	239-643-0001	Bill Confoy	wconfoy@comcast.net		I spoke to Mr. Confoy regarding Wyndemere's concerns with the options. He represents over 600 residents who live there from May to October. He said 70% of the residents have a 2nd home and are only there during season. He would like a presentation after October 18th. The Wyndemere Coquet courts are behind the Et Tu Ballet facility and he would want everyone to be able to access them easily. He was wondering why there are 2 right turn lanes from Livingston to Pine Ridge in the Jug Handle but not in the CFI. He wanted to know what Pine Ridge was not going over Livingston for the overpass option.	Lorraine Lantz	
10	10/19/2017	43027	e-mail	e-mail			JD Brakefield	jdbrakefield@crcrealty.com		Sent email on 10/19/17 asking for interest in attending or hosting a business focused meeting. Email dated 10-19-17 from JD Brakefield, Jr. indicated that he is the contact for Marquesa Plaza and wants to be informed of any meetings or discussions. On 2-6-18 Invited to Business Owner/Operator Meeting on 2/15/18.	Lorraine Lantz	
11	11/29/2017	43068	Email	email	3:18 PM		Pastor Glen Wiggins	gw@sbcnaples.com		Previous correspondence with Pastor Wiggins indicated that he was willing to host a small group meeting/presentation. His response to the request for a date to plan a meeting: Lorraine, Thank you for following up. If we had another small meeting again, what would we discuss? We are still opposed to all recommend changes up to this point. We definitely want to attend the general meeting. Please inform us of the date, place and time of that meeting. Thank you for your help and consideration, Pastor Glenn Wiggins	Lorraine Lantz	EMAIL REPLY DOCUMENTING PHONE CALL - Based on our discussion, I believe you considered the CFI as the better option and thought the Jug-Handle was the least desirable option. We briefly reviewed the options for the R-CUT and the DDI, but you did not state an opinion for either option. We did not discuss the potential interconnection of Marbella Lakes Dr. and Whippoorwill Lane. If you have a preference for a new local road interconnection at that location, please let me know. As I stated, we expect to present these concepts to the Board of County Commissioners in March 2018. If you have any other questions, please let me know.
12	12/8/2017	12/8/2017	phone	phone and e-mail	4:20 PM	212-408-2922	Dean Frangos	frangos@sebtinelcorp.com	1251 Avenue of the Americas, 36th floor, New York, NY 10020	Phone conversation with Dean Frangos representing LA Costa Apartments regarding the PRR Congestion Corridor Study and the innovative intersections we are considering.	Lorraine Lantz	
13	12/29/2017	1/5/2018	e-mail	e-mail	4:19 AM		Shawn Lemarie	shawn.lemarie@comcast.net		Hi Lorraine, This letter was just posted on our website.....below that was my response to the property manager.....I don't know what everyone's position in the community is....but provided there are some restrictions.....I think linking the roads is a great idea. It will make my life much easier, getting dinner, milk, groceries, gas ect. Thanks I understand the drawbacks of potential noise.....but here is the other side.... There are ways to mitigate noise..... 1. Limiting Trucks of certain size 2. Putting a low speed limit 3. Maybe a couple speed humps And there are benefits..... 1. Easier to get to 75 2. Easier to get to Publix 3. Easier to get Gas and a gallon of milk 4. Avoiding the Pine Ridge and Livingston Light whenever coming home off 75 or coming back from Publix. These are things that every Marbella resident would benefit from....sometimes multiple time saving times a day. If we take steps to mitigate the noise and speed of traffic.....I think there is a good chance, the traffic going thru will be mostly local traffic for those communities along Whippoorwill. 4/5 of all communities in Naples have there entrances off of a major road.....and by making this cut thru.....will by no means make it a major road. For me.....the cut thru, adds value to living in Marbella Lakes. Anything that makes our ingress and egress better adds value.....as long as speed limits, speed humps and truck limits are put in place. People speeding down Livingstonare not going to turn down a road with a low speed limit and possible speed bumps and people going East on Pine Ridge....if they want to get south of Marbella.....are more than likely going to use 75 to the next exit south.....except maybe some Grey Oaks people who want to use the back entrance. Any community north of Marbella Lakes is not going to use the cut thru, because they would be doubling back. Just my opinion though. I am not against it. I am for it, if it contains the right protections. Would love to be able to bike and get some milk, without going on a major rd like Livingston or Pine Ridge. Shawn Lemarie	Lorraine Lantz	Thank you for your interest in the Pine Ridge Congestion Corridor Study. I appreciate your understanding that the potential interconnection is being considered to help facilitate more convenient travel options for area residents, and is not intended to facilitate "cut-through" traffic. I look forward to seeing you at the presentation on January 18th. Thank you, Lorraine Additional Phone Conversation followed.

