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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.


And at: [http://www.colliergov.net/pineridgecorridor](http://www.colliergov.net/pineridgecorridor)

![FIGURE 1: Project Website](image-url)
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

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 learned 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
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.
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.
FIGURE 3: 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
   □ Scenario □ Quickest □ Minimal traffic signals □ Construction

5. Please indicate what priority the County should consider the following alternatives:

<table>
<thead>
<tr>
<th>High Priority</th>
<th>Medium Priority</th>
<th>Low Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adding more vehicle traffic lanes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adding lanes dedicated to car pools or buses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increasing and/or improving CAT / bus service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Providing and/or improving sidewalks, trails, and bicycle facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improving vehicle / traffic safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improving pedestrian safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increasing road network connections (creating new road facilities)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Providing relief for current and future congestion within the Corridor Study Area</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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  D: _____ Over-Pass - Single Point Urban Interchange (SPUI)
   Interchange (LIVINGSTON RD. UNDER (as a tunnel)/PINE RIDGE RD. OVER (at-grade))
   (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.

__________________________
__________________________
__________________________
__________________________

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.
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.

"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*

“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.

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

<table>
<thead>
<tr>
<th>Stakeholders Meetings</th>
<th>“What Roadway Do You Live Along?”</th>
<th>“Do you consider yourself a &quot;year round&quot;, or &quot;seasonal&quot; resident?”</th>
<th>“What problems exist in the Pine Ridge Road Corridor that should be addressed?”</th>
<th>What type of improvements should the County be investing in?</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOA</td>
<td>Date</td>
<td>Max. #</td>
<td>Livingston Road (N=84, 99%)</td>
<td>Year Round¹ (N=29, 42%)</td>
</tr>
<tr>
<td>Wyndemere</td>
<td>8-Nov-17</td>
<td>95</td>
<td>Pine Ridge Road (N=19, 56%)</td>
<td>Year Round¹ (N=19, 58%)</td>
</tr>
<tr>
<td>Kensington</td>
<td>11-Jan-18</td>
<td>37</td>
<td>Whippoorwill Lane (N= 32, 100%)</td>
<td>Year Round (N=27, 77%)</td>
</tr>
<tr>
<td>Mariposa</td>
<td>16-Jan-18</td>
<td>42</td>
<td>Marbella Lakes Drive (N=84, 98%)</td>
<td>Year Round (N=63, 70%)</td>
</tr>
<tr>
<td>Marbella Lakes</td>
<td>18-Jan-18</td>
<td>178</td>
<td>Whippoorwill Lane (N= 32, 100%)</td>
<td>Year Round (N=22, 71%)</td>
</tr>
<tr>
<td>Andalucia</td>
<td>24-Jan-18</td>
<td>35</td>
<td>Whippoorwill Lane (N= 8, 100%)</td>
<td>Year Round (N=6, 75%)</td>
</tr>
<tr>
<td>Gusto Bella Vita</td>
<td>30-Jan-18</td>
<td>8</td>
<td>Whippoorwill Lane (N= 31, 97%)</td>
<td>Year Round (N=21, 66%)</td>
</tr>
<tr>
<td>Stratford Place</td>
<td>31-Jan-18</td>
<td>36</td>
<td>Pine Ridge Road² (N=4, 100%)</td>
<td>Year Round² (N=4, 100%)</td>
</tr>
<tr>
<td>Business Representatives</td>
<td>15-Feb-18</td>
<td>8</td>
<td>Livingston Road (N=28, 97%)</td>
<td>Year Round (N=16, 57%)</td>
</tr>
<tr>
<td>Aviano</td>
<td>22-Feb-18</td>
<td>33</td>
<td>Livingston Road (N=84, 99%)</td>
<td>Year Round (N=29, 42%)</td>
</tr>
</tbody>
</table>

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.

