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Introduction

Collier County’s transportation network is largely comprised of major multi-lane arterials and collectors that carry significant peak period volumes, especially during the peak seasonal months of the year. Local roadways within and around developments and neighborhoods frequently lack interconnections to neighboring developments and/or supporting land uses, e.g., shopping centers, forcing residents to exit the local streets and use the arterials to simply go an adjacent land use.

Through policies in the Growth Management Plan, regulations/requirements in the Land Development Code, and guidance in the Access Management Policy, the County encourages interconnectivity, and has made advances with local road connectivity with successes such as Tree Farm/Massey/Woodcrest Roads, and Wolfe/Predestine Roads, and the new Kraft Road interconnection between Whippoorwill Lane and the Marquesa Plaza shopping center. These interconnections provide neighborhoods with alternative routes and offer adjacent land uses the opportunities to travel to nearby destinations without having to use the arterial network. Local road interconnections provide several benefits to adjacent land uses, including:

- Improving safety – in the event of emergency, local road interconnections provide alternative routes, and reduce the response times of first responders.
- Reducing travel time – by eliminating circuitous routes, motorists reduce the travel time needed to reach their destinations.
- Reduce vehicle miles of travel – interconnection can reduce the travel distance, thus reduces vehicle miles of travel and the associated fuel consumption and emissions.

The Whippoorwill Lane-Marbella Lakes Drive interconnection has been “on the books” for over 15 years and has been the subject of numerous studies, agreements, developer commitments, and hearings.

The most recent process in 2013 included the Board of County Commissioners consideration of a 2012 design to interconnect Whippoorwill Lane and Marbella Lakes Drive. After hearing from the public on May 14, 2013, the Board decided to not move the project forward at that time. As part of the annual Capital Improvement Element (CIE)/budgeting process in 2018, the Board allocated funds to fiscal year 2020 in the Schedule of Capital Improvements to construct the interconnection. County leadership directed staff to develop a design concept to interconnect the two roadways that would include enhancements to mitigate the impacts to neighbors, to thoroughly vet the concept with area stakeholders, and to return to the Board with recommendations.

In July 2018, the County’s Capital Project Planning, Impact Fee & Program Management Division contracted with Stantec Consulting Services Incorporated to facilitate the planning process that would bring forward a concept plan for the Board’s consideration.
The planning team, made up of County Staff and the consultant Staff, developed a process that would include:

- Preliminary public engagement with stakeholder leadership to identify issues/concerns
- Identification of countermeasures to address the issues/concerns
- Concept Plan design development
- Public engagement with affected stakeholders
- Recommendations to the County

The project schedule is shown below in Figure 1.

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**FIGURE 1: Project Schedule**

For the purposes of this study, a planning area was identified to include developments that have access to Whippoorwill Lane or Marbella Lakes Drive. Additionally, the community of Aviano was added to the list of neighboring developments because the community’s southern and eastern boundaries are adjacent to the two corridors. Aviano gains access to the network from Livingston Road and does not directly access either roadway. The study area is shown in Figure 2.

At the conclusion of the process, after considering the public input the planning team believes that the Concept Plan will provide the necessary interconnection while implementing traffic calming features that will address the issues and concerns expressed by area residents and businesses. The plan will not only address the potential issues resulting from the interconnection but will also address several existing issues/concerns expressed to the planning team during the study.
FIGURE 2: Study Area
Existing Conditions
Marbella Lakes Drive, and Whippoorwill Lane have two entirely different sets of land use and roadways characteristics. Marbella Lakes Drive currently has two 12-feet-wide undivided travel lanes extending 1,320 feet eastward from Livingston Road, dead-ending at Hemosa Way (Figure 3). Marbella Lakes Drive serves as the entrance road to Marbella Lakes, a community of 490 residential dwelling units. No other development is served by this roadway.

Marbella Lakes Drive was originally designed as the first 2 lanes of a future 4-lane roadway that would ultimately cross over I-75 and connect to Green Boulevard (an improvement no longer on the long-range plan). The existing 2-lane roadway has an urban cross section with a curb and sidewalk only along the south side. Along the north side of the roadway is a drainage canal. Along the north side of the canal is a multi-use pathway. For Marbella Lakes residents to access the pathway, they must travel westward from Hemosa Way to Livingston Road where then can crossover to reach the pathway.
pathway extends eastward to the Whippoorwill Lane right-of-way and then north a short distance but does not currently connect to the existing sidewalk on Whippoorwill Lane that terminates at Stratford Lane.

