

COUNTRY CLUB ROAD

— CORRIDOR STUDY —

Phase I Public Input

March 2022

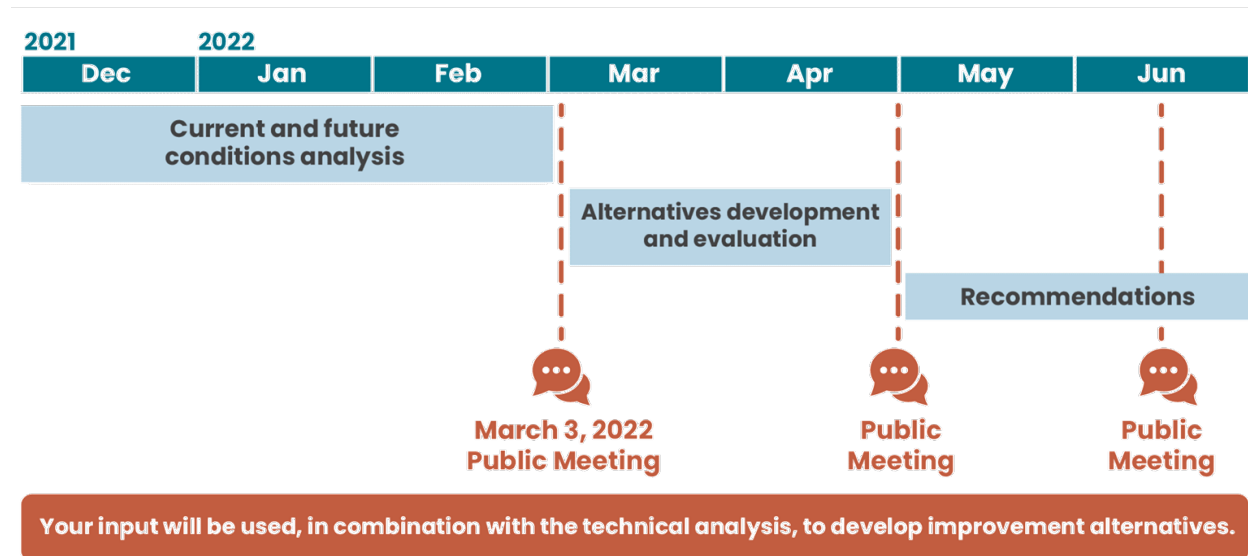
Overview of Public Engagement

Community input is a vital aspect of the Country Club Road Corridor Study. The study includes three phases of public engagement:

Phase 1: Present existing and future condition data and to hear from the public and stakeholders relative to their concerns and issues, and their vision of the corridor related to safety and capacity improvements.

Phase 2: Present improvement alternatives to the public and stakeholders that summarize the varying concerns and issues obtained in Phase 1. Gain feedback on the alternative treatment options.

Phase 3: Present the recommended alternative based on input obtained during Phase 2. Gain further understanding of design modifications to meet any further concerns.



Public Meeting #1

Virtual Meeting

The first public meeting was held on March 3, 2022 (6:00 – 7:30 PM), virtually using a Zoom webinar. Participants signed up to attend the meeting beforehand and were provided a link to the webinar. Panelists from Larimer County, the City of Fort Collins, and FHU presented background information on the project and an overview of the current and future conditions. The presentation is attached as Appendix A. Participants provided input through interactive polling and through the meeting chat. One hundred forty-three (143) people attended the virtual meeting.

COUNTRY CLUB ROAD

— CORRIDOR STUDY —

Advertisement

Larimer County mailed postcards to over 2000 residents in the neighborhoods surrounding the corridor. The City of Fort Collins emailed the HOAs in the surrounding area and asked them to encourage their residents to participate in the virtual meeting.



COUNTRY CLUB ROAD

— CORRIDOR STUDY —

SAVE THE DATE!

Thursday, March 3, 2022
6:00 – 7:30 PM



Use this QR code to register for the virtual meeting. To learn more, visit:
larimer.org/country-club-road-corridor-study

**Tell us what you think of
Country Club Road and
how it could be improved**



Public Comments & Questions

Participants during the virtual public meeting were invited to interact by providing comments and questions through the meeting chat. The following summary provides a review of the community input and has been organized into different categories, including safety, traffic, biking, walking, and other. For a full comment list, please refer to Appendix B.

A significant number of comments fell under the Other category (133 comments). These comments vary from complaints about truck traffic using Country Club Road (CCR), to keeping the scenic character of the road. Other comments included a discussion about the limited right of way, poor drainage along the road, keeping the trees along the road, summer boat access complications and considerations regarding the road construction and dam/pond nearby.

Similarly, traffic comments (91) revolved around the need for a better roadway network to accommodate east-west traffic. Other comments included intersection considerations, adding an interchange at I-25 and Vine Drive, developing road connections such as Suniga and others to alleviate traffic before development. Specific intersection improvements and traffic analysis were suggested (Tavelli school and King Soopers).

COUNTRY CLUB ROAD

CORRIDOR STUDY

The third category in terms of responses was safety. A significant number of comments (66) referred to high speeds, lack of safe facilities for all modes and intersection improvements on CCR as a main concern. Finally, biking and walking comments (53) included concerns about the need for a better network, the lack of basic facilities at CCR such as sidewalks and shoulders, having better and safer crossings, and better access to trails such as using the irrigation ditch.

Interactive Polling

An interactive polling system was used during the virtual public meeting. This system allowed the public to provide detailed information about how they felt about specific corridor questions. Mentimeter, a live polling system was used to allow audiences to questions by simply using their phones or responding virtually to a set of questions. 115 people participated in the interactive polling exercise.

The first question asked where participants live (figure 1). Resulting in 104 of participants responding. Most of the audience lived in Unincorporated Larimer County (59%). Approximately 20% of the audience lived in the City of Fort Collins, and another 20% lived in Unincorporated Larimer County with an address on Country Club Road.

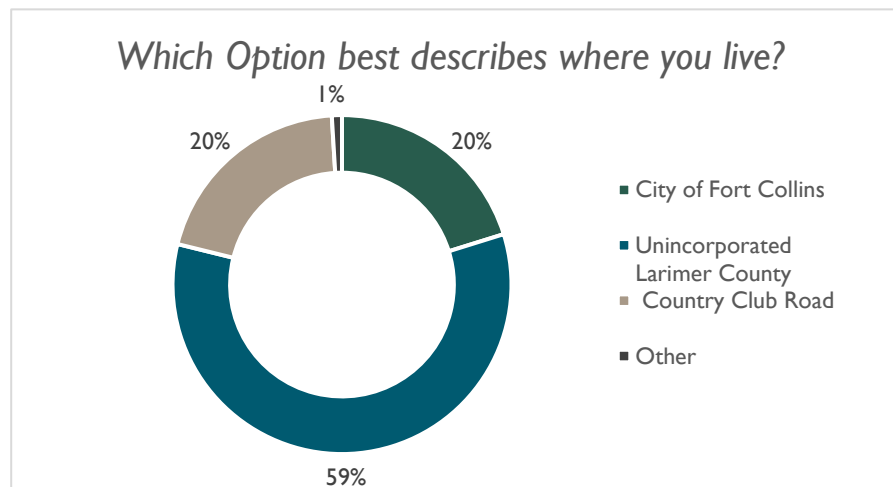


Figure 1 Where participants live? (Question 1, n = 104)

In terms of how often participants used Country Club Road (figure 2), most users responded that they use Country Club Road multiple times a day (61 percent), followed by a quarter of residents selecting daily. Residents outside the city limits tend to use it more often. Few participants used the road weekly or sporadically (8 and 7 percent respectively). When adjusted by residence, as expected Country Club Road residents used it the most, followed by Unincorporated Larimer County residents and then City of Fort Collins residents. Residents outside Larimer County also use the road, reflected by a participant who does not live in the area and uses it sporadically.

COUNTRY CLUB ROAD

— CORRIDOR STUDY —

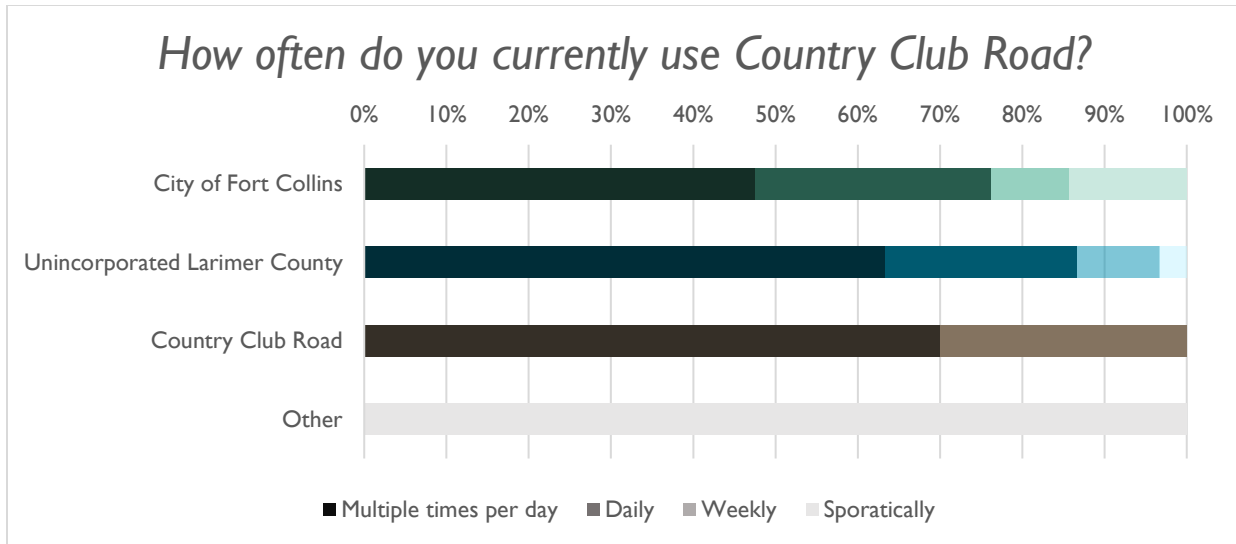


Figure 2 Country Club Road Use (Question 2, n = 102)

When asked “what three words would you use to describe the Country Club Road?” respondents used a wide variety of responses. Figure 3 is a word cloud capturing common words used to describe the road. About 105 participants responded to this question.



Figure 2 Wordcloud. What three words would you use to describe the Country Club Road? (Question 3, n = 105)

The following three questions (4, 5 and 6) intended to capture how residents would prioritize different actions on Country Club Road. Participants would like to prioritize character over safety and delays, improving bicyclist and pedestrian crossings over travel speeds and intersections delays, and would like to prioritize a street network over bicyclists’ space, pedestrians’ space or turns.

COUNTRY CLUB ROAD

— CORRIDOR STUDY —

Rank	Question 4	Question 5	Question 6
1 st	Maintaining the existing character of Country Club Road (42%)	Improving crossings for bicyclists and pedestrians (38%)	Building the surrounding street network to minimize impacts to Country Club Road (41%)
2 nd	Improving safety (39%)	Reducing travel speeds to improve safety (36%)	Adding space for bicyclists (23%)
3 rd	Reducing delays (19%)	Improving intersections to reduce delays (26%)	Adding space for pedestrians (23%)
4 th	-	-	Making it easier to turn on and off Country Club Road (13%)

When residents were asked about the most important option presented in questions 4 to 5, most residents (79 percent) included “Building the surrounding street network to minimize impacts to Country Club Road (CCR)” as the most important option, followed by “Maintaining the existing character of CCR” as the second most chosen option (54 percent). These two options arose to the top and were selected as first and second for residents indistinctively of where they lived. In terms of the third most selected option, adding space for bicyclist and pedestrian is important for Unincorporated Larimer County residents, while reducing speed to improve safety was the third most selected option for Country Club Road and City of Fort Collins residents.