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

<table>
<thead>
<tr>
<th>Stakeholders Meetings</th>
<th>Pine Ridge at Livingston Road</th>
<th>Whippoorwill Lane - Marbells Lakes Drive Interconnect</th>
<th>Diverging Diamond Interchange</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1st</td>
<td>2nd</td>
<td>3rd</td>
</tr>
<tr>
<td>Wyndemere</td>
<td>OP (N=27, 61%)</td>
<td>CFI (N=10, 23%)</td>
<td>JH (N=4, 9%)</td>
</tr>
<tr>
<td></td>
<td>CFI (N=11, 46%)</td>
<td>OP (N=8, 33%)</td>
<td>JH (N=2, 8%)</td>
</tr>
<tr>
<td>Kensington</td>
<td>OP (N=20, 53%)</td>
<td>CFI (N=10, 26%)</td>
<td>CON (N=8, 8%)</td>
</tr>
<tr>
<td></td>
<td>CFI (N=39, 46%)</td>
<td>OP (N=33, 39%)</td>
<td>JH (N=8, 9%)</td>
</tr>
<tr>
<td>Andalucia</td>
<td>OP (N=19, 56%)</td>
<td>CFI (N=10, 29%)</td>
<td>JH (N=3, 9%)</td>
</tr>
<tr>
<td></td>
<td>CFI (N=3, 50%)</td>
<td>OP (N=2, 33%)</td>
<td>CON (N=1, 17%)</td>
</tr>
<tr>
<td></td>
<td>OP (N=16, 46%)</td>
<td>CFI (N=13, 37%)</td>
<td>CON (N=5, 14%)</td>
</tr>
<tr>
<td>Business</td>
<td>CFI (N=4, 67%)</td>
<td>CON (N=2, 33%)</td>
<td>JH (N=0, 0%)</td>
</tr>
<tr>
<td>Representatives</td>
<td>CFI (N=12, 39%)</td>
<td>OP (N=8, 26%)</td>
<td>CON (N=7, 23%)</td>
</tr>
<tr>
<td></td>
<td>CON (N=7, 23%)</td>
<td>CFI (N=12, 39%)</td>
<td>OP (N=8, 26%)</td>
</tr>
</tbody>
</table>

1. Due to technology limitations, this number represents households, as opposed to 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
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
During every meeting, attendees asked questions, raised issues, made comments, and the team made every effort to respond to the inquiries 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.

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, it 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.

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.

“NO OVERPASS AT LIVINGSTON + PINE RIDGE INTERSECTION.”
Aviano HOA Meeting Attendee
Dear Connie, I will check this out at the VSCA 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 its access to I-75. However, it will create considerable traffic on both Marbella and Whippoorwill by reason of
access to I-75. It is my opinion that there is no "quick fix" when it comes to road issues. 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 spinoff more of the northbound traffic off of
Livingston in order to reduce the volume competing the Pine Ridge Bridge to begin with. Common sense, people! You
can’t increase the capacity of a funnel by making the circumference of the top bigger! You’ve got to make the bottom and
the top bigger! Well, widen Pine Ridge and the ramp leading into I-75, of course. Of course, that just means the day is
closer when you 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!

Dear Deare: 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 re-creation of an attempt to convert
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.

Dear Deare: 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 re-creation of an attempt to convert
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.