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#	Date	Response Date	Method of Original Contact	Method of Response	Time	Phone #	Name	E-Mail	Address	Description of Issue or Request	Contact Person	Response
14	1/2/2018		phone	phone	3:30 PM	513-382-2574	Les Apple		Marbella Lakes	I spoke to Mr. Apple regarding the notice he received from Marbella Lakes HOA. He was concerned that any new traffic would destroy a bird sanctuary area near Whippoorwill Lane and Stratford Place. He wanted to know if he could bring pictures he had taken of the nature and wildlife in that area and I stated I could not tell him if he could or could not, but that this was a meeting to discuss the concepts with his neighbors and they might have similar concerns. He stated that he would bring a few to show his point. He also asked about the accidents at the intersection of Marbella Lakes and Livingston. I informed him that there were only a few crashes at that location.	Lorraine Lantz	
15	1/2/2018	1/5/2018	e-mail	e-mail	1:29 PM		Stan Rusk	virgstan@sol.com	6657 Marbella Lane	Just my opinion though. I am not against it. I am for it, if it contains the right protections. Would love to be able to bike and get some milk, without going on a major rd like Livingston or Pine Ridge.	Lorraine Lantz	
16	1/3/2018		phone	phone	11:30 AM	201-995-7875	Carmine Depore		Marbella Lakes	I spoke to Mr. Depore who stated that he received a notice from the Marbella Lakes HOA stating that this project was part of the Green Blvd. ext. He explained that Green was in the 2035 LRTP but removed from the 2040 LRTP and was confused what the project was really about. I explained that the project was regarding the congestion on Pine Ridge Road and that we were looking at alternatives for that corridor. I confirmed that this was not related to the Green Blvd. ext. and that was no longer in the current LRTP. He then explained that there was a rumor going around the development that the Clubhouse would have to be relocated because of the interconnect. I stated that I was not aware of any discussion regarding the clubhouse or any impacts to its location. He stated that it was based on emails circulating around and he wanted to hear the facts so he was planning on attending the presentation.	Lorraine Lantz	
17	1/5/2018	1/5/2018	e-mail	e-mail	4:12 PM		David Williams	dave@trustwilliams.com		<p>Mr. Williams, Thank you for your interest in the Pine Ridge Congestion Corridor Study. We look forward to presenting the innovative intersection concepts at your meeting on January 18th. We hope to explain the project in greater detail during the presentation. In the meantime, it may be beneficial to review proposed innovative intersections related to this corridor on our website at: www.Colliergov.net/PineRidgeCorridor Attached is a flyer which includes some of the information available on our website. Please see our responses to your questions below. If you have additional questions, please call me to discuss your concerns at (239) 252-5779. Thank you, Lorraine</p> <p>1) Am I correct that the connection of Marbella Lakes Dr. with Whippoorwill Lane will only be made if a controlled intersection light is installed at the intersection of Marbella Lakes Dr. and Livingston Rd.?</p> <p>We have received requests for a signal at the intersection of Livingston Road and Marbella Lakes Drive. There are several criteria to review to determine if a traffic signal is warranted, those generally include speed limits, traffic volumes, crash data and the impacts to the existing roadway network. The current traffic counts do not warrant a signal at the intersection of Livingston Road and Marbella Lakes Drive. The County would consider a traffic signal only if the interconnection is constructed. To answer your question, the interconnection of Marbella Lakes Drive and Whippoorwill Lane is not dependent on a traffic signal; however the traffic signal is dependent on the interconnection.</p>	Lorraine Lantz	<p>Additional comments from Mr. Williams: Dear Lorraine, Thank you for your prompt response to my questions and comments in my Email, to you this morning. I look forward to meeting you in person at the Marbella Lakes Meeting on 1/18/18.</p> <p>In the meanwhile, i was disturbed that you and/or the other planners and/or decision makers involved could give "convenience" a priority over "safety" at the conclusion of your response when you rejected my concern over the safety hazard of the "short cut" to Whippoorwill Lane from the Extension of Marbella Lakes Dr. by stating the overriding "intention" is "to help facilitate more convenient travel options for local are residents".</p> <p>Please confirm a change in "intention" which gives safety considerations dominance over "convenience" in your planning and decisions. Thank you.</p> <p>Respectfully submitted, David N. Williams, Esq (Marbella Lakes Homeowner)</p>
										<p>2) Am I correct that it is uncertain whether connecting Marbella Lakes Dr. with Whippoorwill Lane will improve traffic flow?</p> <p>We analyzed the innovative intersection concepts for the Pine Ridge Road Corridor with and without the interconnection. Our analyses indicated that an interconnection between Whippoorwill Lane and Marbella Lakes Drive, would have no adverse impact on the operations of our concepts. Further, it was determined that such an interconnection would provide no significant benefit in relieving future congestion on its own (without any other intersection concept). We must make improvements to the intersections within our study area to resolve existing and future congestion problems, regardless of whether an interconnection is made. The interconnection is being considered to help facilitate more convenient travel options for area residents, and is not intended to facilitate "cut-through" traffic. Improving network connectivity will reduce travel time and congestion, and provide a secondary access to residents and first responders in the event of an emergency.</p> <p>Based on my 7 years of observation and experience, the connection of Whippoorwill Lane with Marbella Lakes Dr. including a controlled intersection light at Livingston Rd. would slow down traffic both on Livingston Rd and Pine Ridge Rd. I personally have never encountered any delays more than one signal change at the left turn, straight or right turn lanes at the intersection of Pine Ridge and Livingston Rds. I have also not encountered any delays more than one signal change at the lighted intersection of Whippoorwill Lane and Pine Ridge Rd. after getting gas at the service station there.</p> <p>The 2016 Annual Update and Inventory Report (AUIR) indicated that the segment of Pine Ridge Road from Livingston Road to I-75 is deficient. The AUIR looks to see how much traffic a road facility can accommodate. The volume to capacity ratio of traffic on roads is calculated and evaluated and creates a Level of Service (LOS). The volume is the number of vehicles that use the road. The capacity is the maximum number of vehicles the road can accommodate. The Pine Ridge Road Corridor from Livingston Road to I-75 is currently operating at a LOS F; therefore, we have to start the process of designing improvements as soon as possible.</p> <p>(Continued on next page)</p>		<p>PS I am also contacting Penny Taylor, our County Commissioner, who was instrumental in the moratorium on the Whippoorwill Extension a few years ago.</p>