Although the northbound exit from Hermosa Way to Marbella Lakes Drive is currently “stop controlled”, due to the lack of crossing traffic, the stop sign is largely ignored. There is currently no eastbound right turn lane serving the project entrance.

Traffic data collected in August 2018 recorded a 2-way total of 1,700 vehicles over a 24-hour period (2,074 adjusted for peak season) with a 2-way AM peak hour volume of 132 and a PM peak hour volume of 128 vehicles (161 AM and 156 PM when adjusted for peak season).

Traffic along Marbella Lakes Drive is unimpeded, and traffic count machines recorded 47% (n=802) of the vehicles traveling at speeds in excess of 35 m.p.h., 4% (n=70) traveling in excess of 45 m.p.h., and 6 vehicles recorded at speeds over 55 m.p.h. Clearly, 12 feet wide travel lanes (the same as I-75) allow drivers to feel comfortable traveling at excessive speeds.

Whippoorwill Lane extends southward from Pine Ridge Road a distance of approximately 0.814 miles and dead ends at a cul-de-sac immediately south of Stratford Lane (Figure 4). The roadway cross section generally consists of two undivided travel lanes with associated right- and left-turn lanes varying in width from 11 to 14 feet, separated by yellow-striped “medians”. Right- and left-turn lanes serve each development entrance along the roadway, resulting in pavement widths in excess of 50’ at some development entrances. Whippoorwill Lane has an urban cross section with curbs and gutters on both sides with no paved shoulders or bike lanes. Sidewalks extend along the entire length of the roadway on both sides of the road. Crosswalks extend parallel to the travel lanes across access connections but do not extend across Whippoorwill Lane (except at the Pine Ridge Road intersection).

Whippoorwill Lane currently serves as the only means of ingress and egress for a residential area of over 250 acres, and over 1,220 residential dwelling units along both sides of the roadway. Whippoorwill Lane also serves as the only means of access for the intuitional uses of Avow Hospice and Seagate Baptist Church.

Traffic volume and speed data was collected in August 2018 at three locations along Whippoorwill Lane. Immediately south of Pine Ridge Road, south of Dudley Drive, and south of Night Hawk Drive. South of Pine Ridge Road intersection, the 2-way 24-hour volumes was 10,461 (12,762 when adjusted for peak season) with a 2-way AM peak hour total of 770 vehicles (939 adjusted for peak season) and a PM peak hour total of 978 (1,193 adjusted for peak season).

South of Dudley Drive the volumes dropped to 8,167 over the same 24-hour period (9,964 peak season) with AM and PM peak hour volumes of 598 and 826 respectively (730 and 1,008 when adjusted for peak season). South of Night Hawk Drive the 24-hour 2-way
volumes were 3,749, with AM and PM peak hour volumes of 151 and 441 respectively (184 and 538 when seasonally adjusted).

With respect to travel speeds along Whippoorwill Lane, south of Pine Ridge Road only 2% (n=220) of the vehicles were recorded in excess of the 35-m.p.h. posted speed limit due in large part to the location of the counter with respect to the Pine Ridge Road intersection. South of Dudley Drive, 20% (n=1,606) vehicles were recorded at speeds in excess of 35 m.p.h., while south of Night Hawk Drive, over 40% (n=1,528) of the vehicles were recorded in excess of the posted speed limit of 35 m.p.h., with 100 vehicles recorded in excess of 45 m.p.h., and 3 in excess of 55 m.p.h. Like Marbella Lakes Drive, except for vehicles turning into or out of an access point, drivers along Whippoorwill Lane enjoy little or no impedance, and due to the wide travel lanes and painted medians, feel “comfortable” traveling at speeds well in excess of the posted speed limit. Traffic count reports are included in the Appendices.
Future Conditions

Assuming the interconnection of Whippoorwill Lane and Marbella Lakes Drive is completed, some motorist within the Whippoorwill Lane area can be expected to use the interconnection to access Livingston Road; traveling along the extension of Whippoorwill Lane and Marbella Lakes Drive, and south on Livingston Road, rather than traveling north to use Pine Ridge Road to reach Livingston Road.