Table 3: Pine Ridge Road Corridor Study - Contact Log

<table>
<thead>
<tr>
<th>#</th>
<th>Date</th>
<th>Response Date</th>
<th>Method of Original Contact</th>
<th>Method of Response</th>
<th>Time</th>
<th>Phone #</th>
<th>Name</th>
<th>E-Mail Address</th>
<th>Address</th>
<th>Description of Issue or Request</th>
<th>Contact Person</th>
<th>Response</th>
</tr>
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<tbody>
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<td>1</td>
<td>6/6/17</td>
<td>6/6/17</td>
<td>e-mail</td>
<td>e-mail</td>
<td>2:45 PM</td>
<td>239-659-1645</td>
<td>John McCue</td>
<td><a href="mailto:mperfect@comcast.net">mperfect@comcast.net</a></td>
<td>8741 Marbella Lane, Naples, FL 34105</td>
<td>Dear Connie, I will check this out at the VSCA 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 its access to I-75. However, it will create considerable traffic on both Marbella and Whippoorwill by reason of access to I-75. It is my opinion that there is no &quot;quick fix&quot; when it comes to road issues. 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 spinoff more of the northbound traffic off of Livingston in order to reduce the volume competing the Pine Ridge Bridge to begin with. Common sense, people! You can’t increase the capacity of a funnel by making the circumference of the top bigger! You’ve got to make the bottom and the top bigger! Well, widen Pine Ridge and the ramp leading into I-75, of course. Of course, that just means the day is closer when you 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!</td>
<td>Connie Deane</td>
<td>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.</td>
</tr>
<tr>
<td>2</td>
<td>6/6/17</td>
<td>6/6/17</td>
<td>e-mail</td>
<td>e-mail</td>
<td>2:53 PM</td>
<td>305-490-2560</td>
<td>Gary Inrin</td>
<td><a href="mailto:mrinrin@gmail.com">mrinrin@gmail.com</a></td>
<td>1415 Tiffany Lane, #1307, Naples FL 34105</td>
<td>Dear Deare: Thank you for the Notice. Unfortunately I am out-of-town and cannot attend. However, I would like to state my position that the &quot;potential interconnection&quot; listed on your map appears to be a re-creation of an attempt to convert 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.</td>
<td>Connie Deane</td>
<td>Email from Connie - Mr. Inrin: Thank you for your response. I will pass your comments along to the Transportation Planning staff.</td>
</tr>
<tr>
<td>3</td>
<td>6/6/17</td>
<td>6/6/17</td>
<td>e-mail</td>
<td>e-mail</td>
<td>2:54 PM</td>
<td>239-249-0065</td>
<td>Dave Rosato</td>
<td><a href="mailto:darosato@comcast.net">darosato@comcast.net</a></td>
<td>8777 Del Mar Terrace, Naples, FL 34103</td>
<td>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, opposed to this project for the following reasons. I believe it creates a direct connection with the budget hotels/resorts, 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 causal stop 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 we 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. The Rosen 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 &quot;solution&quot; 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. Don’t hesitate to contact me if you have questions or would like to discuss my email.</td>
<td>Connie Deane</td>
<td>Email from Connie - Mr. Rosato: Thank you for your response. I will pass your comments along to the Transportation Planning staff.</td>
</tr>
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<td>e-mail</td>
<td>4:07 PM</td>
<td>630-235-1547</td>
<td>John Follert</td>
<td><a href="mailto:johnfollert@gmail.com">johnfollert@gmail.com</a></td>
<td>6913 Marbella Ln., Naples, FL 34103</td>
<td>Since we are away at the time of the meeting we can receive the information that will be shared on June 15 by email or otherwise electronically?</td>
<td>Connie Deane</td>
<td>Email from 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 <a href="http://www.Colliergov.net/PineRidgeCorridor">www.Colliergov.net/PineRidgeCorridor</a> 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 <a href="mailto:connieplante@collier.org">connieplante@collier.org</a> and <a href="mailto:lorrainelantz@collier.org">lorrainelantz@collier.org</a>.</td>
</tr>
<tr>
<td>5</td>
<td>6/7/17</td>
<td>6/7/17</td>
<td>phone and e-mail</td>
<td>phone and e-mail</td>
<td>2:30 PM</td>
<td>239-643-0001</td>
<td>Bill Confoy</td>
<td><a href="mailto:bconfoy@comcast.net">bconfoy@comcast.net</a></td>
<td>631 Tiffany Lane, Naples, FL 34105</td>
<td>I spoke to Mr. Confoy regarding the potential interconnection 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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 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 was the Director of Community Outside Affairs and Wyndemere and 2 years ago they were not in favor of the interconnect.</td>
<td>Lorraine Lantz</td>
<td>At the same time he started contacting Connie with the same questions.</td>
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<tr>
<td>6</td>
<td>6/7/17</td>
<td>6/7/17</td>
<td>phone and e-mail</td>
<td>phone and e-mail</td>
<td>4:33 PM</td>
<td>239-643-0001</td>
<td>Bill Confoy</td>
<td><a href="mailto:bconfoy@comcast.net">bconfoy@comcast.net</a></td>
<td>631 Tiffany Lane, Naples, FL 34105</td>