COUNTRY CLUB ROAD

— CORRIDOR STUDY —

Out of all the options presented in the previous questions, which three are most important to you? (Q7)

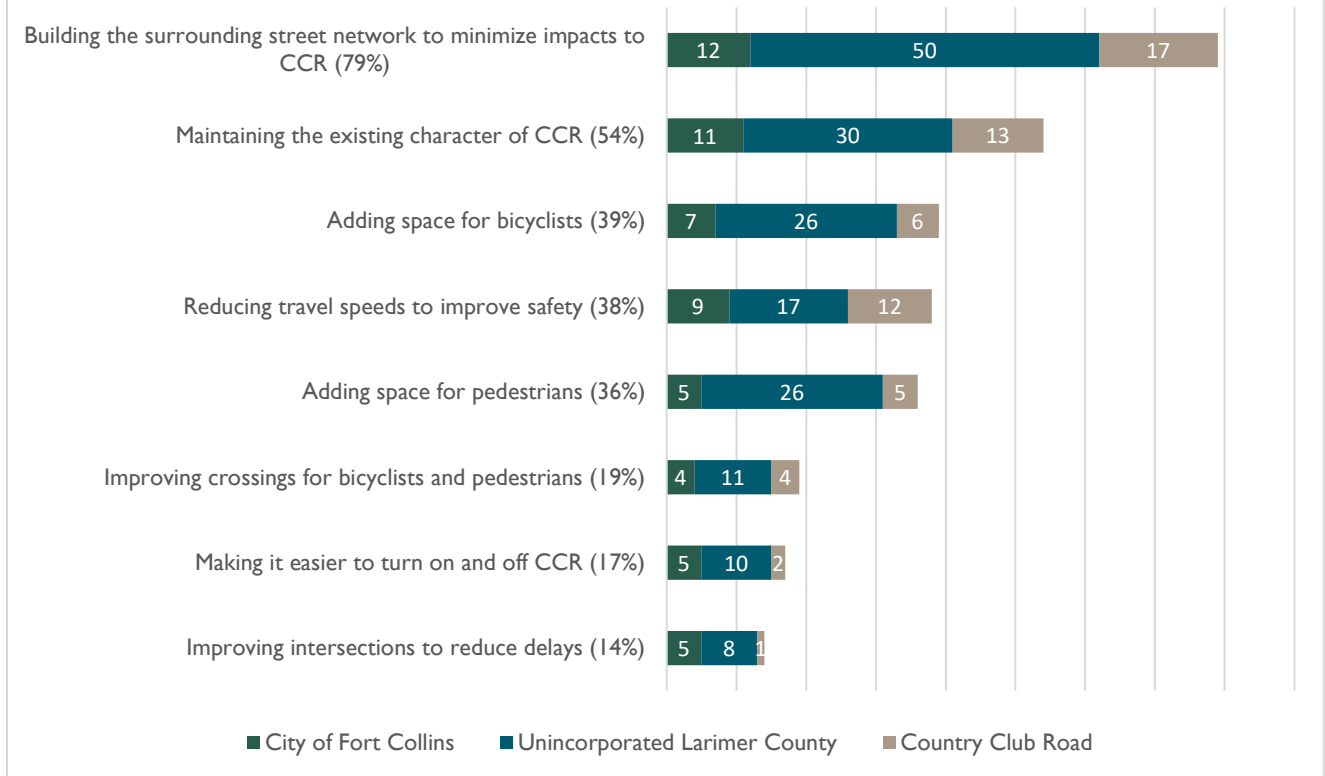


Figure 3 Most important options by Location (Question 7, n = 100)

Finally, participants were asked an open-ended question “What is the one thing you would like to see for Country Club Road in the future?”, which many responses reflected the previous questions. Some responses included reduce traffic, improve safety by including speed humps or other forms of speed control, more sidewalks and bicycle infrastructure and keeping the character of the area. Other relevant comments included having better drainage, RV access control and no truck traffic on the road. For a detailed list of all the comments please refer to Appendix C.

COUNTRY CLUB ROAD — CORRIDOR STUDY —

Website

Due to COVID-19 restrictions, the opportunity to provide feedback for this project was virtual instead of in person. Thus, the project website, <https://www.larimer.org/engineering/country-club-road-corridor-study>, served as the primary portal of information for members of the public wanting to learn more about the corridor study, view a project video from a virtual open house, and provide feedback.

Officially launched in February 2022, the project website was hosted on Larimer County's website. It provided a project overview, a project location map, project schedule, stakeholder engagement tools, specific project details (roadway classification, speeds, traffic volumes) and general information about future development plans in the area. The project website also included a link to an interactive web map and an email link to Larimer County project managers. Figure 5 presents the project website information.

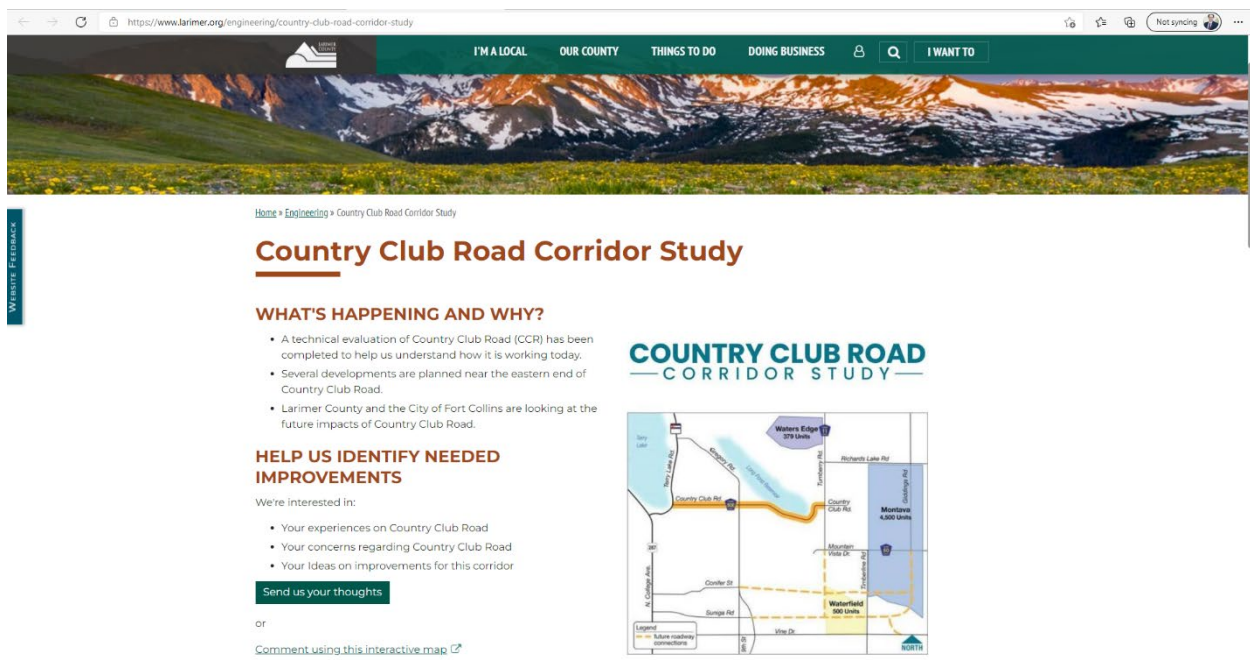


Figure 4 Country Club Road Corridor Study website (Larimer County)

Commenting Map

An interactive commenting map was administered to understand community concerns, preferences, and priorities regarding Country Club Road. The interactive web map (figure 6) allowed other forms of interaction beyond the public meeting, as well as it offered residents and stakeholders opportunities to provide feedback at different times of the day. The interactive web map included Country Club Rd, the project area extent (Vine Dr to Douglas Rd and Giddings Rd to Highway US 287), and the city of Fort Collins and Larimer County jurisdictional boundaries.

Participants were encouraged to comment using markers for specific topics, such as safety, traffic, biking, walking and other, as well as interact with previous comments from other stakeholders and residents. The commenting web map can be found in [Social Pinpoint - Country Club Road Corridor \(mysocialpinpoint.com\)](https://mysocialpinpoint.com) and it was available to the public, with responses being accepted from March 1 to March 18, 2022.

COUNTRY CLUB ROAD

— CORRIDOR STUDY —

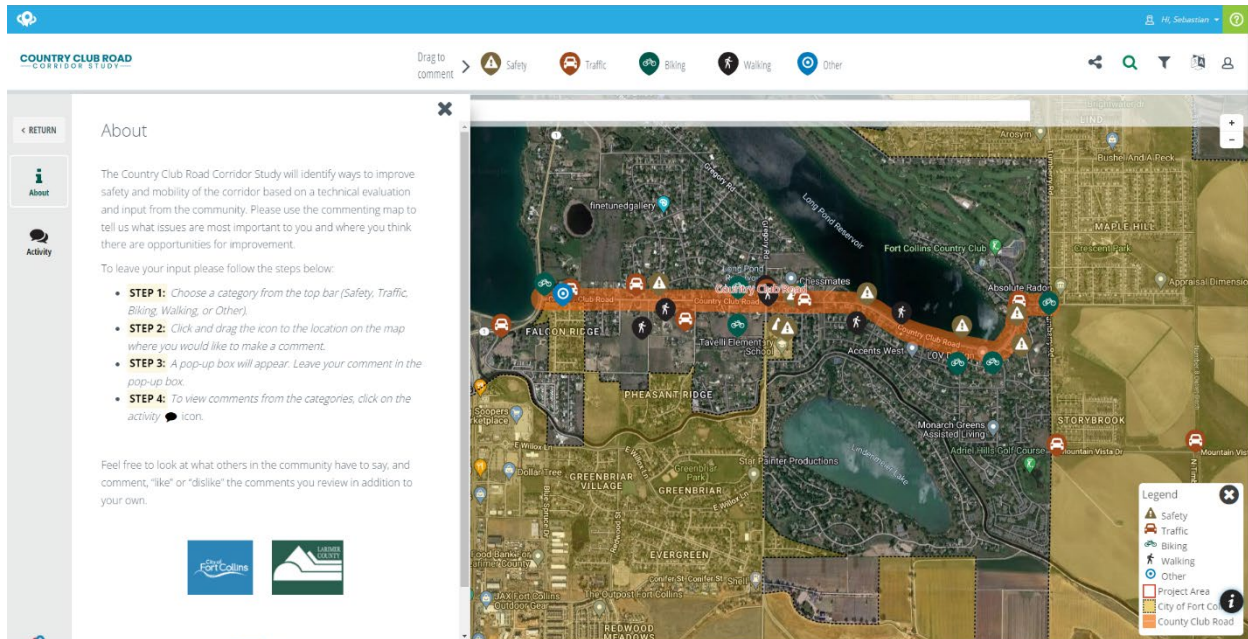


Figure 5 Social Pinpoint Interactive Map (Country Club Road)

Public Input: Interactive Map

A total of 121 participants interacted during the comment period, with an average engagement time of two and a half minutes, resulting in 34 comments provided by 16 participants. For a full list and a map with comments references please refer to Appendix D. Below is a summary of the comments for project area by topic of interest.

Safety (9 comments): There are safety concerns with Country Club and Lemay intersection and in general 4-way stop intersections. Speeding along Country Club Road is often mentioned, specifically at intersections. Other safety concerns include drainage along the pond and safety regarding proper sight distance on the road.

Traffic (9 comments): People are concerned about new developments (Montava and others), having a significant impact on traffic on CCR and the lack of a connecting network with improved capacity (Suniga, Turnberry, Sherrel, Giddings). Some turning movement at Spaulding, Ford Lane and Golden Eagle were also of mentioned. Adding a traffic circle was proposed to relieve traffic and improve safety around the Tavelli Elementary School.

Biking (9 comments): The lack of facilities and narrow shoulders on Country Club Road was mentioned several times. CCR is mentioned as a dangerous corridor that provides access to other trails. The intersection at Terry Lane Rd and CCR was mentioned as problematic for bicyclists. Other comments included having a better bike and pedestrian network, including the Northeast neighborhoods.

Walking (5 comments): Walking along Country Club Road has been noted as very dangerous, with lacking infrastructure. Better facilities were mentioned as a priority, especially in regards to small kids accessing Tavelli Elementary school, resulting on being the most up voted comment on the map (4 votes). Crossings at CCR and Lemay and CCR and Ridgecrest Rd have been noted as in need of facilities.

COUNTRY CLUB ROAD

— CORRIDOR STUDY —

Other (2 comments): Better enforcement for Semi trucks using the road as a cut over was mentioned and up voted as a significant concern.

Public Input: Emails

Residents were encouraged to send emails and fill out contact forms with comments and concerns about the project. In total the County website received 47 messages from different residents. The following summary intends to reflect on the general concerns about the community. For a full list of all messages please refer to Appendix E.

The most common concerns referred to the fact that there is no other west east connection other than County Club Road (CCR), with a significant number of messages referring to the potential extension of Turnberry south to meet with Suniga Rd and or Vine Dr. Significant development with little road capacity, Timberline Rd north connection, general traffic congestion, regional travel using the road and semi-trucks using CCR were often mentioned in relation with the lack of a better network. Similarly, significant numbers of residents were concerned about the lack of safety on CCR in regard to bicycle and pedestrian facilities as well as vehicle speeding. The presence of narrow shoulders, no sidewalks, reduced sight distance, residential driveways, dangerous intersections, and drainage issues were also mentioned as part of these safety concerns. Residents mentioned that it is likely that pedestrian and bicyclist are being underestimated on official counts because of the dangerous characteristics of the road. It was also mentioned that speeding could vary by location and that some intersections are more problematic than others.