Table 3: Pine Ridge Road Corridor Study - Contact Log

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										<p>Currently there is only the traffic light at Wyndemere half way between Golden Gate and Pine Ridge Rd. The traffic on Livingston Rd would be slowed down because the new traffic light at Marbella Lakes Dr. would require all traffic to stop on Livingston Rd. to clear the new traffic coming from Whippoorwill Lane.</p> <p>The traffic on Pine Ridge Rd. would be slowed down because the light on to Ridge Rd. at Whippoorwill Lane would have to be lengthened to clear the new traffic taking a short cut off Livingston Rd.</p> <p>The innovative intersection at Pine Ridge Road and Whippoorwill Lane is a Restricted Crossing U-Turn (RCUT or Superstreet). There will be no change to the traffic pattern on Pine Ridge Road. Traffic patterns for straight and left turn lanes to Pine Ridge Road from Whippoorwill Lane are restricted. Drivers must turn right onto Pine Ridge Road from Whippoorwill Lane and proceed to new signalized intersections beyond the existing intersection to make a U-turn. These additional concurrent movements increase signal efficiency and provide the opportunity for longer green times for all movements. There would also be the danger and safety hazard created by the the short cut traffic speeding past the Marbella Lakes entrance to make a 90 degree left turn to go past the Whippoorwill residential areas to reach Pine Ridge.</p> <p>The interconnection is not intended to facilitate "cut-through" traffic but is being considered to help facilitate more convenient travel options for area residents.</p> <p>Since the connection of Marbella Lakes Dr. to Whippoorwill Lane will cause more problems than it solves, it is not worth the additional investment of the Collier County Taxpayers Money.</p> <p>Respectfully submitted, David N. Williams, Esq.(6600 Marbella Lane Homeowner)</p> <p>Thank you for your comments.</p> <p>Lorraine</p>		
18	1/8/2018	1/8/2018	e-mail	e-mail	1:33 PM		Dan Ferrell	dif1950@yahoo.com		<p>Would a traffic light be a consideration at the entrance of Marbella Lakes if the extension is approved. If there is heavy traffic rerouted then turning left to get to Livingston may be a nightmare. Thank you for any info you may be able to give. REPLY - Thank you for your interest in the Pine Ridge Road Congestion Corridor Study.</p> <p>Yes, the County would consider a traffic signal at the intersection of Livingston Road and Marbella Lakes Drive, if the interconnection of Marbella Lakes Drive and Whippoorwill Lane is constructed.</p> <p>Please let me know if you have any additional questions.</p>	Lorraine Lantz	<p>Thank you for your interest in the Pine Ridge Road Congestion Corridor Study.</p> <p>Yes, the County would consider a traffic signal at the intersection of Livingston Road and Marbella Lakes Drive, if the interconnection of Marbella Lakes Drive and Whippoorwill Lane is constructed.</p> <p>Please let me know if you have any additional questions.</p>
19	1/8/2018	1/8/2018	e-mail	e-mail	1:45 AM		Lisa and Joe Rodriguez	lisarod@optonline.net		Email asking if we would have a live webinar for part-time residents who could not attend the meeting on 1/18/18.		No we do not have that capability, however we will be placing the animations on our website once they are complete
20	1/9/2018	1/9/2018	e-mail	e-mail		585-781-4230	Bob Eisenhart	beisenhart52@gmail.com	6518 Monterey Point #101	<p>Hello Lorraine; I have been following the recent notifications regarding the road extension via Marbella Lakes Drive. I am hopeful the County will reconsider any such road modifications and find and alternate solution to the Livingston/Pine Ridge issues. 6 comments/issues regarding Marbella Lakes interconnect</p>	Lorraine Lantz	<p>Mr. Fullam, Thank you for your interest in the Pine Ridge Road Corridor Congestion Study. I will add your comments to those we are receiving regarding this project.</p> <p>We have heard from others regarding their desire for a new interchange at I-75 and Vanderbilt Beach Road (VBR). In 1998, Florida Department of Transportation (FDOT) completed an I-75 Master Plan. While FDOT considered the potential interchange location, it ultimately deleted it from the final plan. In addition, the Collier Metropolitan Planning Organization (MPO) determines the long range transportation needs for Collier County. Their current Long Range Transportation Plan (LRTP) includes the needs for the county through 2040. The 2040 LRTP does not include a need for the I-75/VBR interchange. The MPO may consider adding an interchange justification report to their 2045 LRTP Update (to be completed by 2020) and would need to coordinate that effort with FDOT, and their plans for the facility. I will forward your comments regarding a new interchange at I-75/VBR to FDOT and the MPO for their consideration in plan updates and amendments</p> <p>Thank you, Lorraine</p>