The Collier Metropolitan Planning Organization 2040 Travel Demand Model was used to evaluate the traffic with and without a new connection. The model network was modified to eliminate traffic from Marbella Lakes along Marbella Lakes Drive to only assign traffic resulting from the Whippoorwill interconnection. Without the interconnection, peak season daily traffic volumes at the north end of Whippoorwill Lane registered 11,982, with 0 trips on Marbella Lakes Drive. With the interconnection in place, the peak season daily volumes at the north end of Whippoorwill Lane registered 11,181 (a net reduction of 801 trips), with 2-way volumes on Marbella Lakes Drive registering 1,886. These volumes occur over a 24-hour period, and using a default peak hour factor of 0.09, the peak hour 2-way volume would be 170, or less than 3 additional cars per minute during the peak hours of the day.

When combined with the existing Marbella Lakes Drive peak season daily 2-way traffic volumes, the total traffic is estimated to be 3,960. With a capacity of 10,700 vehicles per day yielding a volume-to-capacity (V/C) ratio of 0.37, the roadway can be expected to operate at level of service “A”.

A preliminary signal warrant study indicates that a traffic signal would be warranted with the addition of the new traffic facilitated by the interconnection, most of which can be expected to turn south onto Livingston Road.

With the 2040 model’s prediction 1,886 more vehicles would travel along the newly connected Marbella Lakes Drive, the fear of many along both corridors is the potential for a significant increase in “thru-traffic” generated by motorists with neither origins or destinations along either of two roadways, using the roads to avoid the Pine Ridge Road/Livingston Road intersection. Left unimpeded, this is a real possibility given the vehicle speeds noted in the traffic data. Motorists will generally follow the path of least resistance, and if it is quicker to cut through a residential neighborhood, some motorist will do it to shave a few seconds/minutes off their travel time. An all-way stop warrant analysis was conducted by Collier County, indicating that the future Marbella Lakes Drive/Hemosa Way intersection volumes would not meet the warrants for an all-way stop. The Documentation is provided in the Appendices.

While the benefits to the area residents may outweigh the negative impacts, none the less they are real impacts that should be addressed through a context sensitive design to the maximum extent practical. The objective is to provide an interconnection that offers route choice to area residents while discouraging speeding and cut-thru traffic.
2012 Conventional Design

In July 2012 Collier County received a final set of construction plans for the Whippoorwill Lane Extension project. The project included the extension of Marbella Lakes Drive from the current dead end at Hermosa Way eastward to a point where the roadway would turn northward and extend to the existing dead end of Whippoorwill Lane. The total length of the project was 0.718 miles made up of 0.419 miles of new roadway and 0.299 miles of additional shoulder and curbing of existing roadway (Marbella Lakes Drive).

The conventional design called for the addition of 4 feet (to the existing 24) of pavement along the northern edge of Marbella Lakes Drive from Livingston Road to Hermosa Way and 28 feet of new roadway cross section east of Hermosa Way to the curve. The entire length of the roadway from Livingston Road to the curve would have curbs and marked with 11 feet wide travel lanes with 3 feet wide paved shoulders. A sidewalk along the south side of the roadways would connect to the existing sidewalk west of Hermosa Way. The posted speed was to be 30 m.p.h.

North of the curve, the roadway cross section would drop the paved shoulders in order to match the existing Whippoorwill Lane cross section further north. The new section of Whippoorwill Lane north of the curve would include 11 feet wide travel lanes and new sidewalks on both sides of the roadway connecting to sidewalks along Marbella Lakes Drive. The new roadway segment would terminate with the reconstruction/elimination of the existing cul-de-sac immediately south of Stratford Lane.

No additional improvements to Whippoorwill Lane north of Stratford Lane were contemplated by the project. The roadway plan sheets are included in the Appendices.

While the design provided the necessary interconnection, no “traffic calming” measures were contemplated as part of the project. The construction cost of the 2012 design was estimated at $1.50M, or $1.97M in 2019 assuming a 4% annual increase in construction costs.
Identification of Issues/Concerns

In order to thoroughly understand the issues and concerns of the neighborhoods abutting the Whippoorwill Lane and Marbella Lakes Drive corridors, the planning team met with HOA/stakeholders’ leadership on August 22, 2018 and October 18, 2018 to discuss the potential interconnection and to learn about the neighborhood concerns. Through the HOA leadership discussions, the team identified the core issues/concerns, e.g., increased traffic, speeding, noise, safety, etc., and correspondingly developed a set of countermeasures that would help mitigate those concerns to the maximum extent practical.