In terms of specific concerns, residents mentioned the need of a traffic signal at Lemay Avenue and County Club Road, specifically to address school safety. CCR residents mentioned the need of access control by adding stops signs, the need of left turn lanes at some intersections, the need of streetlights for safety and the need of limiting semi-trucks using the road. Seasonal RV summer access was also mentioned as problematic.

Some other relevant comments suggested limiting construction traffic on CCR and the pavements needs in relation to development construction, adding a ramp on I-25 and Vine Dr, encouraging commercial development at Timberline and Mountain Vista Dr, coordination with East Larimer County Water District in their efforts of upgrading the existing water lines and closing Sherrel Dr. to through traffic.

Residents were thankful and encouraged to have Larimer County and the City of Fort Collins working on this important issue for the community.

COUNTRY CLUB ROAD

— CORRIDOR STUDY —

Welcome

March 3, 2022

Virtual Public Meeting

Go to www.menti.com and use the code 1441 5530

Project team



JC Ward
Senior Planner
Neighborhood Programs



Yani Jones
Program Coordinator
Neighborhood Services



Mark Peterson, PE
County Engineer



Nicole Hahn, PE
Assistant City Traffic
Engineer

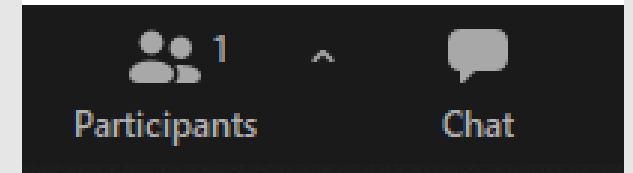


Jenny Young, PE, AICP
Project Manager



COUNTRY CLUB ROAD
— CORRIDOR STUDY —

How we'll interact



- All participants are muted with videos off to limit background noise and ensure that everyone can hear.
- Use the **CHAT** to submit questions or comments.
- If you are experiencing technical issues, chat directly to “Hosts and Panelists.”
- The chat will be monitored by the host, and questions will be verbalized during the Q&A session.
- We will also be doing a polling activity – Have your smartphone or a separate browser window available to participate.

Meeting Expectations

Project staff will...

- Listen with an open mind.
- Be transparent. Share what they know, and be honest about what they don't know yet.
- Keep presentations and responses as focused as possible to make space for conversation.

Community members will...

- Ask one question at a time in the chat so we can ensure that each question is answered.
- When writing comments, speak from your own experiences and use "I" statements rather than generalizations.
- Be respectful of others, even when you disagree.

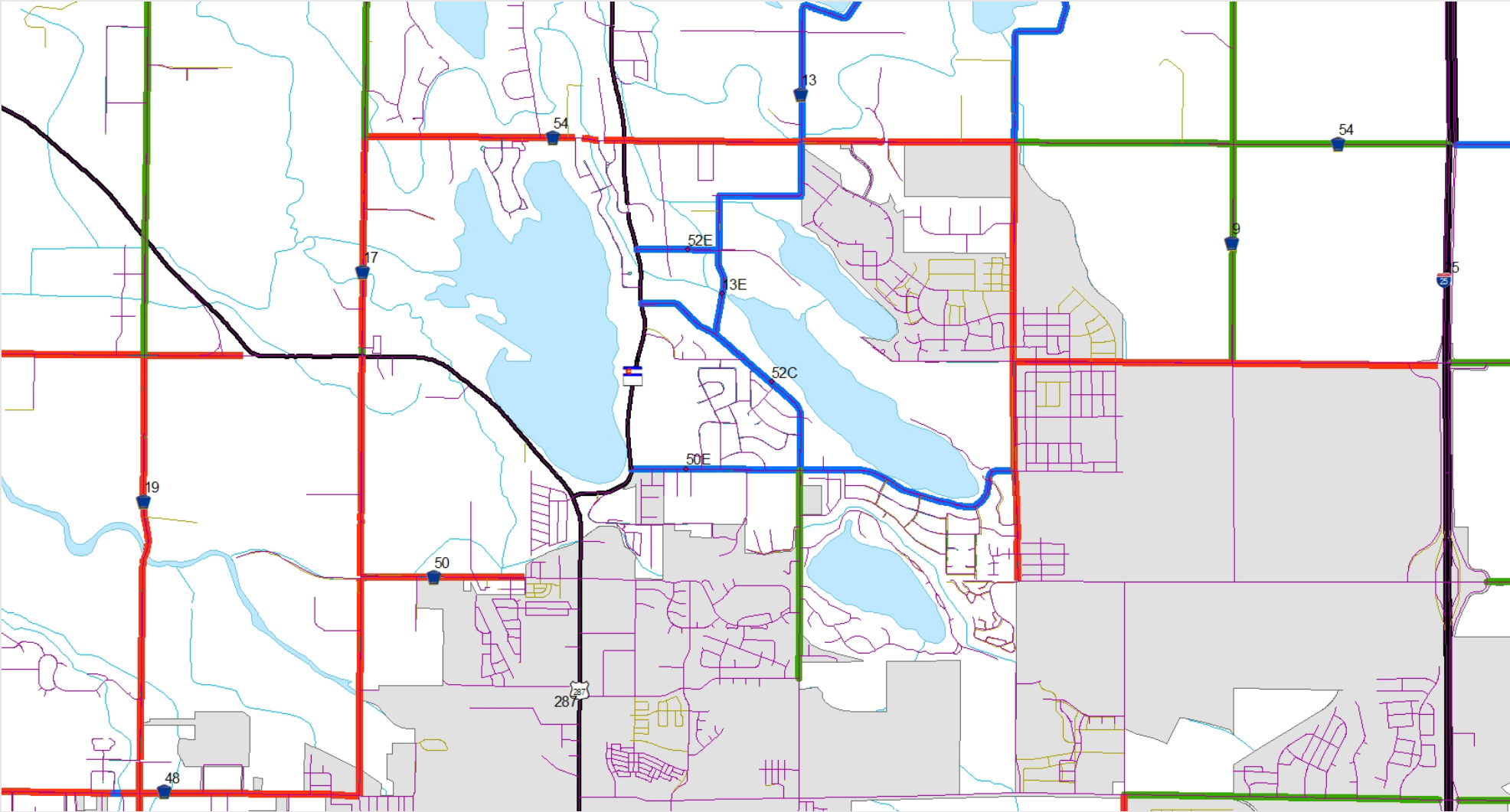
City of Fort Collins Equity Statement

- The City of Fort Collins is an organization that supports equity for all, leading with race. We acknowledge the role of local government in helping create systems of oppression and racism and are committed to dismantling those same systems in pursuit of racial justice.
- La Ciudad de Fort Collins es una organización que apoya la equidad para todos, sobre todo en cuestión de raza. Reconocemos el papel que ha jugado el gobierno local en la creación de sistemas de opresión y racismo y nos comprometemos a desmantelar esos mismos sistemas en busca de la justicia racial.

What we'll cover this evening

- Corridor Study Overview
- City of Fort Collins Master Streets Plan, Planned Developments, and Prior Community Input
- Current and Future Conditions Overview
- Interactive Polling Activity
- Questions & Answers
- Demonstration of Commenting Map
- Next Steps and Closing

Street network context



COUNTRY CLUB ROAD
— CORRIDOR STUDY —

Corridor Study schedule & process



Your input will be used, in combination with the technical analysis, to develop improvement alternatives.

City of Fort Collins

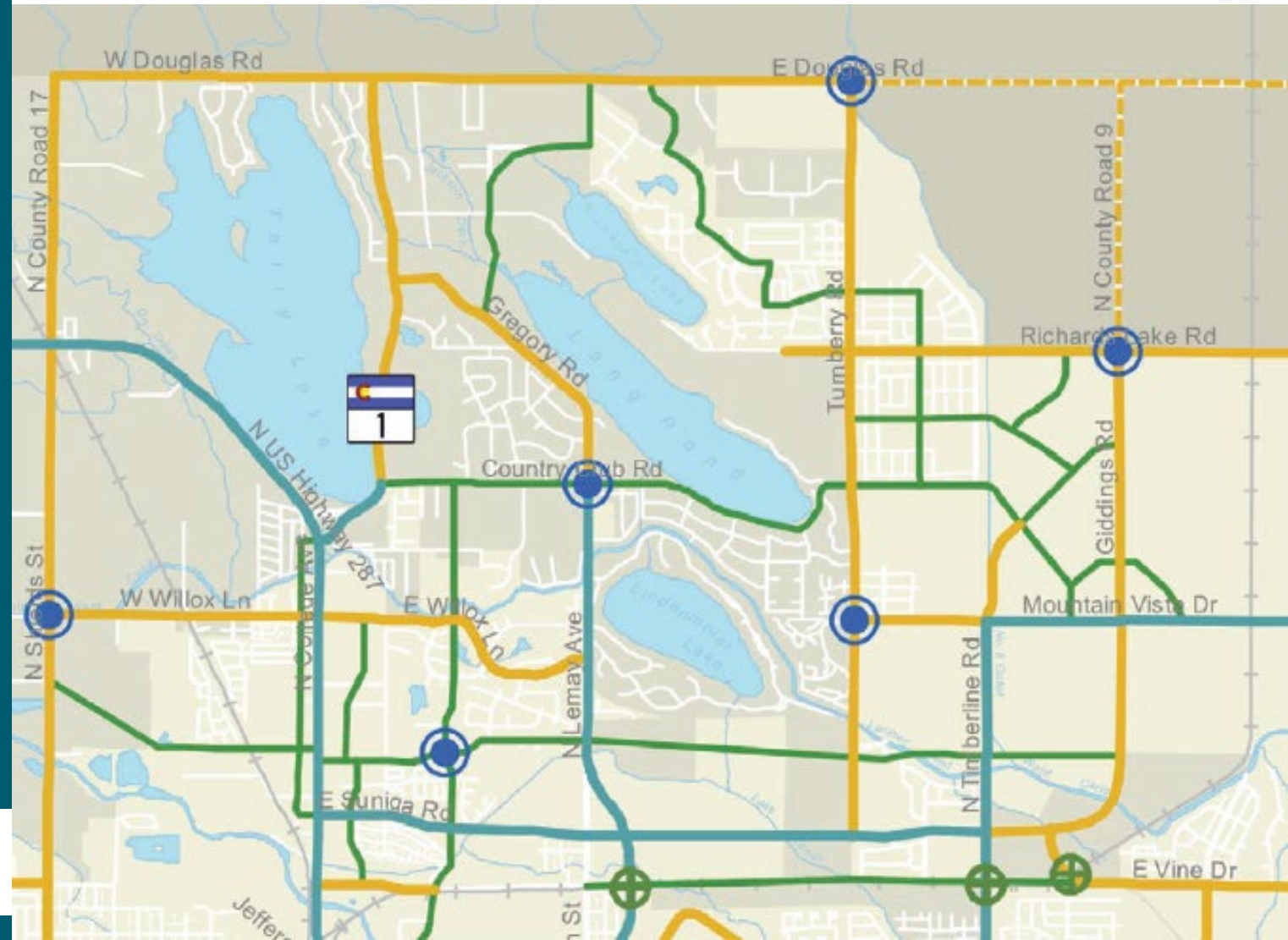
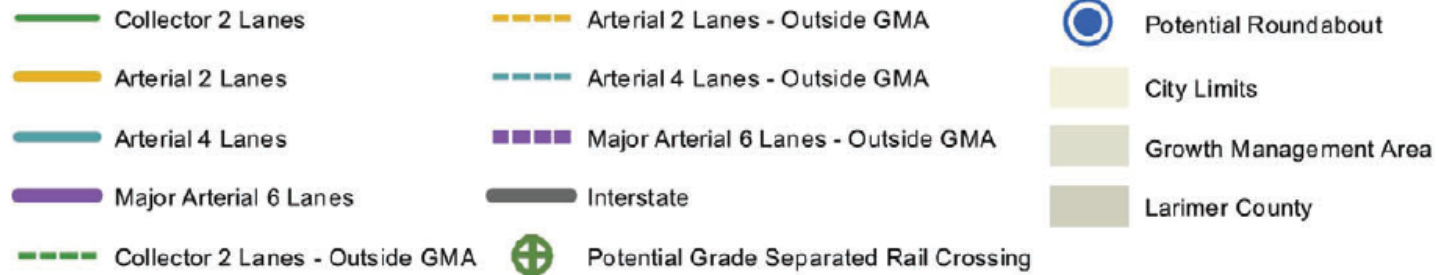
Master Street Plan