Table 3: Pine Ridge Road Corridor Study - Contact Log

#	Date	Response Date	Method of Original Contact	Method of Response	Time	Phone #	Name	E-Mail	Address	Description of Issue or Request	Contact Person	Response
21	1/10/2018	1/12/2018	e-mail	e-mail	12:12 PM		Ken Fullam	irishkif@gmail.com		<p>Dear Ms. Lantz, I am a homeowner in the Marbella Lakes community. Having attended the public informational meeting at the Naples YMCA in 2017, I engaged in dialogue with representatives regarding the Pine Ridge Corridor as well as Whippoorwill Lane Extension projects. At that time, I specifically sought out more detailed plans for the Whippoorwill Lane Extension project that would directly effect the quality of life for surrounding residents and Marbella Lakes residents in particular. At the YMCA meeting, the W.E. project was downplayed to the point of non-discussion during the video presentation portion of the meeting. I spoke with a representative who insinuated that the W.E. project was NOT a priority for Collier County officials at that time and was all but dormant as a consideration. I then completed a hand-written comment card stating my objection to furtherance of the W.E. project. You have said that the W.E. project has long been considered by Collier County as an interconnection between communities. You have also indicated that studies have shown that this project would neither have a positive or negative impact on reducing traffic congestion in the Pine Ridge Corridor area. Since this project will NEGATIVELY affect the quality of life (for reasons well stated) of it's surrounding residents, the argument "for the convenience of residents" is not a valid one. It seems that the affected residents are NOT in favor of trading a little bit of "convenience" for the negative impact that would result from the completion of the project. I would be interested to see a quantification of residents' opinions on this matter (if it is of any concern to the Collier County Board). The process of establishing project priority is of concern as well. It appears that the order of the process is backwards. Stantec develops the project (identified by County officials), sells it to the BCC who votes to move forward with it and THEN goes out to gauge public sentiment by seeking public comment. I would think that the needs of the County's citizens would be considered earlier in the process. I do understand the emotional connection of residents impacted by infrastructure progress, but when the firm advising the county that the W.E. project would have NO IMPACT on improving the main project's goal, the public's opposition should carry more weight in the process (in my opinion).</p> <p>With regards to the Pine Ridge Corridor project designs, there exists several choices to reroute/synchronize traffic but NONE of the designs draw traffic away from an interchange where vehicles are seeking to enter or exit the Interstate (I-75).</p>	Lorraine Lantz	Thank you for you comments.
										<p>Having looked at the designs for improvement as well as the surrounding exits, I thought of an alternative. The existing I-75 area on-ramps and exits for east/west traffic in addition to Pine Ridge Road are: Immokalee Road and Golden Gate Parkway. The only major east/west area road without access to I-75 is Vanderbilt Beach Road. Assuming that the majority of Pine Ridge Corridor traffic is caused by vehicles attempting to access/exit the Interstate, would it not be feasible to construct an Interstate interchange at Vanderbilt Beach Road? This would pull a significant amount of traffic away from Pine Ridge Road at I-75 to address the long-term concerns of the County as the indications are of traffic growth.</p> <p>Thank you for your time.</p> <p>Respectfully,</p> <p>Ken Fullam</p>		
22	1/12/2018	1/12/2018	e-mail	e-mail	3:30 PM		Ken Fullam	irishkif@gmail.com		<p>Dear Lorraine,</p> <p>Thank you for your response and follow-up action on my behalf. I understand that surveys/planning allow for development justification. However, a Master Plan completed in 1998 doesn't necessarily apply to today's issues, as you well know. Since the Collier MPO will be re-evaluating the County's transportation needs within the next two years, they may find an I-75/VBR interchange to be a timely and viable alternative/solution to the Pine Ridge Corridor's traffic congestion issues.</p> <p>Thank you for your insight. I look forward to the Marbella Lakes community meeting and our residents' opportunity to discuss these matters further.</p> <p>Respectfully, Ken</p>	Lorraine Lantz	
23	43113	43116	e-mail	e-mail	2:25 PM		Burt Blumkin	burtb@bjcc.com	6882 Del Mar Terrace	<p>Dear Ms. Lantz,</p> <p>After careful review of the plans for the Livingston-Pine Ridge road upgrades the following should be addressed.</p> <p>The traffic increases are also contributed by those going to retail stores, restaurants, medical offices, the new Honda dealership and more.</p> <p>The traffic to route 75 is minor in comparison to these other places. Hurting these businesses and or creating a traffic confusion to get to these establishments is cost unproductive.</p> <p>Instead of trying to use the cheapest way of traffic routing, a more significant reorganization of the intersection is warranted. New Jersey turns and turnarounds are not a solution. I have traveled these for years.</p> <p>Careful considerations should be given to not using the Whippoorwill Ln extension since it will not significantly reduce traffic to Pine Ridge and Livingston.</p> <p>Respectfully, Burt Blumkin</p>	Lorraine Lantz	Thank you for your interest in the Pine Ridge Road Corridor Congestion Study. I will add your comments to those we are receiving regarding this project. We look forward to seeing you at the presentation on Thursday.