<td>Thanks for your call. The “continuous flow pattern” looks rather complex. Do we have time in Naples to look at? How does it compare to the intersection of Airport Rd. &amp; GG Pkwy? TTD</td>
<td>Lorraine Lantz</td>
<td>At the same time he started contacting Connie with the same questions.</td>
</tr>
<tr>
<td>#</td>
<td>Date</td>
<td>Response Date</td>
<td>Method of Original Contact</td>
<td>Method of Response</td>
<td>Time</td>
<td>Phone #</td>
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<td>Email</td>
<td>Address</td>
<td>Description or Request</td>
<td>Contact Person</td>
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<td>6/17/2017</td>
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<td>4:51 PM</td>
<td></td>
<td>Thomas Reilly</td>
<td><a href="mailto:tomreily@comcast.net">tomreily@comcast.net</a></td>
<td></td>
<td>Any one looking 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.</td>
<td>Connie Deane</td>
<td>Thank you for your email. I will pass your comments along to the rest of the Transportation Planning staff.</td>
</tr>
<tr>
<td>8</td>
<td>6/17/2017</td>
<td>6/17/2017</td>
<td>e-mail</td>
<td>phone and e-mail</td>
<td>3:30 PM</td>
<td>239-290-8897</td>
<td>Pastor Glenn Wiggins</td>
<td><a href="mailto:gw@tbondeable.com">gw@tbondeable.com</a></td>
<td></td>
<td>Pastor Wiggins called to discuss the meeting that he was not able to attend and the concern for the Super Street concept discussed the turning movements and the restrictions on Whispering 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.</td>
<td>Lorraine Lantz</td>
<td></td>
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<tr>
<td>9</td>
<td>6/19/2017</td>
<td>6/19/2017</td>
<td>phone</td>
<td>phone</td>
<td>10:00 AM</td>
<td>239-643-0001</td>
<td>Bill Confoy</td>
<td><a href="mailto:gsc@comcast.net">gsc@comcast.net</a></td>
<td></td>
<td>I spoke to Mr. Confoy regarding Wyndemere’s concern with the option. He represents over 600 residents who live here from May to October. He said 70% of the residents have a 2nd home and are only here during season. He would like a presentation after October 18th. The Wyndemere Condo courts are behind the R T 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.</td>
<td>Lorraine Lantz</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>10/19/2017</td>
<td>4/20/2017</td>
<td>e-mail</td>
<td>e-mail</td>
<td></td>
<td></td>
<td>JD Brakefield</td>
<td><a href="mailto:jdbakefield@earthlink.com">jdbakefield@earthlink.com</a></td>
<td></td>
<td>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.</td>
<td>Lorraine Lantz</td>
<td></td>
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<tr>
<td>11</td>
<td>11/28/2017</td>
<td>43008</td>
<td>Email</td>
<td>email</td>
<td>3:18 PM</td>
<td></td>
<td>Pastor Glenn Wiggins</td>
<td><a href="mailto:gw@tbondeable.com">gw@tbondeable.com</a></td>
<td></td>
<td>Previous correspondence with Pastor Wiggins indicated that he was willing to host a small group meeting/meeting. His responses are for this 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 awaiting all recommendations 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.</td>
<td>Lorraine Lantz</td>
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<td>12/9/2017</td>
<td>phone and e-mail</td>
<td>4:20 PM</td>
<td>212-406-2922</td>
<td>Dean Frangos</td>
<td>Francisco de Leon</td>
<td><a href="mailto:francisco@deleonlewis.com">francisco@deleonlewis.com</a></td>
<td></td>
<td>PHONE conversation with Dean Frangos representing LA Costa Apartments regarding the PRR Congestion Corridor Study and the corresponding intersections we are considering.</td>
<td>Lorraine Lantz</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>12/29/2017</td>
<td>15/2018</td>
<td>e-mail</td>
<td>e-mail</td>
<td>4:19 AM</td>
<td></td>
<td>Shawn Lemarie</td>
<td><a href="mailto:shawn.lemarie@comcast.net">shawn.lemarie@comcast.net</a></td>
<td></td>
<td>This letter was just posted on our website...... below 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 good idea. It will make my life much easier, getting dinner, milk, groceries, gas etc. Thanks...... I understand the drawbacks of potential noise...... but here is the other side...... There are ways to mitigate noise...... 1. Limiting Traffic of certain size 2. Paving a low speed limit 3. Install a couple speed bumps 4. And there are benefits...... 1. Sooner to get to 75 2. Sooner to get to Paddle 3. Sooner 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 Paddle. Shawn Lemarie: Some people think that every Marbella resident would benefit from...... sometimes multiple time times times 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 Whisperingard. 65% of all communities in Naples have these 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 lives easier and agrees better adds value...... as long as speed limits, speed bumps and truck limits are put in place. People speeding down Livingston...... are 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 road like Livingston or Pine Ridge. Shawn Lemarie</td>
<td>Lorraine Lantz</td>
<td>Thank you for your interest in the Pine Ridge Congestion Corridor Study. 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 30th. Thank you, Shawn Lemarie.</td>
</tr>
</tbody>
</table>
Table 3: Pine Ridge Road Corridor Study - Contact Log