Planned Developments

- Montava
- Waters Edge West
- Waterfield
- Country Club Reserve

What We've Heard So Far

COUNTRY CLUB ROAD
— CORRIDOR STUDY —



Role of Country Club Road

Country Club Road is classified as a *minor collector* street in the Larimer County Master Plan



Speed Conditions

- Posted speed is 30 mph
- Most vehicles travel at 30 mph or less
- Some vehicles travel significantly above the posted speed
- Historic speed data show higher occurrence of speeding

Speed data collected in November 2021:

Country Club Rod between SH 1 & Lemay Ave

	Weekday	Saturday
Average Speed	26 mph	27 mph
85 th Percentile	29 mph	31 mph
Highest Speed	55 mph	60 mph

Country Club Rd between Lemay Ave & Turnberry Rd

	Weekday	Saturday
Average Speed	28 mph	28 mph
85 th Percentile	30 mph	31 mph
Highest Speed	55 mph	55 mph

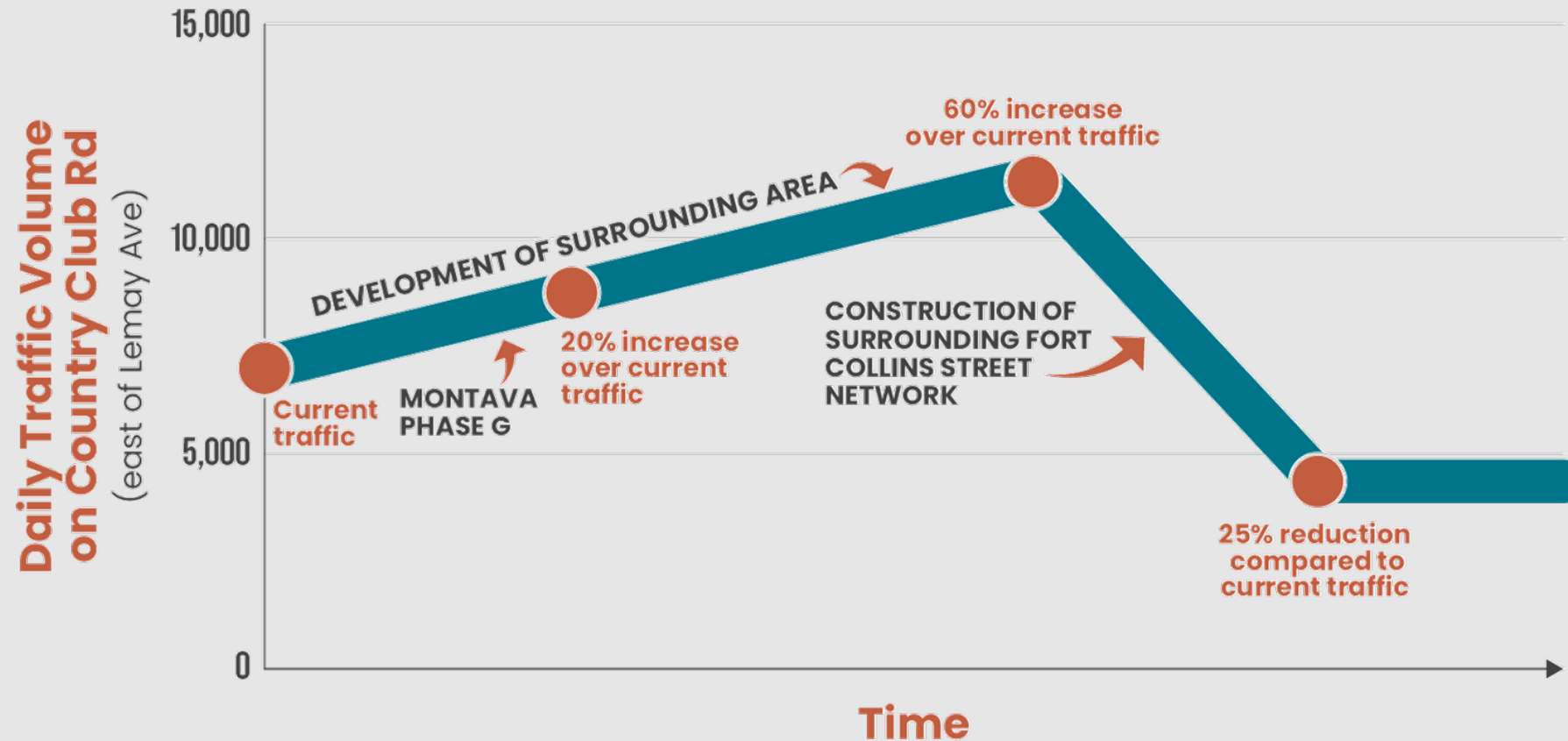
The 85th percentile speed is a metric used to set the posted speed

Traffic, Bicycle, and Pedestrian Volumes

- CCR carries 4,900 to 6,800 vehicles per day
- Fewer than 20 pedestrians and 10 bicyclists per day were counted on CCR
- No sidewalks or bicycle facilities exist



Future Traffic Forecasts



(NOTE: Timing of development & street network construction is uncertain)

Problem Statements (from technical evaluation)



Bikes/Pedestrians: With no sidewalks or bike lanes, bicyclists and pedestrians lack a safe space to walk/ride along the corridor



Speeds: Although most vehicles travel at or below the posted speed limit, some vehicles travel at excessive speeds



Safety: Six intersections on CCR have crash patterns that indicate moderate or high potential for crash reduction



Growth: New developments in the surrounding area will lead to increase traffic on CCR until the planned street network connections are made



Congestion: Increased traffic could lead to longer delays at corridor intersections and fewer gaps for entering CCR from driveways

Interactive Polling

www.menti.com use code 1441 5530

Q&A Topics

- Safety, speeds, and congestion
- Bicycle and pedestrian
- Surrounding street network
- Other?

Commenting Map

<https://www.larimer.org/engineering/country-club-road-corridor-study>

Next Steps

- Website and commenting map available through March 18th
- Schedule and how your input will be used
- What to expect at the next public meeting



Your input will be used, in combination with the technical analysis, to develop improvement alternatives.

#	Time/Person/Receiver	Comment	Safety	Traffic	Biking	Walking	Other	Coord.
Safety								
80	18:33:52 From Donna Fusco to Hosts and panelists:	Maintaining the existing character of CCR, safety, delays	x					
81	18:33:56 From David Beede to Everyone:	improving safety	x					
17	18:21:14 From Nick Armstrong to Hosts and panelists:	I have personally witnessed many vehicles regularly running the stop sign at Country Club Road and Lemay heading Eastbound. It happens at least 1-2x per week, most commonly at night.	x					
23	18:22:22 From Kris Clagett to Hosts and panelists:	Not only do people speed / they completely roll through the stop sign near the Country Club	x					
24	18:22:23 From Carolyn and Richard Cox to Everyone:	I am tailgated *always* when I travel the speed limit on Country Club Road.	x					
25	18:22:27 From Tiffany Broesche to Everyone:	As someone who lives on Country Club rd, I find the speed and volume numbers very hard to believe	x	x				
28	18:23:14 From Kris Clagett to Hosts and panelists:	People slow down at the speed limit sign ...	x					
29	18:23:18 From barb huff to Everyone:	Tiffany makes a great point, for fear of pets, family and access from our own driveways, what is being done	x					
30	18:23:22 From Matthew schump to Everyone:	I have a very hard time believing that speed data. I drive on Country Club daily to get home and almost everyone I see, daily, is speeding FAR over 30 mph.	x					
32	18:23:46 From Patrick Knebel to Everyone:	Traffic speeds are higher going down the hills	x					
34	18:23:53 From Mark Silhasek to Everyone:	with not a lot of other options 60% increase seems more probable	x					
37	18:25:47 From Patrick Knebel to Everyone:	Speed is not the only problem. Drivers are also running off the road into the ditches. They have crashed through our fence, and the fence directly across the street.	x					
38	18:25:55 From Tiffany Broesche to Everyone:	I don't feel safe walking my Kindergartener to Tavelli, and I live less than a mile away.	x			x		
39	18:26:16 From Nick Armstrong to Hosts and panelists:	Enabling connections between parks and neighborhoods via bike lanes, trails, sidewalks in the surrounding area should provide significant safety gains and reduce recreation traffic, particularly when Suniga is connected. Country Club Road should be slowed as much as possible with raised crosswalks, sidewalk, and bike lane enhancements. One without the other doesn't help much.	x		x	x		
67	18:31:56 From JoAnn Varner to Everyone:	dangerous, loud and too fast	x					
68	18:31:57 From Donna Fusco to Hosts and panelists:	Fast loud and busy	x					
70	18:32:16 From Carolyn and Richard Cox to Everyone:	I understand this is re. Country Club Road specifically, but I have noticed there is no speed limit sign on northbound Lemay north of the overpass. So drivers continue traveling at 40mph heading up to Country Club Road.	x					
88	18:36:03 From Corey Rosenberg to Hosts and panelists:	Instead of reducing travel speeds, we need to enforce existing speeds	x					
89	18:36:15 From David Beede to Everyone:	reducing speed, improving intersections, improving crossing,	x	x				
97	18:37:41 From John Henderson to Everyone:	There is no safe way for kids to use country club road, as it's, for travel. Whether by bike or walking. Cars traveling at the intersection of CCR and Timberline drive as though CCR is a through way and don't look for pedestrians. I have almost been hit four times.	x		x	x		
103	18:38:34 From Hamidah Glasgow to Everyone:	reducing travel speeds to improve safety, building the surrounding street network to minimize impacts to ccr,	x					
104	18:39:13 From Kelsey Smith to Hosts and panelists:	Travel speeds, easier to turn on and off, building surrounding network	x					
105	18:39:18 From Donna Fusco to Hosts and panelists:	network, reduce speed, ban semi trucks!!!	x				x	
106	18:39:27 From David Beede to Everyone:	reducing speed, ban semi trucks space for bikes and peds	x				x	
110	18:39:59 From JoAnn Varner to Everyone:	Speed bumps	x					
114	18:40:23 From Donna Fusco to Hosts and panelists:	shocking that speed is forth folks. I live on Country Club Rd and your welcome to join me for a realistic observation	x					
120	18:41:29 From Jeff Wilcox to Everyone:	reduce speed, put in speed humps. 90% of the cars that have driven by my house during this meeting are well over the speed limit	x					
122	18:41:48 From JoAnn Varner to Everyone:	less traffic, keep it quiet and residential, not trucks and slow speed, reduce its role as a collector street	x	x			x	
123	18:41:50 From Kelsey Smith to Hosts and panelists:	will the city the addition of speed cameras	x					
127	18:42:13 From barb huff to Everyone:	CCR speed HUMPS yes please	x					
128	18:42:17 From Neo_MeZuk to Hosts and panelists:	Speed bumps are a good idea.	x					
129	18:42:25 From Patick Dailey to Everyone:	I have to dodge cars going way over the speed limit just to get my Mail	x					
130	18:42:27 From Tiffany Broesche to Everyone:	sorry, addition of placement of speed cameras at crucial locations	x					
132	18:42:47 From barb huff to Everyone:	What is the point of the radar speed limit signs when the radar portion is not there half of the time?	x					
148	18:46:36 From Tiffany Broesche to Everyone:	Please redesign CC Rd/ FCCC 3-way stop to a roundabout?	x					
155	18:48:39 From J. Hale to Hosts and panelists:	Can cameras be put in to monitor and ticket so that semi truck traffic can be reduced. There was a 2-trailer FedEx truck on CCR last Sunday morning at 8:30 AM!!!	x				x	
160	18:49:05 From David Beede to Everyone:	They should put a camera at the stop sign by FCCC ... people roll through	x					
190	18:52:15 From Kris Clagett to Everyone:	Question for Nicole: Studying the traffic after schools are built seems too late. Can't traffic be predicted better?	x					
193	18:52:53 From Ralph Smith to Everyone:	People blow thru the intersection	x					
211	18:54:11 From Kris Clagett to Everyone:	Has anyone else been passed on CCR? I have while slowing down to turn onto Lakeview drive? Also been flipped off while turning onto Lakeview... tailgating is common but that is really excessive and wondering how common.	x					
213	18:54:21 From Grace McClain to Everyone:	Would substantial speed bumps support the goal of reducing speed onn CCR - especially truck traffic?	x					
219	18:55:08 From Dale Leidheiser to Everyone:	What traffic calming devices are being considered?	x					
236	18:56:48 From Barbara Novak to Hosts and panelists:	Semis are moving to Gregory and Douglas Road - very dangerous, speeding of semi trucks and the use of Jake brakes on Country Club, Gregory and Douglas happen thru this entire area. Trucks need to use Hwy 1 Need better enforcement and the equipment for the Sheriff Dept to enforce is needed.	x				x	
239	18:56:59 From Greg and Glenna Brissey to Everyone:	Can CC Rd be calmed via lower speed limit and landscaped bulbouts?	x					
240	18:57:20 From J. Hale to Hosts and panelists:	Can Nichole describe some traffic calming measures that have worked with other streets that could be an option on CC	x					
258	19:00:06 From Russell Lee to Hosts and panelists:	What are our best options for speed management at this time?	x					
266	19:00:52 From Jeff Wilcox to Everyone:	We cannot handle cars in the CCE neighborhood... our roads are no longer able to be improved	x					
284	19:04:51 From Kris Clagett to Everyone:	A roundabout is needed at Mountain Vista and Timberline. NOT at Mountain Vista and Turnberry!!!	x					
290	19:05:42 From Patty Nichols to Hosts and panelists:	Option to implement now: reduce speed limit on CC Rd to 25mph	x					
292	19:06:04 From J. Hale to Hosts and panelists:	CCR is a limited sight distance road because of hills and curvy, so how does that fit into a non-engineering definition of corridor	x	x				
313	19:10:36 From Barbara Novak to Hosts and panelists:							