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24	43119	43119	phone	phone	3:15 PM	239-216-1158	Dale Butterworth		Marbella Lakes	Mr. Butterworth stated that he attended the meeting on 1/18/18 and had a few additional comments. 1. The interconnection was one of the last things discussed and several people left before that. He believes if there were 2 additional lights presented with the interconnection more people would be in favor of it for safety - he recommended a light at Marbella Lakes Dr. and the gate house to Marbella Lakes and another one on Whippoorwill in front of Andalucía. He thought this would deter people from using the interconnection as a cut through and be safer for residents of Marbella Lakes making the left out of their development to Marbella Lakes Drive. I stated that I did not think the interconnection would warrant 3 new traffic signals because the volumes were not going to warrant it. I referred him to the MUTCD and stated that the current access point onto Livingston did not meet warrants, therefore it is not likely that these would. I stated that this was not for a concept study to determine but for a road design or after it is installed. He stated that the additional lights for safety would be an option for the residents to vote for the interconnect. He also stated that he believed the HOA was going to hire an attorney to fight this and tie it up in the courts so it did not go through. I thanked him for letting me know.	Lorraine Lantz	
25	1/19/2018	1/19/2018	e-mail	e-mail	4:23 PM	239-262-8382	Jack Hedenstrom	jackh@positanoplaceatnaples.com	Positano	Email to Mr. Hedenstrom - Since Positano previously indicated they did not want to have an individual meeting, I wanted to make sure the community's opinions were documented in our report. You previously indicated that your residents did not have a preference for or against any of the 5 innovative intersections we were proposing. In addition, you stated that your community was in favor of the Marbella Lakes/Whippoorwill Interconnect and the light at Marbella Lakes. You stated that the new signal would assist residents of Positano by stopping traffic on Livingston so they could exit the community. It would help us document your community's opinions if you confirmed or corrected my understanding of our conversations. Thank you, Lorraine Yes Lorraine.....What you've stated is correct and you can place those opinions in your report. To confirm, our community consists of 330 condominium units. Thank you,	Lorraine Lantz	
26	1/22/2018	1/23/2018	e-mail	e-mail	4:30 AM		Clive Owens	cliveowens@aol.com	6632 Marbella Lane	Proposal for Linking of Marbella Lakes Drive & Whippoorwill Lane I write to express my strong objection to the above proposal. The concerns and strong objections of Marbella Lakes Residents to the above proposal were well expressed and documented in the previous study several years ago, and remain valid today. These include:- <ul style="list-style-type: none"> • Safety of vehicle movements around Marbella Lakes Gatehouse Entrance, especially for school children awaiting pickup as there is no STOP sign • Increased traffic and noise to Marbella Lakes residents, especially from the likely heavy commercial traffic. • Increased security risk requiring expensive security upgrades at gatehouse. • Diminished property values in Marbella Lakes due to increased congestion, noise and safety issues. I appreciated the presentation of the Pine Ridge Corridor Study made by the Collier County consultant at Marbella Lakes on January 18th. It was interesting and reassuring to see the depth of analysis that has gone into exploring the options available for relieving the Pine Ridge congestion issue. The presenter told us that the Marbella Lakes Dr/Whippoorwill Lane connection had no impact either way on any of the Pine Ridge Corridor options, and that the only reason for including it in the study was the suggestion that some Whippoorwill residents with a need to travel South on Livingston might benefit. Under questioning, he admitted that there was no information available on the level of interest in this that there might be among Whippoorwill Lane residents. It seems to me that it is equally valid to assume that some Marbella residents might have a corresponding interest in travelling East on Pine Ridge/N on I75, and thus support the connection. However, when support for the connection was put to the vote during the Jan 18 Marbella meeting, an overwhelming 96% of Marbella residents present opposed the connection, presumably for the reasons summarized above. It would seem reasonable to expect a similar reaction among Whippoorwill Lane residents, who would suffer the same negative impacts of heavier traffic adjacent to their homes as Marbella and already enjoy easy access to I75 for Southbound travel. In summary, connecting Whippoorwill Lane to Marbella Laks Drive would:- <ul style="list-style-type: none"> • Have no impact on resolving the Pine Ridge Corridor congestion issue • Inflict multiple significant negative impacts on Marbella & Whippoorwill residents, including reduction of property values with consequent reduction in Collier County property tax revenue. • Be contrary to the expressed wishes of the overwhelming majority of Marbella residents, and by extrapolation, likely Whippoorwill residents also. • Require significant capital expenditure of Collier County taxpayers money It would be hard to understand how this could be considered an attractive proposition when presented to the Collier County Commissioners. Yours Truly Clive Owens	Lorraine Lantz	

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27	1/23/2018	1/23/2018	phone	phone	4:30 PM	239-643-0001	William Confoy		Wyndemere	Conversation status regarding the PRR project, public opinions gathered and when it will go before the BCC.	Lorraine Lantz	
28	1/24/2018	2/15/2018	Email	email	11:44 AM		Jenn Fazio	marbellajenn@comcast.net	Marbella Lakes Owners Assoc.	<p>Hello Lorraine.</p> <p>I just heard from Bill Confoy that the extension is being pulled from the pine ridge study/package. He indicated he spoke with you.</p> <p>Could you kindly confirm that for me?</p> <p>Thank you.</p> <p>Jennifer L Fazio</p>	Lorraine Lantz	<p>Ms. Fazio,</p> <p>During the presentation to Marbella Lakes HOA on 1/18/18, I thought we made the distinction regarding the Pine Ridge Road Congestion Corridor Study and the possible interconnection of Marbella Lakes Drive and Whippoorwill Lane clear. The County has long considered the potential interconnection between Whippoorwill Lane and Marbella Lakes Drive. Therefore, it was our professional responsibility to consider the potential interconnection during the Pine Ridge Road Congestion Corridor Study to ensure that it did not adversely affect any of the proposed innovative intersections in the corridor we are considering. We are aware that completing the interconnection alone will not relieve all the traffic congestion on Pine Ridge Road. We must make improvements to the intersections within our study area to resolve existing and future congestion problems along Pine Ridge Road, regardless of whether an interconnection is made.</p> <p>As stated during the presentation, the report will make recommendations regarding the innovative intersections and will not make a recommendation regarding the potential interconnection. It is anticipated that at a Board of County Commissioners (BCC) meeting in March, the BCC will decide which innovative intersection concepts to move forward with for design. The potential interconnection is a separate item that will not be presented to the BCC at that March meeting, however the BCC may consider the interconnection separately in the future.</p> <p>Sincerely, Lorraine</p>
29	1/30/2018	1/30/2018	e-mail	phone	12:15 PM		Michelle Sweet / Pam Howard		Mariposa	Hi Ladies: Just spoke with one of my friends who lives at Marbella Lakes...the President of Association went to Collier County Board of Commissioners meeting...the new road connection between Marbella & Whippoorwill is off the county's list. I don't know if they made any decision on the Whippoorwill exit to Pine Ridge. In regards to Tom's latest email, we should send out a violation notice to the owner/renter of 1425 Mariposa Circle, #103 (stacked parking) for not keeping the distance of 4-7 feet between the car and garage.	Lorraine Lantz	Voice Mail message returning his call. Stated that the BCC will be determining which improvement to pursue and then the project will be designed and constructed. Stated that the PRR at Livingston could be constructed within 5 to 10 years, the other intersections are limited access ROW and will require FDOT coordination and direction.