The Issues/Countermeasures Matrix shown in Table 1 was developed to allow the planning team to review the issues/concerns raised and evaluate all the corresponding countermeasures. Each corresponding countermeasure identified to address one or more issues/concerns was evaluated for its positive and negative attributes. A selection set of appropriate “enhancements” was developed in consultation with County Staff to be formulated into a draft proposed design concept plan.

Following a review of the draft concept plan by County Staff, adjustments(changes were made, and the proposed concept plan was vetted with the neighboring HOAs and representatives from area businesses/institutions.
### Table 1: Issues & Countermeasures Matrix

<table>
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<th>Issue/Concern</th>
<th>Countermeasures Matrix</th>
<th>Additional Environmental &amp; Operational Impact Assessment</th>
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<td>Safety</td>
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<tr>
<td>School Zone</td>
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**Countermeasures Matrix**

- **Roadway Construction**: Upgrade to existing standard
- **Traffic Signalization**: New traffic signals
- **Traffic Engineering**: New traffic engineering
- **School Zone Control**: Improved school zone control
- **Street Lighting**: Upgrade street lighting
- **Pedestrian Safety**: New pedestrian safety measures
- **Environmental Impact**: New environmental impact assessment

**Additional Environmental & Operational Impact Assessment**

- **Construction Noise**: Reduced noise levels
- **Construction Dust**: Increased environmental impact
- **Traffic Congestion**: Increased traffic congestion
- **Vehicle Emissions**: Increased vehicle emissions
- **Pedestrian Safety**: Improved pedestrian safety
- **School Zone Impact**: Improved school zone impact

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**Legend**

- Green: Positive impact
- Yellow: Mixed impact
- Red: Negative impact
- Gray: No significant impact
2018 Concept Plan Development
Following the guidance generated by the planning team and the County Staff, a design concept was developed incorporating the enhancements recognized as the most important in mitigating the concerns of the neighboring developments. The most significant difference between the 2012 design and the 2018 Concept Plan is the proposed Concept Plan implements improvements along the entire length of Whippoorwill Lane north to immediately south of Kraft Road. As mentioned previously, in addition to offering no overall “traffic calming” benefit, the 2012 design stopped immediately north of Stratford Lane, leaving the remaining portion of Whippoorwill Lane as it exists today.

The traffic calming elements incorporated into the Concept Plan are intended to work together, to specifically target the traffic-related issues/concerns (e.g., speeding, cut-thru traffic, trucks, etc.) expressed by the stakeholders. The Concept Plan takes advantage of the opportunities presented in the design of the new roadway sections and the ability to modify the existing cross sections of both Marbella Lakes Drive and Whippoorwill Lane, without major alterations to the curb lines or disruptions to stormwater management and roadside utilities. Along the existing segments of Whippoorwill Lane, except for the proposed intersection modifications, all of the proposed roadway improvements occur within the existing paved median areas.

The major features of the Concept Plan include:

- Traffic signal at Livingston Road and Marbella Lakes Drive
- Narrowing the travel lanes to encourage a reduction in operating speeds and to discourage cut-thru traffic
- 10’ wide travel lanes for the existing and new Marbella Lakes Drive segments
- Raised median “splitter Islands” within the new roadway segments
- 11’ wide travel lanes with widened raised medians on Whippoorwill Lane
- Raised median approaches to the roundabouts to encourage a reduction in operating speeds when entering the roundabouts
- 4 new roundabouts to encourage a reduction in operating speeds and to discourage cut-thru traffic throughout the entire corridor
- Street lighting at the new roundabouts
- Sidewalk interconnections to complete the pathway network

Additionally, the recommendations include conducting the appropriate speed studies to evaluate the appropriateness of reducing the posted speed limit, and to consider implementing “no thru trucks” and/or truck weight limit restrictions on the roadways.

Lastly, while the median and roundabout features are intended to add impedance to the roadway, thus calming the traffic, they also afford opportunities to enhance the appearance of the roadway through supplemental lighting and landscaping treatments. Vertical landscaping also increases the “visual resistance” experienced by
drivers as they travel along the roadway, encouraging motorists to travel at a safe speed. During the public engagement efforts, the potential to add landscaping to the project that would ultimately have to be maintained by the property owners benefitting by the landscaping, was discussed with stakeholders.