314	19:10:49 From Kristen Draper to Everyone:	Can we keep the digital speed signs? That seemed to slow people down a bit when they saw they were going way to fast for the road speed limit	x					
319	19:11:11 From Matthew schump to Everyone:	Speed is a far greater problem than volume, to me.	x					
322	19:11:15 From Grace McClain to Everyone:	sidewalks, bike lanes and shoulder... can we address if that is even on the table? CC road is incredibly dangerous for any peds/ bikers	x		x	x		
325	19:11:55 From J. Hale to Hosts and panelists:	Could CC Rd be classified as a Calm District via signage, token landscape bulbouts at gateways and lower speed limits?	x					
334	19:12:56 From Greg George to Everyone:	Talk to emergency responders about traffic calming features.	x					
336	19:13:33 From Pat Attkisson to Everyone:	Would speed humps be considered on CC?	x					
339	19:14:03 From Kristen Draper to Everyone:	speed radar signs keep getting removed ☹️	x					
341	19:14:19 From christopher Giglio to Everyone:	Very rarely do drivers stop for the pedestrian crossing, even when we push the button and the lights go on.	x			x		
342	19:14:20 From Matthew schump to Everyone:	Can you make CCR 25 mph to force traffic to Suniga? Restore CCR to a neighborhood road?	x	x				
343	19:14:52 From Grace McClain to Everyone:	Yes we do really appreciate your efforts! And look forward to safe solutions	x					
370	19:21:11 From Kelsey Smith to Hosts and panelists:	Why do we have to wait for these speed controls?	x					
384	19:23:00 From Mark Roberts to Hosts and panelists:	Agreed, don't narrow the yards. If the road needs to be wider, fill in toward he lake.	x	x	x	x		
403	19:26:46 From Grace McClain to Everyone:	Do CCR front yards reach all the way to the road? If so, I can understand why you would not want to give up yard to expand the road. I would completely agree with you there. I'm curious about space/land that is not owned by homeowners for room for a sidewalk or at the very least a shoulder! thank you all again for these efforts!	x					
454	Grace McClain 07:02 PM	Realistically, is there even enough space to expand CC to include a shoulder, bike lane, or sidewalk?	x		x	x		
455	Anonymous Attendee 07:05 PM	wouldn't speed humps be an affective way of reducing speeds? especially on the hill going east from Lemay	x					
Traffic								
8	18:14:19 From Patrick Knebel to Everyone:	So we can see that CCR is actually acting as an arterial road.		x				
11	18:17:13 From Ralph Smith to Everyone:	I would argue Country Club Road is "under-classified" in terms of it's connection to major connections, schools, shopping, etc. Any chance for an upgrade?		x				
12	18:18:16 From Nick Armstrong to Hosts and panelists:	Respectfully: Montava/new development takes a LOT of heat but is only the latest pressure on this road as a result of lacking grocery store or critical amenities to the East or accessible pathways to get to Old Town that do not include Country Club or a railroad intersection. Sonders (on Turnberry north of Richards Lake) and Storybook and even Maple Hill helped push traffic along Country Club Road b/c of Tavelli (which there are no trails or bike lanes to - only Country Club Road). With the Lemay Overpass, residents now often skip Timberline and go Country Club to Lemay. Until there is an alternative grocery store, traffic along Country Club will not ease up, even with Suniga connected to Turnberry. What I suspect Suniga will enable is trails + bike lane + alt transit/pedestrian corridors. Safe alternate routes to school should immediately lessen traffic, but until there's a grocery store/home goods store or alternate pathway... all roads lead through Country Club right now.		x	x			
15	18:20:17 From Heather Regan to Everyone:	When was this analysis done? Has an analysis been done - or planned to be done - since the new overpass has been open?		x				
16	18:20:19 From Patrick Knebel to Everyone:	CCR is classified as a collector road, but it is actually serving as an arterial road to bring traffic from I25 to places in the northwest (eg. Red Feathers, Laramie)		x				
19	18:21:49 From Patrick Knebel to Everyone:	Were these measurements made during COVID? Volumes were higher pre-COVID.		x				
20	18:22:09 From Dale Leidheiser to Hosts and panelists:	What is the designed capacity of CCR?		x				
26	18:22:39 From barb huff to Everyone:	great point Patrick, as volumes would not be accurate!		x				
27	18:23:12 From Dana McBride to Hosts and panelists:	How do volumes compare with other arterials		x				
42	18:27:17 From Ralph Smith to Everyone:	Any chance a corridor could open to Tavelli? School traffic causes significant congestion on CCR.		x				
69	18:32:02 From Greg George to Everyone:	Why doesn't the traffic report for Montana Phase G take into account traffic delays at Timberline and Vine due to train traffic?		x				
82	18:34:07 From Timothy Anderson to Hosts and panelists:	Do your (our) plans include upgrading the four way stop at Club View Road and Lemay/Gregory to a four way stop? light?		x				
99	18:37:57 From JoAnn Varner to Everyone:	building more roads, adding space for bikes and peds		x	x	x		
100	18:38:02 From Donna Fusco to Hosts and panelists:	Making it easy to turnoff and off CCR, building surrounding street network, bikes		x	x			
101	18:38:02 From Nick Armstrong to Everyone:	Without alternate routes to Tavelli or a new school, morning and afternoon traffic along Country Club Road will not change (nor will grocery store traffic without amenities to the East or at least accessible via another route).		x				
102	18:38:27 From Fred Zipp to Everyone:	build infrastructure first		x				
107	18:39:30 From Kelsey Smith to Hosts and panelists:	making it easier to turn on and off ccr		x				
116	18:40:53 From David Beede to Everyone:	alternate route MUST be developed; CCR will never be able to handle the load		x			x	
117	18:41:01 From Greg George to Everyone:	The assumption that only 10% of traffic from new development will utilize CCR and 30% will utilize Timberline is not realistic until a Timberline overdressing is completed.		x				
126	18:42:10 From Nick Armstrong to Everyone:	Dry Creek + Timber Vine neighbors also have only one in-road and out-road: Timberline. So any additional pressure on that route creates an externality for other neighbors.		x				
146	18:45:51 From Mark Kenning to Everyone:	Until there is a grocery option east of Turnberry, traffic to the North College King Soopers along Country Club is not likely to abate.....		x				
147	18:46:32 From Neo_MeZuk to Hosts and panelists:	Cars are priority not bicycleson CCR		x				
152	18:47:28 From Hamidah Glasgow to Everyone:	With out infrastructure for the new houses, more and more delivery drivers, police and fire will be using CCR as well. This is an immediate concern for the two current projects on Turnberry.		x			x	
166	18:49:21 From Russell Lee to Hosts and panelists:	Can the County and City partner to use impact fees to build the Turnberry extension and Suniga with out waiting for development south of Mountain Vista? That would mitigate much of the impact from developments north of Mountain Vista		x			x	
175	18:50:26 From barb huff to Everyone:	Yani, please ask the question : What is the criteria needed to stop the extension of the Country Club Corridor expansion and prevent all further growth? Please outline in detail to everyone in this meeting so as residences we have the opportunity to prevent it		x				
181	18:51:22 From Abby Behm to Hosts and panelists:	Has there been any discussion about making an on/off ramp at Vine to help decrease the traffic on CCR?		x				
182	18:51:23 From Matthew schump to Everyone:	Is there any talk of adding I-25 access on Vine to limit traffic on CCR?		x				
184	18:51:38 From J. Hale to Hosts and panelists:	Can CC Rd/FCCC intersection be redesigned so that semi trucks can't navigate thru successfully? If semi access is required-they could only access CC Rd from Lemay and only go east bound		x				
189	18:52:07 From Katherine & Bruce smith to Everyone:	Suniga needs to be extended FIRST for another East-West arterial!		x				
194	18:52:57 From Mark Silhasek to Everyone:	No more at Turnberry and Mtn Vista		x				
195	18:53:05 From Angela Morris to Everyone:	Suniga needs to be extended first.... infrastructure BEFORE building...logic		x				