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30	2/1/2018	2/1/2018	phone	phone	3:00 PM	239-593-1300	Tom White		Hawthorn Inn Manager	1/31/18 Left full set of concept options and Business Card for Manager and asked him to me call back with questions/to discuss. Mr. White left a message asking about the concepts and when they are going to be constructed. 2/1/18 Spoke through voice mail to Tom White (239) 593-1300 to discuss project timing and status. On 2-6-18 Invited to Business Owner/Operator Meeting on 2/15/18.	Lorraine Lantz	I spoke to Mr. Frattaroli and asked him if he attended one of the HOA meetings to see the presentation. He said no and that he only heard about it from a neighbor. I tried to explain that the goal of the project was to relieve the congestion on PRR and that the overpass was 1 of the options being considered for PRR and Livingston but all 3 intersections had to work together to achieve the most benefit. He stated that he was against the Whippoorwill option and wanted to know how he could voice his opinions. I stated that he could send me an email. He stated that we should have public input on these designs and I stated that we did go to HOA meetings to present the concepts but that the Reserve of Naples declined to host a meeting. He was very upset to hear that and hung up.
31	2/2/2018	2/2/2018	phone and e-mail	phone and e-mail	12:15 PM	239-206-2952	Henry Frattaroli	hfrattaroli@gmail.com	1200 Reserve Way, Unit 206	<p>EMAIL - I have just been informed that you are considering making Whippoorwill a cut through Street and making only right turns when leaving onto Pine Ridge. That would cause traffic jams like you would not believe. If that is your intent you will get just that. 90% of the traffic leaving Whippoorwill goes left, not right. It would be a total DISASTER. Please consider the overpass on Livingston. It is where the traffic starts to get heavy and is always slowed down the red light. By only allowing all traffic to go right there will be traffic accidents everyday while people try to get in the left hand lane to pull a u turn. There will be long lines at the lights especially if you make Whippoorwill. a cross through Street from Livingston. Please reconsider this disastrous idea. Pine Ridge traffic is bad enough, please don't make it a lot worse. Try the overpass, it is a much more sensible idea. ADDITIONAL COMMENTS RECEIVED VIA EMAIL ON 2/6/18: Just to add some more of my opinion, the biggest problem on Pine Ridge is at the intersection of Airport & Pine Ridge. An overpass there would greatly alleviate some of the traffic.</p> <p>In addition with all the new construction on Pine Ridge you guys have allowed , including the new car dealerships under construction, and many other building projects over the last few years no wonder there is a problem. Henry</p>	Lorraine Lantz	Email follow-up with links to the website and flyer as requested. Contacted Aviano to see if they would allow him to attend their meeting.
32	2/8/2018	2/8/2018	phone	phone	2:00 PM	239-269-3729	Peter Hewitt	afp@hungerinus.org	1130 Reserve Way #104	Mr. Hewitt received the correspondence I previously sent to Raquel and Mr. Frattaroli regarding the intersections. He asked me to explain them to him. I did and he stated that he was against everything we were proposing. He stated that he currently has a hard time turning left out of Whippoorwill and instead turns right to make a U-Turn because it is faster. He stated that he did not like the proposal that forced him to do that even though he does it on his own. He stated that he wanted time to send him a flyer and link to the website. He also stated that he received the invitations to Gusto Bella Vita and Stratford but he was in the hospital and Raquel was sick with the flu and could not attend. He asked if there were any others that he could attend. I stated that the only other one was Aviano and that I would ask if that was OK for 3-5 members of the HOA of Reserve to attend.	Lorraine Lantz	Contacts with Aviano indicated that it was OK for 3-5 member of the Reserve to attend

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33	2/9/2018	2/9/2018	e-mail	e-mail	2:07 PM	239-269-3729	Peter Hewitt	afp@hungerinus.org	1130 Reserve Way #104	<p>I have been in contact with the Aviano Property Manager. She has received approval from the Aviano Board to allow 3-5 members of the Reserve at Naples Condo Association to attend. Their meeting will be in the Aviano Clubhouse on Thursday, February 22nd from 4:30 pm -5:30 pm. REPLY - Thanks for arranging for us to attend the presentation to be held at Aviano on February 22nd.</p> <p>Thanks, also, for the information you sent. The links to your website worked fine. The Flyer is also helpful, and a bit easier to read than the website.</p> <p>Thanks, again.</p> <p>Peter</p>	Connie Deane and Lorraine Lantz	<p>Thank you for attending the Pine Ridge Corridor Congestion Study presentation to Gusto Bella Vita on 1/30/18. In response to your questions below please allow me to offer the following: It is anticipated that at a Board of County Commissioners (BCC) meeting on March 27th, the BCC will decide which innovative intersection concepts to move forward with for design. The county held a Public Workshop on June 15, 2017 at the YMCA regarding the Pine Ridge Corridor Congestion Study. The Public Workshop was held in an open house format and presented the study findings to date, including the concept alternatives. During the open house, a continuously looping video displayed simulations/animations of the concepts being considered. Display boards were also set up and staffed by team members who talked one-on-one with attendees about the study findings and the alternative concepts under consideration. During this workshop the team was encouraged by those that attended to conduct smaller meetings that would help facilitate better communication between the team and the public. On July 12, 2017, I contacted Heather McPherson of Vision Association Management regarding hosting a community meeting at Gusto Bella Vita. She stated that she would contact the HOA president about a meeting, but believed it would be better during season when more owners were in town. She indicated that I should contact her later in the year. I attempted to contact her again by phone and email several times in December, but was not able to reach her. In January, I contacted Adoni Kokkinos who indicated that he was now representing the HOA. Based on the team and room availability, we scheduled the community meeting.</p> <p>The Reserve declined to host a community meeting. Mariposa hosted a meeting on 1/16/18. Andalucia hosted a meeting on 1/24/18. Stratford hosted a meeting on 1/31/18.</p> <p>The county has long considered the potential interconnection between Whippoorwill Lane and Marbella Lakes Drive. Therefore, it was our team's professional responsibility to consider the potential interconnection during the Pine Ridge Road Congestion Corridor Study to ensure that it does not adversely affect any of the proposed innovative intersections in the corridor we are considering. We are aware that completing the interconnection alone will not relieve all the traffic congestion on Pine Ridge Road. Improvements to the intersections within our study area are needed to resolve existing and future congestion problems along Pine Ridge Road, regardless of whether an interconnection is made. As noted during the presentation, the report will make recommendations regarding the innovative intersections and will not make a recommendation regarding the potential interconnection. The potential interconnection is a separate item that will not be presented to the BCC at that March meeting, however the BCC may consider the interconnection separately in the future. Please note, as discussed during the presentation, that the Whippoorwill Lane intersection is partially included in the I-75 Limited Access Right-of-Way limits. The recommendations will be for the county to pursue an Interchange Modification Report with the Florida Department of Transportation for the Whippoorwill and I-75 intersections within the corridor. Sincerely, Lorraine</p>