<table>
<thead>
<tr>
<th>#</th>
<th>Date</th>
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<th>Method of Original Contact</th>
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<th>Name</th>
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<td>1/2/2018</td>
<td>Phone</td>
<td>Phone</td>
<td>3:30 PM</td>
<td>513-382-2574</td>
<td>Less Apple</td>
<td>e-mail</td>
<td>Marbella Lakes</td>
<td>I spoke to Mr. Apple regarding the notice he received from Marbella Lakes HDA. 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 this location.</td>
<td>Lorraine Lantz</td>
</tr>
<tr>
<td>15</td>
<td>1/2/2018</td>
<td>1/5/2018</td>
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<td>1:29 PM</td>
<td><a href="mailto:vlangata@cox.com">vlangata@cox.com</a></td>
<td>Stan Rusk</td>
<td>e-mail</td>
<td>6657 Marietta Lane</td>
<td>Just my opinion though. I am not against it. If I am for it, 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.</td>
<td>Lorraine Lantz</td>
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<tr>
<td>16</td>
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<td>1/5/2018</td>
<td>Phone</td>
<td>Phone</td>
<td>11:30 AM</td>
<td>201-955-7875</td>
<td>Carmine Depore</td>
<td>e-mail</td>
<td>Marbella Lakes</td>
<td>I spoke to Mr. Depore who stated that he received a notice from the Marbella Lakes HDA stating that this project was part of the Green Blvd. ext. He explained that Green was in the 2020 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 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 interconnection. 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 errors circulating around and he wanted to hear the facts so he was planning on attending the presentation.</td>
<td>Lorraine Lantz</td>
</tr>
<tr>
<td>17</td>
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<td>1/5/2018</td>
<td>e-mail</td>
<td>e-mail</td>
<td>4:12 PM</td>
<td><a href="mailto:daw@trustwilliams.com">daw@trustwilliams.com</a></td>
<td>David Williams</td>
<td>e-mail</td>
<td>Marbella Lakes</td>
<td>Mr. Williams, Thank you for your interest in the Pine Ridge Congestion Corridor Study. We look forward to presenting the innovative intersection concepts at our meeting on January 30th. We hope to have our innovative intersection concepts as part of our planning work this year. It may be beneficial to review the proposed innovative intersection concepts related to this corridor on our website at: <a href="http://www.Colliergov.net/PineRidgeCorridor">www.Colliergov.net/PineRidgeCorridor</a> 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) 252-5773. Thank you, Lorraine Lantz</td>
<td>Lorraine Lantz</td>
</tr>
<tr>
<td>18</td>
<td>1/5/2018</td>
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<td>Les Apple</td>
<td>e-mail</td>
<td>Marbella Lakes</td>
<td>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.? 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 volume, 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 intersection is constructed. To answer your question, the intersection of Marbella Lakes Drive and Whippoorwill Lane is not dependent on a traffic signal, however the traffic signal is dependent on the intersection.</td>
<td>Lorraine Lantz</td>
</tr>
<tr>
<td>19</td>
<td>1/5/2018</td>
<td>1/5/2018</td>
<td>e-mail</td>
<td>e-mail</td>
<td>4:12 PM</td>
<td><a href="mailto:daw@trustwilliams.com">daw@trustwilliams.com</a></td>
<td>David Williams</td>
<td>e-mail</td>
<td>Marbella Lakes</td>
<td>2) Am I correct that it is uncertain whether connecting Marbella Lakes Dr. with Whippoorwill Lane will improve traffic flow? We analyzed the innovative intersection concepts for the Pine Ridge Corridor with and without the intersection. Our analyses indicated that an intersection 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 intersection would provide no significant benefit in relieving future congestion or 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 intersection is made. The intersection is being considered to help facilitate more convenient travel options for area residents, and is not intended to facilitate &quot;cut-through&quot; 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. 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 lane at the intersection of Pine Ridge and Livingston Rd. have not also 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. 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 Corridor Road from Livingston Road to I-75 is currently operating at a LOS-D; therefore, we have to start the process of designing improvements as soon as possible.</td>
<td>Lorraine Lantz</td>
</tr>
</tbody>
</table>