198	18:53:26	From Barbara Novak to Hosts and panelists:	When Suniga is fully developed: how will that impact CC Road?		x			x	
216	18:54:34	From Heather Regan to Everyone:	not enough room for a traffic circle		x				
217	18:54:58	From Corey Rosenberg to Everyone:	What is the timeline for extending Suniga to Timberline?		x				
225	18:55:38	From Kris Claggett to Everyone:	The trucks go into the country club and try to turn around		x				
226	18:55:41	From Russell Lee to Hosts and panelists:	The stop sign at FCCC and Country Club does provide gaps in traffic to allow those of us with driveways to get out on to Country Club.		x				
232	18:56:08	From Mark Silhasek to Everyone:	Mark Peterson made the point that with the pond and very little easements on either side difficult to widen the road or consider widening		x				
237	18:56:49	From Dale Leidheiser to Everyone:	Can another bridge be built over the RR tracks on Timberline to make it easier for traffic to avoid CCR?		x				
238	18:56:52	From Matthew schump to Everyone:	Can Turnberry extend south to connect with Suniga?		x			x	
241	18:57:20	From Mark Silhasek to Everyone:	why? on 287 take owl canyon to I-25 and vice versa		x				
245	18:58:07	From Greg George to Everyone:	There is nothing that can be done to CCR to accommodate traffic from new development without out totally ruining the character of the entire area and significantly reducing property value.e		x			x	
246	18:58:24	From Carolyn and Richard Cox to Everyone:	Timeline for Suniga extension?		x			x	
247	18:58:25	From Katherine & Bruce smith to Everyone:	Better to extend Suniga East-West now		x			x	
248	18:58:28	From Mike Griffith to Hosts and panelists:	Isn't Suniga to extend to Giddinbgs		x			x	
249	18:58:35	From Kris Claggett to Everyone:	You need to add light 287 and Suniga		x			x	
250	18:58:37	From Mark Silhasek to Everyone:	great pt - will be a crux as to development in the entire area		x			x	
251	18:58:40	From Hamidah Glasgow to Everyone:	When will Suniga road happen?		x			x	
252	18:58:50	From Corey Rosenberg to Everyone:	What is the timeline for the Suniga-Turnberry connection?		x			x	
253	18:59:00	From Barbara Novak to Hosts and panelists:	What is the time-line for Suniga/Turnberry extensions?		x			x	
254	18:59:09	From Nick Armstrong to Everyone:	With what Nicole just said: what assumptions are being made on that traffic reduction? What indications exist that it will affect Tavelli traffic and Kings traffic?		x			x	
255	18:59:21	From Dale Leidheiser to Everyone:	Max Moss indicated that there would be 50K+ vehicles per day from Montava. How can the city build infrastructure in advance of that time?		x			x	
256	18:59:33	From Matthew schump to Everyone:	What about where Suniga crosses Lemay to extend east? That already is difficult...		x			x	
257	18:59:39	From Greg George to Everyone:	Is the extension of Turnberry to Suniga in anyone's 10 year finance plan/		x			x	
259	19:00:13	From Hamidah Glasgow to Everyone:	Roads first then houses!		x			x	
262	19:00:25	From Kris Claggett to Hosts and panelists:	When will the county take care of the roads the connect to CCR		x				
263			Dayton, Lakeview, Rangeview, Longview ... CC Estates are no longer taken care of by the county ... we need to be included in all improvements		x				
264	19:00:34	From Erin Erdkamp to Everyone:	Are there plans to make any changes to the 4-way stop at Lemay/Gregory and Country Club?		x				
265	19:00:47	From barb huff to Everyone:	from the projected 50k plus vehicles added just for Montava, development what is the projected daily vehicle rate traveling on CCR?		x				
283	19:04:20	From Mike Griffith to Hosts and panelists:	Will Turnberry remain as a two lane road?		x				
295	19:07:04	From Greg George to Everyone:	What improvements in the master street plan are currently in the City's streets funding plan?		x				
297	19:07:21	From Katherine & Bruce smith to Everyone:	CCR not designed to handle this amt. of traffic over dam		x				
300	19:07:46	From Barbara Novak to Hosts and panelists:	If Suniga had been done, the corridorization of CCR would be moot		x				
312	19:10:11	From Katherine & Bruce smith to Everyone:	RV and boat hauling traffic horribly heavy in summer months		x				
316	19:11:03	From Carolyn and Richard Cox to Everyone:	Much more weekend traffic in summer ie. rvs		x				
320	19:11:12	From Heather Regan to Everyone:	add all the new people and you'll be well over 10000		x				
323	19:11:20	From Dale Leidheiser to Everyone:	Mark, is there behavioral research on traffic incentives and disincentives that can help to reduce the impact on CCR?		x				
328	19:12:03	From Dana McBride to Everyone:	IS there a plan to increase the width east of Lemay as has been completed west of Lemay		x				
333	19:12:51	From Mike Griffith to Hosts and panelists:	What are the plans for better traffic control at Vine and Timberline at the tracks? Traffic light?		x				
335	19:13:28	From Marilyn Smith to Everyone:	Why aren't you answering the question I submSitted? We need a traffic light on Country Club between Lemay and Lakeview.		x				
338	19:13:53	From Marilyn Smith to Everyone:	Slowing traffic will not help us get out of our neighborhood		x				
347	19:17:13	From christopher Giglio to Everyone:	Does Montava have any responsibility for road structure?		x				
348	19:17:29	From Carolyn and Richard Cox to Everyone:	Is Montava still planning on extending CCR into the development?		x				
349	19:17:31	From Greg George to Everyone:	Approved development in this area is listed in the traffic study for Montana Phase G.		x				
354	19:18:21	From Kelsey Smith to Hosts and panelists:	thank you Commissioner Kefalas for being so instrumental in reducing the number of oversized vehicles off CCR		x			x	
359	19:19:27	From Shaun Dolon to Everyone:	Is the Turnberry extension close to becoming a reality? Has anyone considered creating an on/off ramp on Vine. These all seem like good options to move traffic away from CC.		x				
360	19:19:31	From Greg George to Everyone:	The City allow new development to receive building permits before street mitigation improvements are in place.		x			x	
368	19:21:07	From Erin Erdkamp to Everyone:	Are there plans to improve the intersection of Vine and Timberline? How will it support roads like Conifer, Suniga filtering into that intersection?		x				
374	19:22:08	From Hunter Harms to Everyone:	No one here is begging for bike lanes, we've been pretty clear. We need the road to town.		x				
Biking and Walking									
6	18:12:35	From Richard Casey to Hosts and panelists:	I ride my bike frequently on Country Club road between Turnberry and LeMay. The shoulder is crumbling in many spots, which forces bicyclists into traffic. It's quite dangerous.		x				
21	18:22:13	From Elisabeth Fiebig to Everyone:	Yes. Biking on CClub is terrifying.		x				
22	18:22:15	From Nick Armstrong to Hosts and panelists:	I'm deeply concerned we're externalizing responsibility to developers only when we should be creating coordinated infrastructure and setting that tone, then allowing developers to pay us back for their contributions to the traffic (and the future value of that repayment is many times greater). Moreover: because there are no inter-neighborhood trail, sidewalk, and bike lane connections from Maple Hill to Mosaic to Poudre Trail or even over to Lemay, we are creating an entire generation of neighbors who must utilize cars to recreate, go to work, access basic needs and healthcare (with horrendous equity and environmental effects).		x	x	x		
62	18:30:37	From Nick Armstrong to Everyone:	Just a quick note that a group of neighborhood HOA board members, neighbors, and community members have also coordinated under a common group to advocate with a unified voice for infrastructure in our area (not just Country Club Road, but things like bike lanes, trail connections, sidewalks, parks, etc) at NorthEastFoCo.com.		x			x	
66	18:31:51	From David Beede to Everyone:	too tight for bike lanes along pond, busy, semis		x				
87	18:35:56	From Nick Armstrong to Everyone:	@Barb: I live in Maple Hill, I'm the Maple Hill HOA President. Because many folks don't know that we do not have trails, bike lanes, or sidewalk connections between our neighborhoods or to other areas of the City, my incentive is as a concerned neighbor to help push for infrastructure to make our area safer and more connected with multiple methods, as well as parks, schools, recreation/service amenity access, etc.		x			x	
94	18:36:31	From Kris Claggett to Hosts and panelists:	Need bike and pedestrian lane not another crossing		x			x	

179	18:51:14 From Carolyn and Richard Cox to Everyone:	I have seen semis on Gregory Road, the northern extension of Lemay.								x
188	18:52:00 From Mark Roberts to Hosts and panelists:	Too late, but a frontage road along 125 would have been smart.								x
191	18:52:24 From Nick Armstrong to Hosts and panelists:	FYI that NIMBY is out in full force here. Y'all are hosting this during dinner time - folks with kids, two jobs, and single-parent families are going to be heavily under-represented.								x
192	18:52:41 From Mike Griffith to Hosts and panelists:	Will infrastructure imijprove								x
196	18:53:12 From John Henderson to Everyone:	Is it possible to reframe how we talk about this from a "city" or "county" to a "city/county" issue/need? The area is surrounded by city growth and development and it's a county location. It's really a both/and and not an either/or.								x
197	18:53:17 From Eric Dahlgren to Hosts and panelists:	Toward the east end of CCR there are a few areas where water puddles on the high side for days after water events. Can the county do anything to mitigate to help extend the life of the pavement?								x
202	18:53:46 From Mike Griffith to Hosts and panelists:	Will infrastructure improvements be required to be put in place BEFORE the development of housing etc. takes place and all of the traffic hits the road?								x
203	18:53:47 From Mark Roberts to Hosts and panelists:	Could put in 8' height limiters (pipe on posts) to eliminate truck traffic entirely.								x
209	18:54:08 From Greg George to Everyone:	It is interesting that the slides shows that the surrounding street net work won't be completed until well after significant new development is allowed to buildout.								x
212	18:54:18 From Kris Clagett to Everyone:	It would stop trucks								x
214	18:54:22 From Devin Craddock to Hosts and panelists:	Devin Craddock (You): How many people use the road daily? More on work days or weekends? To piggyback on what John said: how do we make sure that City departments (esp. parks+rec/trails/traffic), County, PSD, CDOT, etc... are all coordinating together proactively? How do we continue what's been established here?								x
215	18:54:33 From Nick Armstrong to Everyone:	Double-Semis aren't even allowed on I-80 in the state of Iowa!								x
221	18:55:06 From Katherine & Bruce smith to Everyone:	they can barely navigate it already								x
222	18:55:23 From Heather Regan to Everyone:	Non-nav by trucks? That won't work for Fire trucks								x
227	18:55:28 From Quinton Bradley to Everyone:	or large RVs?								x
229	18:55:44 From Victor Hurtado to Everyone:	We have a home based business that receives goods via semi-trucks on a weekly or bi-weekly basis.								x
230	18:55:47 From Karen Kloss to Everyone:	A tight traffic circle at Turnberry and FCCR would keep big rigs off of FCCR.								x
233	18:55:53 From Patick Dailey to Everyone:	Semi trucks take Mountain Vista & turn on Turnberry & wipe out the large boulders & 2 steel rods...they are still coming...								x
235	18:56:15 From Angela Morris to Everyone:	are traffic studies conducted for existing schools?								x
242	18:56:40 From Carolyn and Richard Cox to Everyone:	What improvements have been made for the two projects being built now?								x
243	18:57:25 From Hamidah Glasgow to Everyone:	You are ASSUMING the property owner of the area south of Turnberry will sell soon								x
244	18:57:42 From Katherine & Bruce smith to Everyone:	Why aren't the developers more responsible?								x
260	19:00:18 From christopher Giglio to Everyone:	what phase is starting first?5								x
261	19:00:21 From Heather Regan to Everyone:	what exactly does phase G of Montava mean? since it's what's on your timeline...								x
267	19:00:52 From Angela Morris to Everyone:	Don't we want to get the infrastructure in before the development?								x
268	19:00:56 From Barbara Novak to Hosts and panelists:	interesting ? imminent domain? what are you going to pay me?								x
269	19:01:08 From Mark Silhasek to Everyone:	Heck, I'll take a gravel road. Extend Turnberry & Suniga. We're desperate.								x
270	19:01:17 From Hunter Harms to Everyone:	elementary school								x
271	19:02:06 From Kristen Draper to Everyone:	Please focus on infrastructure FIRST in your shared City-County partnership!								x
272	19:02:14 From Katherine & Bruce smith to Everyone:	Design plans don't mitigate traffic congestion. New development should receive building permit until street improvements are complete.								x
277	19:02:31 From Greg George to Everyone:	right through someone's property?								x
279	19:03:47 From Heather Regan to Everyone:	Follow what happened to traffic on West Douglas Rd. and you will see what will also happen on Country Club Rd.								x
281	19:03:55 From Robert Cianfagione to Everyone:	Sonders & Country Club Reserve are moving dirt now. Montava is catching up this summer.								x
285	19:05:01 From Hunter Harms to Everyone:	people know the road infrastructure before purchase of a home an school access before buying a home, irrelevant to discussion if now inconvenient								x
286	19:05:12 From barb huff to Everyone:	The pipeline that drains Long Pond runs under Country Club Road immediately west and parallel to Belmont. How will this pipeline be impacted by increased traffic? The pipeline runs underground directly in front of my house.								x
287	19:05:23 From Carolyn and Richard Cox to Everyone:	and is erosion considered								x
291	19:05:59 From Kelsey Smith to Hosts and panelists:	What happens if the Dam leaks on CCR???								x
293	19:06:22 From Katherine & Bruce smith to Everyone:	@carolyn CCE has already had problems with irrigation pipes from the lake								x
294	19:06:25 From Kris Clagett to Everyone:	The ditch is not a street.								x
299	19:07:45 From M Taylor to Hosts and panelists:	@Kris Clagett You're not kidding! The greenbelt was a swamp for about 5 years.								x
302	19:08:11 From Carolyn and Richard Cox to Everyone:	mark, everything is a good idea it seems. we need to be more realistic about this project as it is affecting all of our daily livelihoods								x
304	19:08:38 From Grace McClain to Hosts and panelists:	Y'all: this is good progress. Please have some grace for the staff + officials who are here listening to us r/n. This is more progress on collaboration and problem solving than we've seen in years. Many have come to see the issue themselves (including Nicole, Mayor Jeni, etc).								x
310	19:10:00 From Nick Armstrong to Everyone:	I agree I just feel that they should know about Tavelli and know about the Country Club as these are major community gathering points.								x
321	19:11:13 From Kris Clagett to Everyone:	What are the plans for some begtt								x
327	19:11:59 From Mike Griffith to Hosts and panelists:	Question for Commissioner Kefalis: Is the relationship between the county and city healthy? Are there plans to incorporate this area into the city, complete with underground utilities etc.?								x
329	19:12:08 From Ralph Smith to Everyone:	Why doesn't the Sheriff's Department have \$ to purchase sound meters to monitor semi truck jake brakes. Without the ability of enforcement what good are the ordinances?								x
350	19:17:36 From Greg and Glenna Brissey to Everyone:	Filling in instead of expanding into the "country" is fine except when the city hop scotches development over the unincorporated areas.								x
364	19:20:28 From Carolyn and Richard Cox to Everyone:	Agree ... part of CCR character is the beautiful front yards we all get to enjoy while driving by ...								x
367	19:21:07 From Kris Clagett to Everyone:	Separate topic, how are developments approved when as a current residence we have water restrictions, where is the water coming for the new developments								x
371	19:21:15 From barb huff to Everyone:	The street/road infrastructure must be completed before any BUILDOUT is started!!!								x
372	19:21:37 From David Beede to Everyone:	Please don't take the CCR Front yards... they live with enough!								x
375	19:22:19 From christopher Giglio to Everyone:	Since we registered for this meeting w/ you send us updates?								x
393		Any proposed improvements should protect and not impact the existing trees along Country Club both on the pond side and resident side.								x
396	19:24:57 From Russell Lee to Hosts and panelists:									x
Coordination										
1	17:58:18 From Yani Jones (City of Fort Collins) to Rudolf Fiedler:	Hi Rudolf! The meeting will be starting at 6 - There will be an opportunity for Q&A after some a presentation from the project staff. Thank you for being here!								x
2	18:01:30 From Nick Armstrong to Hosts and panelists:	Quick question: will this be recorded and be able to be shared afterward?								x