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34	2/13/2018	2/14/2018	Email	e-mail	9:51 AM	763-360-1170	Howard Gilbert	howiegilbert@yahoo.com	1263 Strada Milan Lane #2	<p>EMAIL - When is the Commissioner's meeting scheduled for a final decision on this issue? As an owner/resident of Gusto Bella Vita, a community along Whippoorwill, I am very concerned with how this issue has been handled. Of all the planned intersection changes, Livingston, I75 and Whippoorwill, the Whippoorwill intersection plan is the only one that will directly effect the lives of and home values of so many people. And, it was given only one solution. Why was our notification of this and the traffic presentation scheduled only one month before the final decision? Did the Traffic Commission give presentations to the other Whippoorwill communities? The Reserve, Mariposa, Andalucia, Stratford? If so, when were their presentations? Why was the Whippoorwill extension taken off the table before a final decision on the rest of the project? Thank you,</p> <p>Howard Gilbert</p>	Connie Deane and Lorraine Lantz	<p>We apologize for any confusion. During the presentation to the Stratford HOA on 1/31/18, staff tried to make the distinction regarding the Pine Ridge Road Congestion Corridor Study and the possible interconnection of Marbella Lakes Drive and Whippoorwill Lane clear. Collier County has long considered the potential interconnection between Whippoorwill Lane and Marbella Lakes Drive. Therefore, it was our team's professional responsibility to consider the potential interconnection during the Pine Ridge Road Congestion Corridor Study to ensure that it does not adversely affect any of the proposed innovative intersections in the corridor we are considering. We are aware that completing the interconnection alone will not relieve all the traffic congestion on Pine Ridge Road. Improvements to the intersections within our study area are needed to resolve existing and future congestion problems along Pine Ridge Road, regardless of whether an interconnection is made. As noted during the presentation, the report will make recommendations regarding the innovative intersections and will not make a recommendation regarding the potential interconnection. It is anticipated that at a Board of County Commissioners (BCC) meeting on March 27th, the BCC will decide which innovative intersection concepts to move forward with for design. The potential interconnection is a separate item that will not be presented to the BCC at that March meeting, however the BCC may consider the interconnection separately in the future.</p> <p>The county is currently considering a County-wide Infrastructure Sales Tax referendum. On 1/23/18, the BCC discussed the enabling ordinance and a draft list of projects that the sales tax could potentially fund. The list of potential projects with additional information and draft ballot/ordinance language is likely to be discussed at the March 13th BCC meeting related to the sales tax referendum.</p> <p>Sincerely, Lorraine</p>
35	2/13/2018	2/14/2018	Email	e-mail	3:08 PM		Peter De Moose	madmoose2@verizon.net		<p>EMAIL - To The Collier County Commissioners; This meeting was quite enlightening and the votes on the various projects did reflect the thoughts and feelings of the residents. However, I must point out that in this meeting we were repeatedly told that the WHIPPOORWILL EXTENSION was in no way connected or linked to the Pine Ridge Road Projects, yet in the TV Broadcast when this subject was brought up, the County Manager stated that they were in fact linked. Either we were lied to or the commissioners were lied to, take your pick. Also, I noticed that the county manager was pushing that extension for all he was worth. Does he have a vested interest in this project? Peter de Moose</p>	Lorraine Lantz	Phone conversation.
36	2/13/2018	2/15/2018	Email	email	10:54 AM		Allayne Barnum	allaynebarnum@aol.com	1267 Strada Milan Ln #2 - Gusto Bella Vita	<p>As a resident of Gusto Bella Vita, I am opposed to the proposed RCUT at Whippoorwill and Pine Ridge without the Whippoorwill extension. It appears that the Marbella Lakes association protest against the increased traffic near a few of their backyards is taking precedence over the needs of four other communities, Hospice, a church, and other business on Whippoorwill. Why does this one community carry so much weight? Who do they know? This project needs to be reconsidered before locking a large number of people into a situation which will not only reduce property values but can also pose safety issues for emergency situations and may result in limitations on emergency services. Please give this situation your complete consideration. Allayne Barnum 1267 Strada Milan Ln. #2 Naples, Fl. 13405</p>	Lorraine Lantz	Thank you for taking the time to provide your comments as this is a very important study. Your email has been received and will be compiled with the other comments for the Pine Ridge Road Corridor Congestion Study for staff's review and consideration.
37	2/14/2018	2/14/2018	in-person	in-person	10:30 AM		D. Nelson	dnelson@teds-fl.com		<p>Mr. Nelson came to the county for a conditional use amendment for SDP PL20180000284 and PL20180000383 - Certus Senior Living to be located on site 3845500009 which is within the PRR Corridor Study. Informed the representative of the project and provided maps of the intersection concepts.</p>	Lorraine Lantz	Provided concept maps.
38	2/15/2018	2/15/2018	phone	phone	8:45 AM	239-249-9669	Jeff Wright			<p>Mr. Wright called to discuss the status of the options at Livingston and PRR. He was interested in the time line and when construction would start. I stated that the Design and ROW were in the budget for FY19 and Advanced construction was planned for FY21 and FY22. I asked him if he was planning on attending the meeting tonight and he stated that his client would.</p>	Connie Deane and Lorraine Lantz	Thank you for your comments.