The specific enhancements developed as part of the study effort and vetted through public engagement efforts are detailed in the figures that follow.

The estimated construction cost of the enhance Concept Plan is $2.97M excluding design, permitting and optional landscaping treatments.
FIGURE 5: Marbella Lakes Drive – Livingston Road to Hermosa Way

- New Traffic Signal
- Raised Median Approaches Shown w/ Optional Enhanced Landscaping
- Sidewalk Interconnection
- Raised Median Approaches Shown w/ Optional Enhanced Landscaping
- Consider Reducing Posted Speed
- Reduce 12 Foot Wide Travel Lanes to 10 Feet Wide
- Roundabout Shown w/ Optional Enhanced Landscaping

N

Livingston Road

Marbella Lakes Drive

Hermosa Way
FIGURE 6: Marbella Lakes Drive – Hermosa Way to “The Corner”
FIGURE 7: Whippoorwill Way - "The Corner" to Stratford Lane

- Roundabout and Approaches Shown w/Optional Enhanced Landscaping
- 10 Foot Wide Travel Lanes
- Raised Splitter Island
- 10 Foot Wide Travel Lanes
- Crosswalk Interconnection
- Consider Reducing Posted Speed
- New Sidewalk Only on West Side
- Roundabout and Approaches Shown w/Optional Enhanced Landscaping
FIGURE 8: Whippoorwill Way - Stratford Lane to Mariposa Circle

- 10 Foot Wide Travel Lanes
- Crosswalk Interconnection
- Roundabout and Approaches Shown w/Optional Enhanced Landscaping
- Raised Median Shown w/Optional Enhanced Landscaping to Narrow Travel Lanes to 11 Feet Wide
FIGURE 9: Whippoorwill Way – Mariposa Circle to Night Hawk Drive/Andalucia Way

- Raised Median Shown w/Optional Enhanced Landscaping to Narrow Travel Lanes to 11 Feet Wide
- Roundabout and Approaches Shown w/Optional Enhanced Landscaping
- Raised Median Shown w/Optional Enhanced Landscaping to Narrow Travel Lanes to 11 Feet Wide
FIGURE 10: Whippoorwill Way - Night Hawk Drive/Andalucia Way to Reserve Way

Roundabout and Approaches Shown w/Optional Enhanced Landscaping

Raised Median Shown w/Optional Enhanced Landscaping to Narrow Travel Lanes to 11 Feet Wide

Maintain Existing Lane Widths

Raised Median Shown w/Optional Enhanced Landscaping to Narrow Travel Lanes to 11 Feet Wide
FIGURE 11: Whippoorwill Way - Reserve Way to Pine Ridge Road

- Maintain Existing Lane Widths
- Consider Reducing Posted Speed
- Raise Median Shown w/Optional Enhanced Landscaping to Narrow Travel Lanes to 11 Feet Wide
- Modify Signing & Marking to Allow NB Left Turn
- Naples Nissan
- Seagate Baptist Church
- Dudley Drive
- Pine Ridge Road
Public Engagement

After vetting the proposed concept design internally with County Transportation Planning and Traffic Operations Staff, the planning team scheduled a series of stakeholder meetings with those residents and business owners that would be most affected by the proposed interconnection. Seven meetings were held with individual home owner associations (HOAs) and a group of business/institutional leaders. Additionally, the planning team discussed the study objectives with a representative of The Reserve at Naples; the representative declined to have a meeting/presentation, offering “no opinion” as to the merits of the project. Late afternoon/early-evening meetings were held with the following groups:

- Marbella Lakes
- Mariposa
- Gusto Bella Vita
- Andalucia
- Coventry at Stratford Place
- Area Businesses/Institutions
- Aviano

Each meeting lasted from 1 to 2 hours in length and incorporated large displays of the proposed Concept Plan as well as handout copies of the exhibits, and a detailed PowerPoint presentation that included interactive “preference” polling (multiple-choice questions), followed by a questions and answers session. Two PowerPoint presentations were prepared, customized for the two separate corridors, but both having identical content and polling questions. Attendees were encouraged to provide additional comments in writing on forms provided as attendees signed in and were advised of the project schedule and the eventual consideration of the proposal by the Board in March 2019. Attendees were told by providing contact information they would be notified of the Board’s hearing schedule. A copy of the PowerPoint presentations, the sign-in sheets and comment forms are included in the Appendices.
At the conclusion of each presentation, attendees were asked four multiple choice questions, and invited to anonymously record their preference in each case using a polling device (a.k.a. “clicker”) that was provided to each attendee when signing in. Following each question, the tally of votes was immediately displayed, allowing the attendees to see how the group responded to the questions. The questions asked were as follows:

Q1 – What Roadway Do You Use to Access Your Home or Place of Work?
- Whippoorwill Lane
- Dudley Drive or Livingston Road
- Marbella Lakes Drive

Q2 – Are You in Favor of Connecting Whippoorwill Ln. to Marbella Lakes Dr.?
- Yes
- No
- No Opinion

Q3 – Do You Prefer the Concept Plan as Shown or the Original Conventional Design?
- New Concept Plan
- Conventional Design
- No Opinion

Q4 – Optional Landscaping – Support for On-Going Maintenance of Roadway Landscaping?
- Minimal by County
- Enhanced by MSBU

Question #1 was intended to allow the correlation of the results with the roadway primarily accessed by the attendees. Question #2 was intended to gauge the audience’s over-all support (or lack thereof) for the project, regardless of how the interconnection was designed. Notwithstanding an attendee’s objection to the interconnection, Question #3 was intended to identify the level of support for the proposed Concept Plan as opposed to the original 2012 conventional design, if the Board decided to move forward with the project. Lastly, Question #4 was intended to gauge the attendee’s level of interest in pursuing enhanced landscaping that would ultimately be maintained by the area property owners, e.g., through a beautification district.

Summaries of the polling results are provided below. Copies of the individual reports for each meeting are included in the Appendices.

When asked about their support for the interconnection, the results show a clear division by corridor. As shown in Table 2, approximately 80% of the attendees from the Marbella Lakes community do not favor the interconnection.
Table 2: Overall Support for the Interconnection

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</tbody>
</table>

Viewed another way, in Table 3, the results of those residents/businesses polled having direct access to Whippoorwill Lane show strong support for the interconnection, with those directly accessing or adjacent to (with no access) Marbella Lakes Drive not supporting the interconnection.

Table 3: Overall Support by Access Corridor

<table>
<thead>
<tr>
<th>Participants by Corridor</th>
<th>Units</th>
<th>Whippoorwill</th>
<th>Dudley/Livingston</th>
<th>Marbella Lakes</th>
<th>Total</th>
<th>Yes</th>
<th>No</th>
<th>No Opinion</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whippoorwill Lane</td>
<td>124</td>
<td>121</td>
<td>0</td>
<td>0</td>
<td>121</td>
<td>89</td>
<td>72%</td>
<td>29</td>
<td>23%</td>
</tr>
<tr>
<td>Marbella Lakes Drive</td>
<td>76</td>
<td>2</td>
<td>0</td>
<td>70</td>
<td>72</td>
<td>14</td>
<td>19%</td>
<td>61</td>
<td>81%</td>
</tr>
<tr>
<td>Adjacent w/No Access</td>
<td>32</td>
<td>0</td>
<td>31</td>
<td>0</td>
<td>31</td>
<td>13</td>
<td>42%</td>
<td>17</td>
<td>55%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>232</td>
<td>123</td>
<td>31</td>
<td>70</td>
<td>224</td>
<td>116</td>
<td>52%</td>
<td>99</td>
<td>38%</td>
</tr>
</tbody>
</table>

With respect to those polled about their preference for the Concept Plan over the conventional 2012 design, in the event the project moves forward, the over 80% of those choosing to cast a vote were in favor of the proposed Concept Plan (Table 4).
When asked about the attendee’s interest in pursuing landscaping in the event the proposed Concept Plan moves forward, with the long-term maintenance responsibility becoming an obligation of the surrounding land owners, e.g., in an MSBU, the reactions were mixed, with approximately 55% of the votes in support for future consideration (Table 5). This is understandable given the lack of specificity that could be provided as to what the on-going costs to individual property owners might be.
**Table 5: Interest in Optional Landscaping**