398	19:25:15	From Patick Dailey to Everyone:	please put the link in the chat/ To long to write down.							x
399	19:25:19	From Nick Armstrong to Everyone:	https://www.larimer.org/engineering/country-club-road-corridor-study							x
400	19:25:33	From barb huff to Everyone:	where can we get the history of the chat>							x
401	19:26:21	From Heather Regan to Everyone:	yes please!!							x
402	19:26:25	From Penny Malsch to Hosts and panelists:	Thank you for hosting this discussion tonight. Much appreciated.							x
404	19:27:24	From Jessica MacMillan to Hosts and panelists:	Please give us the web address again							x
405	19:27:31	From barb huff to Everyone:	now that COVID is lifted, no virtual meetings for next steps							x
406	19:27:56	From Corey Rosenberg to Everyone:	Will the next public meeting be in person?							x
407	19:28:02	From Heather Regan to Everyone:	will meetings still be virtual?							x
408	19:28:13	From Hamidah Glasgow to Everyone:	Virtual is better, more people can attend!							x
409	19:28:16	From Kris Clagett to Everyone:	Post card mailing was great! Thanks							x
410	19:28:32	From christopher Giglio to Everyone:	Agree. Kris!							x
411	19:28:33	From Jana Kraich to Hosts and panelists:	I agree with virtual meetings allowing more of us to attend.							x
412	19:28:35	From Matthew schump to Everyone:	post cards are key!							x
413	19:28:36	From Heather Regan to Everyone:	should always be virtual!!							x
414	19:28:38	From Grace McClain to Everyone:	Post card mailing was great! And virtual meeting is very accessible							x
415	19:28:50	From Mark Roberts to Hosts and panelists:	I love the virtual! Make it both in the future :)							x
416	19:28:51	From Angela Morris to Everyone:	Grace, my front yard goes to CCR directly, there is a small 3ft shoulder							x
417	19:28:53	From barb huff to Everyone:	disagree, virtual meetings are not good for technical challenged people or older residence							x
418	19:28:57	From Jane Wise to Everyone:	Agree!							x
419	19:29:00	From Corey Rosenberg to Everyone:	In person meetings allow for more meaningful engagement							x
420	19:29:08	From Heather Regan to Everyone:	virtual should be an option, though							x
421	19:29:10	From Grace McClain to Hosts and panelists:	thank you for the info Angela							x
422	19:29:20	From Penny Malsch to Everyone:	Thank you for hosting this discussion tonight. Much appreciated.							x
423	19:29:27	From Jane Wise to Everyone:	agree about accessibility when is a virtual format							x
424	19:29:31	From barb huff to Everyone:	both meeting types would be fantastic							x
425	19:29:40	From Mark Kenning to Everyone:	I think virtual meetings encourage more orderly conduct and better attendance.							x
426	19:29:42	From Heather Regan to Everyone:	yes barb!							x
427	19:29:53	From Yani Jones (City of Fort Collins) to Everyone:	Yani Jones (City of Fort Collins): yjones@fcgov.com							x
428	19:29:58	From Mark Roberts to Hosts and panelists:	Happy to weight in, realize that problem solving is really hard, hope we helped.							x
429	19:30:10	From Angela Morris to Everyone:	thx for your time & consideration to help the CCR issue							x
430	19:30:12	From Kris Clagett to Everyone:	Maybe we could meet at Tavelli! We've held our Longs Pond meetings there before.							x
431	19:30:15	From Hunter Harms to Everyone:	Not addressing Sonders by proper name is confusing. Waters'Edge is the old name. Drive by this site.							x
432	19:30:27	From Patick Dailey to Everyone:	F2F meetings have sometime been dominated by certain groups. Zoom is better.							x
433	19:30:34	From barb huff to Everyone:	yes, better conduct virtually, but passion for where you live is more important to express in person							x
434	19:30:50	From Corey Rosenberg to Everyone:	Thanks to everyone....							x
435	19:30:51	From christopher Giglio to Everyone:	meeting at Tavelli is a great idea							x
436	19:31:14	From Hunter Harms to Everyone:	Tavelli YES!!!							x
437	19:31:50	From barb huff to Everyone:	remind everyone again, next critical date for participation							x
438	19:31:57	From Heather Regan to Everyone:	Thank you!							x
439	19:32:01	From Curtis McCormick to Everyone:	goodnight							x
440	19:32:13	From Nick Armstrong to Everyone:	Thank you!							x
448	Peter Burkhardt 06:50 PM		Where can we find information about the street network plan / transportation master plan?							x
450	Anonymous Attendee 06:54 PM		what is the purpose or end result of this meeting?							x
458	Anonymous Attendee 07:26 PM		in the meeting recording, is the chat captured for public review							x

Q&A:										
445	Dana McBride 06:44 PM		Is there a timeline for extending Suniga and/or Connifer						x	
446	Jessica MacMillan 06:45 PM		Why has there been no mention of the extension of CCR to the east and then south to Mountain Vista?						x	
447	Marilyn Smith 06:46 PM		Are you aware that people who live in Nedrah Acres, Country Club Estates, and on CC between Lemay and Turnberry have only one way to go anywhere and that is to turn onto Country Club Rd.? Without a traffic signal we can't get out of our neighborhood during periods of high traffic(to/from work, school)						x	
449	Devin Craddock 06:50 PM		How many people use the road daily? More on work days or weekends?						x	
456	Marilyn Smith 07:10 PM		Can you put in a traffic signal at Country Club and Lakeview ?						x	
443	Dana McBride 06:26 PM		What is the size of the ROW and is it enough to provide a separated bike path						x	
451	Tom Huibregtse 06:56 PM		Could it be considered to give cyclists an alternative to CCR, e.g, along the canal?						x	
441	Anonymous Attendee 06:04 PM		What is the criteria needed to stop the extension of the Country Club Corridor expansion and prevent all futher growth? Please outline in detail to everyone in this meeting so as residences we have the opportunity to prevent it.							x
442	Anonymous Attendee 06:09 PM		My "I" statement would be, do any of you on the panel live in the impacted area of growth?							x
444	Anonymous Attendee 06:28 PM		is the city going to in act eminent domain to take property needed for road expansions of developments							x
452	Anonymous Attendee 06:58 PM		avoided question with no answer: What is the criteria needed to stop the extension of the Country Club Corridor expansion and prevent all further growth? Please outline in detail to everyone in this meeting so as residences we have the opportunity to prevent it							x
453	Anonymous Attendee 07:00 PM		so what are we suppose to do now with all the semi traffic? most occurs between 7 and 10 nightly. I can't believe the cops aren't aware of it							x
457	Tom Huibregtse 07:15 PM		thanks for hosting this. I've commuted over CCR then to Harmony for 32 years. Please let me know if I can volunteer to help with anything. tomhuib@gmail.com							x
TOTAL				67	91	33	20	134	183	

Mentimeter (Interactive Polling)

What is the one thing you would like to see for Country Club Road in the future? (Question 8)

Keep it quiet and residential
I would love for a roundabout solution to be added at Lemay and Country Club road.
Bicycle Facilities
Having a traffic light on Lemay.
Keep it the same as intended
No Trucks, slow speeds
Safety for pedestrians.
Less traffic, and maintain the residential nature of the area, with no use of existing properties for bike lanes.
Less traffic
not a main thoroughfare for our part of town.
Speed limit and semis both need to be enforced!!!
increased speed limit
Keeping it realistic in regards to future traffic and issues.
Bike lanes and sidewalks
Bike, walkers and runner infrastructure. Connect to other City infrastructure for seamless alternative travel
bicycle lanes, sidewalks, quiet and residential, No semis, trail connectors
Bike lanes and sidewalk
Enforce truck ban and change Google maps so that trucks aren't encouraged to use CC Rd.
less traffic
Better drainage!
Improve safety for by pedestrians, bikes and motorists but maintain existing character as much as possible. Completing the area transportation network is important for this to be successful
Semi truck ban enforced
Widen a tad.
Permanently ban trucks.
More work towards keeping it neighborly, not a throughway, and safer access to the school.
Keep the pastoral nature of the road along the pond
Less traffic in order to maintain the scenic aspect
Reduce the number of cars and trucks driving on it.
the shoulders are too steep and not safe. Adding space for bicycles and pedestrians separated enough from the street
Less traffic
Less traffic and reduced noise from cars and motorcycles. For those of us that have been here for a while, life here is different and I for one am most likely have to move away. Too noisy and crowded.
Alternative routes developed to OFFLOAD CC Road
bike lane
A roundabout at Lemay and Country Club Rd.
New growth and interstate traffic routed away from CCR.
Bicycle lanes
Barricade to monte vista from using this county road
No truck traffic at all, bicycle path and walking/sidewalk accessibility. Keep it a local road to reduce the noise.
Safety for pedestrians and bicyclists, pedestrian crossings, respect for neighbors facing Country Club Road, maintaining character.
Keep the character of neighborhood & add more safety features.
Whatever allows for alternative routes to help minimize the traffic on CCR.
Reduce its role as a collector street
Maintain the beauty along Long's pond.
Do not allow semi trucks.
Safer for pedestrians
Safe quiet exclusive Bike lanes and sidewalks (separate).
It's clear that the city is all round this area -- that is a county area. As the city grows, it has to work more closely with the county to ensure safety.
There's a school right next to this and the road is so dangerous. It's long overdue to make
Reduced traffic
Reduce traffic.
Give bikers an option to CCR....perhaps add a connection to a path along the E/W canal area
I would like to see the road end (or T) at the intersection of Turnberry Rd. This should not be a road to the 4-5 new developments east and north of Turnberry.
Terminate Country Club Road at the Country Club in a Cul De Sac like was done on the Richards Lake Road that no longer goes from HWY 1 to Turnberry Rd.
Reduction of semi/big truck traffic.
Turn it into a pedestrian mall and remove traffic
Bike lanes
Less traffic while maintaining the beautiful scenery
Peace and quiet — maintain neighborhood road that goes by lake
Sidewalks and Bike paths
Fewer massive developments
raised speed limit
Bike lanes. Maybe turn lanes.

Keep it's integrity and keep the semi trucks off.
sidewalks at least from turnberry to longview. It's just dangerous. I have dodged numerous vehicles while walking
Less tragic so it's safe for pedestrians
A more efficient roadway without disturbing the existing homes-difficult to do. Alternative routes need to be focused on to alleviate stress on country club.
Dont make it a main road.
Less traffic
Sidewalks
Less traffic
All forms of transportation, not including semi's , to flow through this are
Traffic signal at Lakeview or Warren.
Less traffic. Bike lane. No truck enforcement.
Less traffic, sidewalks, reduced speed
Reduced volume so that it can be the road it was ... I think if you reduce the speed to the point people won't use it that would be good.
Noon local travel diverted. No semi trucks!!
Sidewalks for pedestrians and bicycles
Semi-proofing travel design
less traffic
less traffic, rerouted onto new roads to developments.
Currently, CCR acts as an arterial road because Google Maps says it is the fastest route from south on I25 to areas in the NW (Red Feather Lakes, Laramie, etc). We need other roads to take that traffic so CCR can be a simple collector road.
NO SEMI truck traffic & lower speeds....my house shakes as they speed by.
Keep it Quiet and residential
Quiet country road. No large truck travel. Speed bumps. Alternative routes for all larger trucks.
Speed bumps
Alternate arteries for traffic and growth so that CCR is NOT the only or ideal connecting roadway
Keep it quiet and residential.
Less traffic and improve safety
Sidewalks and bike lane
Add character and safety to CC Rd along Long Pond using extension over lake for bikes/pedestrians
I would like to see the surrounding development impact fees go to building the street network that will improve this area for everyone
Sidewalks
Reduce non neighborhood traffic.
Add speed bumps.
Speed bumps
Sidewalks!!
speed management
Sidewalk bike lane less traffic
Less traffic
Keep it quiet and residential
Less traffic
Keep quiet and no heavy traffic
speed bumps
Same
Improved safety and alternative routes to CCR to reduce the traffic Lemay overpass has been great. a direct connection from Turnberry to overpass wouldbe fantastic
Safety
Less traffic, bicycle lanes
less traffic
Sidewalk
Less traffic
Traffic light on Lemay and CCR
Keep it the same
Not trucks. Speed HUMPS
Safety for pedestrians
No semis
leave the road as is. create a separate road for the increase traffic
Slowing measures (raised crosswalks)
Better maintained road
Reduce traffic from Montana
Bike and pedestrian lanes to make alternative transportation safer
Fix the drainage problems because they accelerate the deterioration of the road
Less traffic
no speedbumps
Keep it quiet and residential
barcade those monte vista people from usingour county road
Thanks to Larimer County for posting the "no semi" signs. Has helped a lot.
Reduced traffic

Sidewalks

Stop RV access.