Table 3: Pine Ridge Road Corridor Study - Contact Log

#	Date	Response Date	Method of Original Contact	Method of Response	Time	Phone #	Name	E-Mail	Address	Description of Issue or Request	Contact Person	Response
39	2/21/2018	2/21/2018	Email	email	5:00 PM		JD Brakefield			<p>Please note my comments below regarding corridor congestion options for Pine Ridge Road and Livingston Road. I represent the owner of the Marquesa Plaza Shopping Center.</p> <p>Right off the bat, I can tell you that any proposal for an Overpass/Flyover would be highly contested. We have already had a handful of Tenants approach us to let us know that if the flyover is approved they will be leaving our shopping center. The Flyover option would not only reduce property values, it would create a disincentive for future investment. Not to mention the obstacles of right of way takeaways, noise pollution, massive costs for construction and potential lawsuits.</p> <p>Out of the 3 options the Continuous Flow Intersection would be the primary option to move forward with. Construction costs are lower, minimal right of way takeaways, and minimizes property/business damage.</p> <p>Best Regards,</p>	Lorraine Lantz	
40	2/26/2018	2/26/2018	Phone	Phone	4:30 PM	617-974-4337	Henry Frattaroli		1200 Reserve Way, Unit 206	<p>Mr. Frattaroli attended the meeting at Aviano last week. He had a suggestion regarding elimination of a phase of the signals on Pine Ridge Road to save time and allow for the left out of Whippoorwill. His suggestion was to restrict all left hand turning movements on Pine Ridge onto Whippoorwill. His suggestion was that by eliminating the left turn movements, traffic would move straight or right only and thereby becoming more efficient and allowing time for a left out of Whippoorwill onto Pine Ridge. Those that passed through the intersection and were restricted from turning left would proceed to a U turn facility near Naples Nissan or farther west and make an unprotected U-turn. They would then merge into traffic and finally complete their movement by turning right at Whippoorwill. He also proposed this for eastbound traffic as they would also have a restricted left and would have to move straight through Pine Ridge Road and Whippoorwill and make a U-Turn at Napa beyond I-75. He believed that this diversion would only inconvenience 10% of the traffic and that he himself did this regularly to avoid the light at Pine Ridge and Whippoorwill. He travels through the intersection about 5 times a day and he does this regularly to avoid the light and stopping. He thought it was not inconvenient for the Pine Ridge traffic to go a few 100 feet more to make the U-Turn but thought it was highly inconvenient for the Whippoorwill traffic to make a protected and signalized U-Turn in the RCIT that we presented. I asked if he envisioned his scenario having signals for safety features, he said no these U-turns would be unprotected and would move when there was a gap in traffic. He is also recommending the elimination of all straight and right turn movements onto Pine Ridge from Whippoorwill. Movements that would have proceeded north to Pine Ridge from Whippoorwill and turn right would be allowed to use Dudley. He had no suggestion for right turning movements heading south to Pine Ridge from Whippoorwill. I asked about cars leaving the Racetrack and he said they could be inconvenienced. He wanted to have someone from Traffic Operations call him because he believes it could be completed easily and without much funds and if it did not work after a test period then he might agree to the RCUT. He also said that he has spoken to several people that are interested in contacting an attorney to sue regarding their potential loss of property values and investments.</p>	Lorraine Lantz	I stated that I would talk to our traffic operations department and consultant about this. I also stated that he was free to contact an attorney about his rights.

CONCLUSION

Executing a successful public involvement process is a critical element in any planning study. Providing information about potential concepts, and creating opportunities to explain the proposals, is key to the public's understanding of complex solutions. Success follows when an engaged public provides input, comments, and opinions about the proposals presented from an informed perspective.

During the course of the Pine Ridge Corridor Congestion Study, opportunities to "get the message out" included presentations at public agency committee meetings, a public workshop (promoted by variable message boards and press releases), video presentations and concept animations, interactive presentations at individual stakeholder meetings, project website coverage, etc. Input, comments, and preferential survey votes, were gathered at public engagement opportunities and included survey/comment forms, and opinion polling (electronic voting) during interactive presentations at stakeholder meetings.

At a public workshop in June 2017, 118 residents and business representatives reviewed the exhibits of the different concepts being proposed, watched video simulations, had the opportunity to speak with study team members about the proposed improvements, and many took the opportunity to provide written comments. Over a period of 4 months during the peak season that followed, 9 additional stakeholder meetings were held that attracted 294 attendees. A total of 81 written survey/comment forms were returned to the team (from the public workshop and the stakeholder events). During the stakeholder meetings, detailed descriptions of the concepts were provided, and animations/simulations based on each concept's traffic engineering analyses were developed to help attendees visualize the performance of the different concepts. Attendees' questions were answered, and participants were given the opportunity to cast votes for the different concepts presented.

Today, more than 55,000 motorists travel the corridor each day, and that number is expected to increase to over 75,000 by 2040. The purpose of the study was to find reasonable, cost effective solutions that would add capacity and return the LOS within the corridor to acceptable levels. While not everyone will favor a single solution, and some proposals may attract more negative opinions than favorable ones, it is important the public be given every opportunity to thoroughly understand the options being presented to them, so they may make informed judgements. It is equally important for decision-makers to be assured the comments/opinions received are being expressed by residents and business-people who have been given the opportunity to fully understand the proposals being made.

While a concerted effort was made to engage the local public within the study area, it is important to remember, the opinions of the majority of the 55,000 of motorists that drive through the corridor each day are not represented in the public involvement data and analyses.

APPENDICES