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. In the meantime, 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 residents.

Please confirm a change in "intention" which gives safety considerations dominance over "convenience" in your planning and decisions. Thank you. Respectfully submitted, David N. Williams, Esq (Marbella Lakes Homeowner)
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. 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.

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 Rd. 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 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.

The interconnection is not intended to facilitate “cut-through” traffic but is being considered to help facilitate more convenient travel options for area residents. 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.

Respectfully submitted, David N. Williams, Esq.( 6600 Marbella Lane Homeowner)

Thank you for your comments.

Lorraine Lantz

### Table 3: Pine Ridge Road Corridor Study - Contact Log

<table>
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<tr>
<th>#</th>
<th>Date</th>
<th>Response Date</th>
<th>Method of Original Contact</th>
<th>Method of Response</th>
<th>Time</th>
<th>Phone #</th>
<th>Name</th>
<th>E-Mail</th>
<th>Address</th>
<th>Description of Issue or Request</th>
<th>Contact Person</th>
<th>Response</th>
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<tbody>
<tr>
<td>21</td>
<td>1/10/2018</td>
<td>1/12/2018</td>
<td>e-mail</td>
<td>e-mail</td>
<td>12:12 PM</td>
<td>Ken Fullam</td>
<td><a href="mailto:irishkjf@gmail.com">irishkjf@gmail.com</a></td>
<td></td>
<td></td>
<td>Ken Fullam stated his concern over the potential impact of the W.E. project on the Pine Ridge Road Corridor and suggested an alternative route through the Whippoorwill Lane Extension. He believed that the project would significantly increase traffic in the area and negatively affect the quality of life for surrounding residents.</td>
<td>Lorraine Lantz</td>
<td>Thank you for your comments.</td>
</tr>
<tr>
<td>22</td>
<td>1/12/2018</td>
<td>1/12/2018</td>
<td>e-mail</td>
<td>e-mail</td>
<td>3:30 PM</td>
<td>Ken Fullam</td>
<td><a href="mailto:irishkjf@gmail.com">irishkjf@gmail.com</a></td>
<td></td>
<td></td>
<td>Ken Fullam stated his concern over the potential impact of the W.E. project on the Pine Ridge Road Corridor and suggested an alternative route through the Whippoorwill Lane Extension. He believed that the project would significantly increase traffic in the area and negatively affect the quality of life for surrounding residents.</td>
<td>Lorraine Lantz</td>
<td>Thank you for your response and follow-up action on my behalf. I understand that survey/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 a I-75/I-59 interchange to be a timely and viable alternative/solution to the Pine Ridge Corridor's traffic congestion issues. Thank you for your insight. I look forward to seeing you at the presentation on Thursday.</td>
</tr>
<tr>
<td>23</td>
<td>4/30/13</td>
<td>4/31/16</td>
<td>e-mail</td>
<td>e-mail</td>
<td>2:25 PM</td>
<td>Burt Blumkin</td>
<td><a href="mailto:burtb@bjcc.com">burtb@bjcc.com</a></td>
<td>6602 Del Mar Terrace</td>
<td></td>
<td>Burt Blumkin stated his concern over the potential impact of the W.E. project on the Pine Ridge Road Corridor and suggested an alternative route through the Whippoorwill Lane Extension. He believed that the project would significantly increase traffic in the area and negatively affect the quality of life for surrounding residents.</td>
<td>Lorraine Lantz</td>
<td>Thank you for your response and follow-up action on my behalf. I understand that survey/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 a I-75/I-59 interchange to be a timely and viable alternative/solution to the Pine Ridge Corridor's traffic congestion issues. Thank you for your insight. I look forward to seeing you at the presentation on Thursday.</td>
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<th>Contact Person</th>
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<tr>
<td>24</td>
<td>43119</td>
<td>Response Date</td>
<td>Phone</td>
<td>3:15 PM</td>
<td>239-216-1158</td>
<td>Dale Butterworth</td>
<td><a href="mailto:jackh@positanoplaceatnaples.com">jackh@positanoplaceatnaples.com</a></td>
<td>Marbella Lakes</td>
<td>4. 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 believed 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 turn out of their development to Marbella Lakes Dr. I stated that I did not think the interconnection would warrant new traffic signals because the volumes were not going to warrant it. I referred him to the AHS and stated that the current access point onto Livingston did not meet warrants, therefore it is not likely that there would. I stated that this was not for a concept study to determine but for a real 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 interconnection. He also stated that he believed the HOA was going to hire an attorney to dispute this and tie it up in the courts so it did not get through. I thanked him for setting me know.</td>
<td>Lorraine Lantz</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>1/19/2018</td>