<table>
<thead>
<tr>
<th>Participants</th>
<th>Units</th>
<th>Whippoorwill</th>
<th>Dudley / Livingston</th>
<th>Marbella Lakes</th>
<th>Total</th>
<th>Minimal by County</th>
<th>Enhanced</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marbella Lakes</td>
<td>76</td>
<td>2</td>
<td>0</td>
<td>70</td>
<td>72</td>
<td>35</td>
<td>39</td>
<td>74</td>
</tr>
<tr>
<td>Mariposa</td>
<td>23</td>
<td>22</td>
<td>0</td>
<td>0</td>
<td>22</td>
<td>11</td>
<td>11</td>
<td>22</td>
</tr>
<tr>
<td>Gusto Bella Vita</td>
<td>10</td>
<td>10</td>
<td>0</td>
<td>10</td>
<td>10</td>
<td>6</td>
<td>4</td>
<td>10</td>
</tr>
<tr>
<td>The Reserve at Naples</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Andalucia</td>
<td>52</td>
<td>50</td>
<td>0</td>
<td>50</td>
<td>50</td>
<td>15</td>
<td>36</td>
<td>51</td>
</tr>
<tr>
<td>Stratford</td>
<td>33</td>
<td>33</td>
<td>0</td>
<td>33</td>
<td>33</td>
<td>14</td>
<td>17</td>
<td>31</td>
</tr>
<tr>
<td>Businesses</td>
<td>5</td>
<td>5</td>
<td>0</td>
<td>5</td>
<td>5</td>
<td>0</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Aviano</td>
<td>32</td>
<td>31</td>
<td>0</td>
<td>31</td>
<td>31</td>
<td>21</td>
<td>11</td>
<td>32</td>
</tr>
<tr>
<td>TOTAL</td>
<td>232</td>
<td>123</td>
<td>31</td>
<td>70</td>
<td>224</td>
<td>102</td>
<td>123</td>
<td>225</td>
</tr>
</tbody>
</table>

**Public Agency Considerations**

In addition to improving access/route choice for residents and businesses along Whippoorwill Lane and Marbella Lakes Drive, the interconnection also serves in much the same way to improve access and response time for first responders and to provide route choice opportunities in the event of emergencies that may impede the flow of traffic on the adjacent arterial network. It is not uncommon for vehicular crashes on Pine Ridge Road at or near the Whippoorwill intersection to cripple the roadway. Residents and business/institution operators in the Whippoorwill Lane area have expressed concerns over being unable to leave or return to the area because of a crash that has stymied the flow of traffic on Pine Ridge Road.

Blocked access also means that first responders would have difficulty reaching residents or businesses in the event of an emergency. Interconnecting Whippoorwill Lane and Marbella Lakes Drive would benefit the North Naples Fire Control & Rescue District (NNFCRD), the Collier County Sheriff’s Department (CCSO), Collier County Emergency Services (EMS) and the Collier County School District by providing the agencies’ operations a second means of entering/existing the area, thus reducing travel distance and response time.

Today, residences served by Whippoorwill Lane and Marbella Lakes Drive are in separate school zones, so school bus operations are independent of each other. Buses must travel
along the roadways in one direction and turn around to exit the area. School bus operations prohibit students from crossing the road so students are picked up on both sides of Whippoorwill Lane, stopping traffic in both directions when a bus is loading/unloading. The Concept Plan would provide for safer school bus operations during the loading and unloading of students where raised medians would prohibit illegal passing of a stopped school bus, while allowing opposing traffic on the other side of the raised median to proceed. Additionally, the roundabouts allow bus drivers to easily reverse directions to pick up students at stops on the opposite side of the street.

Recommendations

As a direct result of the public outreach efforts, a Concept Plan was developed to address what the planning team believed were the issues/concerns most relevant to the adjoining neighborhoods with respect to potential impacts of interconnection of the two roadways. The Concept Plan features a context sensitive design to achieve the objectives of reducing the speeds of vehicles using this interconnection. In addition to reducing speeds for safety reasons, the design features will have the added benefit of making the corridor less convenient, thus discouraging cut-thru traffic.

There is a significant benefit to the residents and businesses within the study area gained by interconnecting the two roads. The Concept Plan is being recommended over the original 2012 design, because of the positive effects it will have by reducing travel speeds and discouraging cut-thru traffic.
Appendices

☑ Traffic Count Reports
☑ Stop Sign Warrant Analysis
☑ 2012 Design Plans
☑ PowerPoint Presentations
☑ Sign-In Sheets
☑ Comments
☑ Polling Results