<td>1/19/2018</td>
<td>E-mail</td>
<td>4:23 PM</td>
<td>239-202-8882</td>
<td>Jack Hedenstrom</td>
<td><a href="mailto:jhedenstrom@positanoplaceatnaples.com">jhedenstrom@positanoplaceatnaples.com</a></td>
<td>Positano</td>
<td>5. 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 solidify our community’s opinions if you confirmed or corrected my understanding of our conversations.</td>
<td>Lorraine Lantz</td>
<td></td>
</tr>
</tbody>
</table>
| 26  | 1/23/2016  | 1/23/2016      | E-mail            | 4:30 AM    | 239-2022-8882 | Chive Owens            | lorraine@positano.com      | Marbella Lane         | 6. 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:-  
  - 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 Drive/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 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 95% 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 Lake Drive would:-  
  - Have no impact on resolving the Pine Ridge Corridor congestion issue  
  - Instruct 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  
  Chive Owens | Lorraine Lantz |                    |
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<th>Phone #</th>
<th>Name</th>
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<th>Address</th>
<th>Description of Issue or Request</th>
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<td>27</td>
<td>1/23/2018</td>
<td>1/23/2018</td>
<td>phone</td>
<td>phone</td>
<td>4:30 PM</td>
<td>239-643-0001</td>
<td>William Confoy</td>
<td></td>
<td>Wyndemere</td>
<td>Conversation status regarding the PRR project, public opinions gathered and when it will go before the BCC.</td>
<td>Lorraine Lantz</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>1/24/2018</td>
<td>2/15/2018</td>
<td>Email</td>
<td>email</td>
<td>11:44 AM</td>
<td><a href="mailto:marbellajenn@comcast.net">marbellajenn@comcast.net</a></td>
<td>Jenn Fazio</td>
<td></td>
<td>Marbella Lakes Owners Assoc.</td>
<td>Hello Lorraine, I just heard from Bill Confoy that the extension is being pulled from the pine ridge study/package. He indicated he spoke with you. Could you kindly confirm that for me? Thank you. Jennifer L Fazio</td>
<td>Lorraine Lantz</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>1/30/2018</td>
<td>1/30/2018</td>
<td>e-mail</td>
<td>phone</td>
<td>12:15 PM</td>
<td>Michelle Sweet / Pam Howard</td>
<td></td>
<td>Mariposa</td>
<td>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 &amp; 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/tenant of 1425 Mariposa Circle, #103 (stacked parking) for not keeping the distance of 4-7 feet between the car and garage.</td>
<td>Lorraine Lantz</td>
<td></td>
<td></td>
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<td>#</td>
<td>Date</td>
<td>Response Date</td>
<td>Method of Original Contact</td>
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<tr>
<td>30</td>
<td>2/1/18</td>
<td>2/1/18</td>
<td>Phone</td>
<td>Phone</td>
<td>3:00 PM</td>
<td>239-563-1300</td>
<td>Tom White</td>
<td>Hawthorn Inn Manager</td>
<td></td>
<td>1/31/18 Left full set of concept options and Business Card for Manager and asked him to 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) 563-1300 to discuss project timing and status. On 2-6-18 Invited to Business Owner/Operator Meeting on 2/15/18.</td>
<td>Lorraine Lantz</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>2/2/18</td>
<td>2/2/18</td>
<td>Phone and email</td>
<td>Phone and email</td>
<td>12:15 PM</td>
<td>239-206-2952</td>
<td>Henry Frattaroli</td>
<td><a href="mailto:hfrattaroli@gmail.com">hfrattaroli@gmail.com</a></td>
<td>1200 Reserve Way, Unit 208</td>
<td>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 disrespectful idea. Pine Ridge traffic is bad enough, please don't make it a lot worse.</td>
<td>Lorraine Lantz</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>2/8/18</td>
<td>2/8/18</td>
<td>Phone</td>
<td>Phone</td>
<td>2:00 PM</td>
<td>239-269-3729</td>
<td>Peter Hewitt</td>
<td><a href="mailto:AP@hungerinus.org">AP@hungerinus.org</a></td>
<td>1130 Reserve Way, Apt 104</td>
<td>Mr. Hewitt received the correspondence I previously sent to Raquel and Mr. Frattaroli regarding the intersections. He sent me a copy of them to him. I did and he stated that he was against everything we were proposing. He stated that he is not a contractor and that he currently has a half 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. I asked if there were any other people that could attend. He stated that the only other one was Avanos and that I would ask if that was OK for 3-5 members of the HOA of Reserve to attend.</td>
<td>Lorraine Lantz</td>
<td></td>
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<th>E-Mail</th>
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<td>2/9/2018</td>
<td>2/9/2018</td>
<td>e-mail</td>
<td>e-mail</td>
<td>2:07 PM</td>
<td>239-269-3729</td>
<td>Peter Hewitt</td>
<td><a href="mailto:dfp@hungerinus.org">dfp@hungerinus.org</a></td>
<td>1130 Reserve Way #104</td>
<td>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.</td>
<td>Connie Deane and Lorraine Lantz</td>
</tr>
</tbody>
</table>

Thank you for attending the Pine Ridge Corridor Congestion Study presentation to Gusto Bella Viva on 1/30/18. In response to your questions below please allow me to offer the following:

- 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 the 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 Viva. 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 she 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 Aziz Kolbekov who indicated that he was now representing the HOA. Based on the team and room availability, we scheduled the community meeting.

- The Reserve declined to host a community meeting.
- Mariposa hosted a meeting on 1/16/18.
- Andalucía hosted a meeting on 1/24/18.
- Stratford hosted a meeting on 1/31/18.

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
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<th>Name</th>
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<th>Description of Issue or Request</th>
<th>Contact Person</th>
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<tr>
<td>34</td>
<td>2/13/2018</td>
<td>9:51 AM</td>
<td>e-mail</td>
<td>Howard Gilbert</td>
<td>1263 Strada Milan Ln #2</td>
<td>EMAIL - When is the Commissioner’s meeting scheduled for a final decision on this issue? As an owner/member of Guasto Bella Vila, 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 affect 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. Howard Gilbert</td>
<td>Connie Deane and Lorraine Lantz</td>
<td>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 Drive. 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 intersection concepts in the corridor we are considering. We are exempt from completing the interconnection alone as of this 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. The county is currently considering 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/orange language is likely to be discussed at the March 12th BCC meeting related to the sales tax referendum. Unknown, Unavailable</td>
</tr>
<tr>
<td>35</td>
<td>2/14/2018</td>
<td>3:08 PM</td>
<td>e-mail</td>
<td>Peter DeMoose</td>
<td>7991 MacArthur Circle</td>
<td>EMAIL - To The Collier County Commissioners, This meeting was quite enlightening and the videos 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 DeMoose</td>
<td>Lorraine Lantz</td>
<td>Phone conversation.</td>
</tr>
<tr>
<td>36</td>
<td>2/15/2018</td>
<td>10:54 AM</td>
<td>email</td>
<td>Alayne Barrum</td>
<td>1267 Strada Milan Ln #5 - Gusto Bella Vila</td>
<td>As a resident of Guasto Bella Vila, I am opposed to the proposed ROU 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 being taken 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 losing 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. Alayne Barrum</td>
<td>Lorraine Lantz</td>
<td>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.</td>
</tr>
<tr>
<td>37</td>
<td>2/14/2018</td>
<td>10:30 AM</td>
<td>in-person</td>
<td>D. Nelson</td>
<td>1267 Strada Milan Ln #5 - Gusto Bella Vila</td>
<td>Mr. Nelson came to the county for a conditional use amendment for SCP PL2018000289 and PL2018000363 - 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.</td>
<td>Lorraine Lantz</td>
<td>Provided concept maps.</td>
</tr>
<tr>
<td>38</td>
<td>2/15/2018</td>
<td>8:45 AM</td>
<td>phone</td>
<td>Jeff Wright</td>
<td>239-240-9669</td>
<td>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 FY18 and Advanced construction was planned for FY19 and FY20. I asked him if he was planning on attending the meeting tonight and he stated that his client would.</td>
<td>Connie Deane and Lorraine Lantz</td>
<td>Thank you for your comments.</td>
</tr>
</tbody>
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Table 3: Pine Ridge Road Corridor Study - Contact Log

<table>
<thead>
<tr>
<th>#</th>
<th>Date</th>
<th>Response Date</th>
<th>Method of Original Contact</th>
<th>Method of Response</th>
<th>Time</th>
<th>Phone #</th>
<th>Name</th>
<th>E-Mail</th>
<th>Address</th>
<th>Description of Issue or Request</th>
<th>Contact Person</th>
<th>Response</th>
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<tbody>
<tr>
<td>39</td>
<td>2/21/2018</td>
<td>2/21/2018</td>
<td>Email</td>
<td>Email</td>
<td>5:00 PM</td>
<td>JD Brakefield</td>
<td>Please note my comments below regarding corridor congestion options for Pine Ridge Road and Livestrong Road. I represent the owner of the Marquesa Place Shopping Center. 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. 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.</td>
<td>Lorraine Lantz</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>2/26/2018</td>
<td>2/26/2018</td>
<td>Phone</td>
<td>Phone</td>
<td>4:30 PM</td>
<td>617-974-4337</td>
<td>Henry Frattaroli</td>
<td>1200 Reserve Way, Unit 206, Naples, FL</td>
<td></td>
<td>Lorraine Lantz</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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