Please consider drivers blinded by sun as they come over Ridgecrest. Had lots of near-misses there

Remove the road from an option on google maps to reduce semi and campers

Trail connections

Fewer developments

Side walks

Bicycle lanes

Bike and pedestrian paths

It seems to me that providing an East-West corridor (just north of Suniga, as I recall from your map) should be a priority BEFORE starting new developments !

Less traffic

Reduced traffic

Bicycle lane

Bike/Pedestrian overhang on Long Pond and tree removal along lake for room and views

Build Turnberry and Suniga

No vacation RV traffic

Smaller lanes to slow traffic

Yes Yes Yes, where have you been???

Speed bumps

Band trucks, quiet and residential

Less traffic

crosswalks across CCR east of Lemay

keep the trees

Sidewalks

More safety

Bike lane

Trail connections

More speed control.

No trucks

No speed bumps

No semis!!

Eliminate all HEAVY traffic

More neighborly feel, not thoroughfare

Less traffic

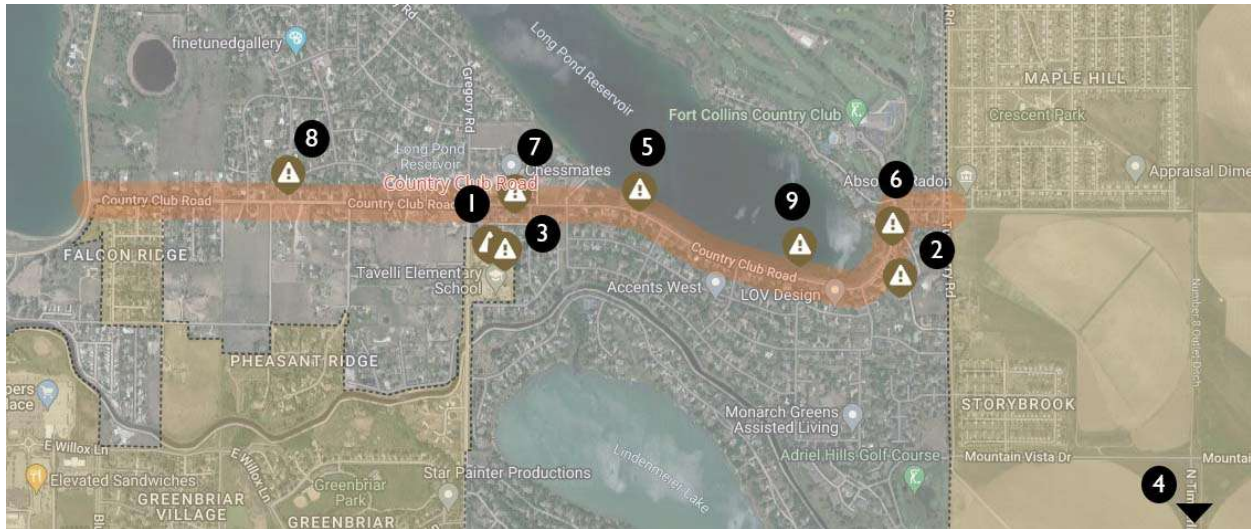
Dedicated safe routes to school

Speed bumps.

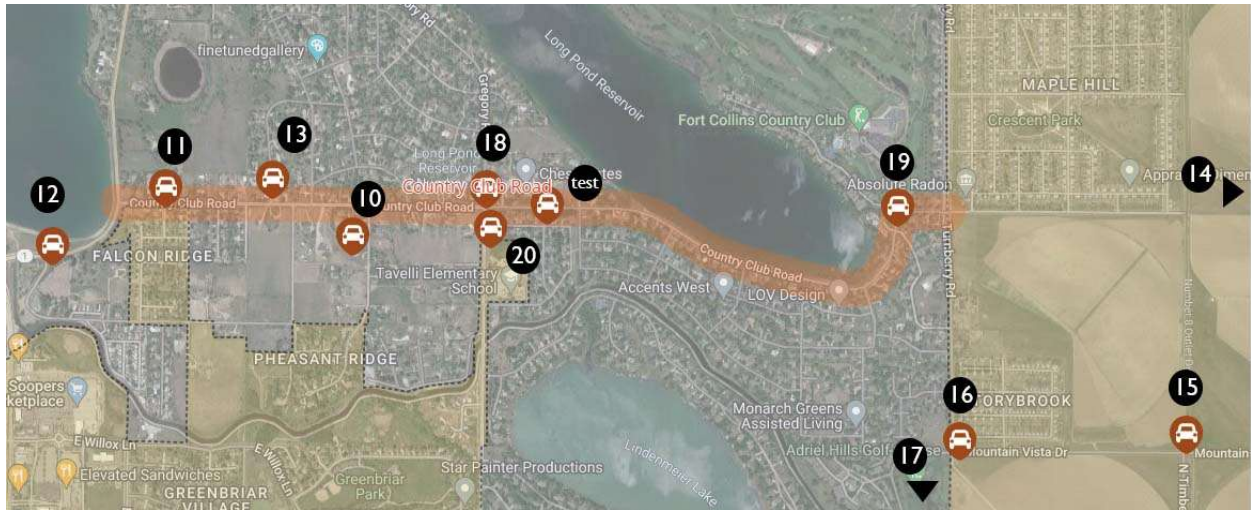
Turnberry south to Vine Dr should be completed before construction of Montava is started.

Extend Turnberry south to Vine Drive.

Appendix D Interactive Web Map - Social Pinpoint

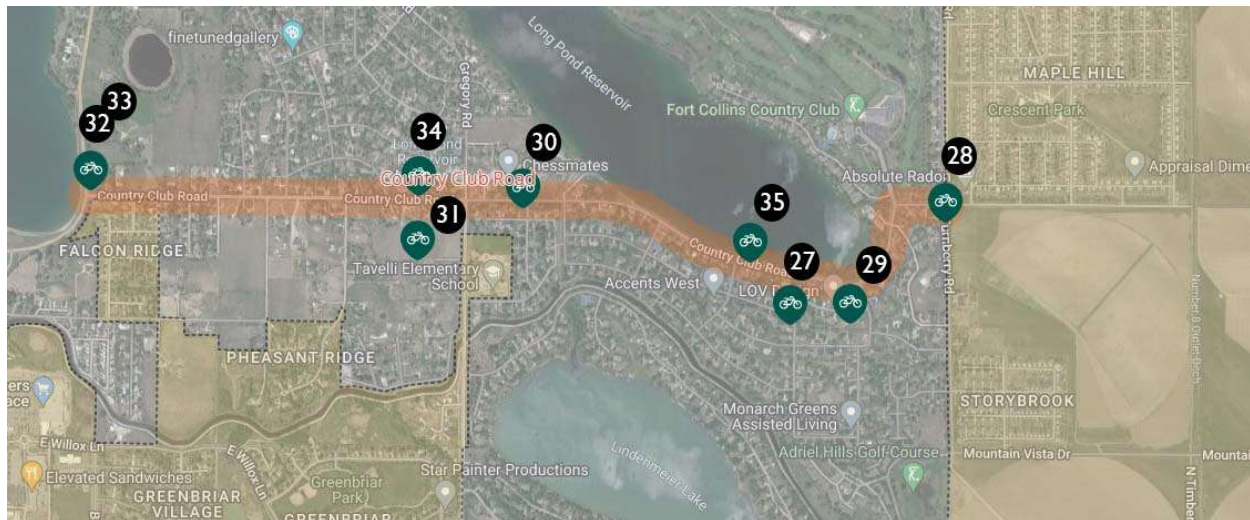


Interactive Map Comments (Social Pinpoint)		Up	Down
#	Safety		
1	About half the folks using the Country Club/Lemay intersection have no clue how a 4-way stop is supposed to work. This intersection also doesn't seem to have the space for a roundabout. A traffic light here will cause big backups, since there doesn't seem to be much space for turn lanes. Unless some of the corner properties can be acquired, this looks like it will be a critical bottleneck.	2	0
2	While there is a cross walk at Lakeview and CCR, I have often experienced cars speeding up, rather than slow down and stop, when I activate the lights.	0	0
3	To many people blow through the 4 way stop..	0	0
4	This is a tricky intersection with the set back due to the RR track. I look forward to its signalization.	0	0
5	This is my house, 1409 Country Club Road. It's on a blind curve, and trucks and cars come by in excess of 50MPH on a regular basis. This month I lost my mailbox and my garbage can to 2 separate vehicle accidents, and this summer had someone sideswipe a parked car in my neighbors yard, then took out the entire front yard of the next neighbor.	1	0
6	It makes me anxious when I see people biking or walking on CCR, especially around the curves, and especially when it's kids going to or from Tavelli (their "neighborhood school") to get home in Maple Hill or beyond.	0	0
7	Lots of speeding as traffic heads east from the 4-way stop. We had somebody crash through our fence, as have the neighbors across the street. We often see tire tracks in the ditch, indicating that many people are driving recklessly down this road.	2	0
8	Bushes at NE corner of Ridgecrest and County Club obscure sight triangle And create risk to vehicles pulling into eastbound lane, as westbound traffic on Country Club comes fast and is hidden below dip to east	0	0
9	Water pooling and becoming ice is problematic along stretch	0	0

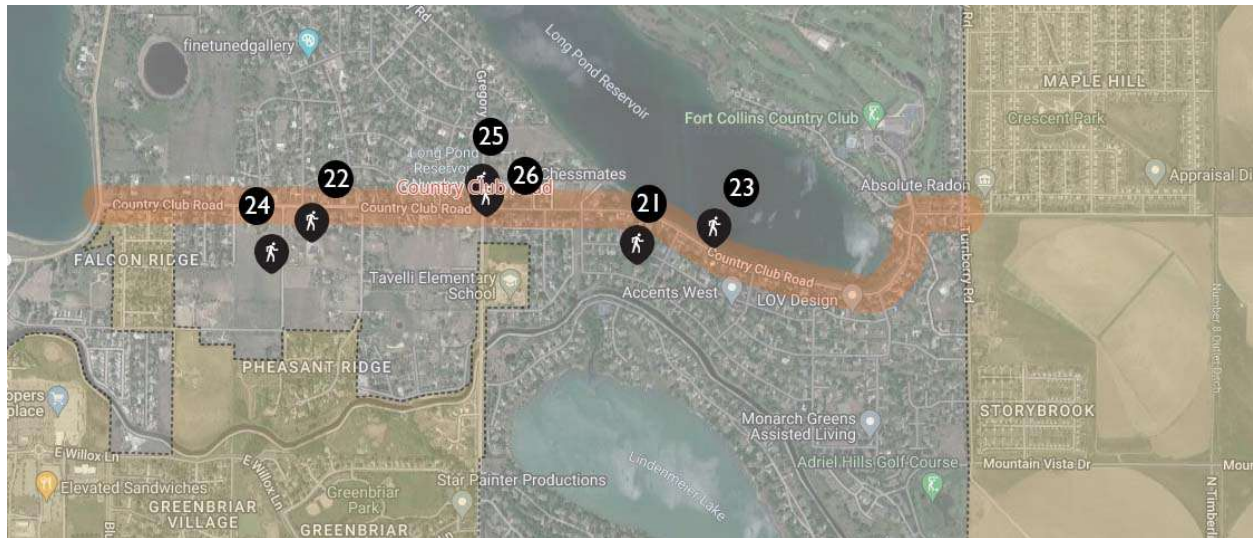


Interactive Map Comments (Social Pinpoint)		Up	Down
#	Traffic		
10	Montava is going to make a huge impact on traffic on Country Club road. Since the North College King Soopers is the most convenient grocery store to the area, many, if not most people from Montava are going to be using Country Club. Further, if Fort Collins does not complete the extensions of Turnberry and Giddings before Montava is built out, a lot of the traffic trying to access downtown Fort Collins is going to end up on Country Club.	2	0
11	As traffic continues to increase during the morning and afternoon rush hour it is impossible to turn on to Country Club heading west from either Ford Lane or Golden Eagle.	0	0
12	Due to the traffic from Country Club and Highway 1 during rush hours it is impossible to get onto Highway 1 from Spaulding Road.	0	0
13	This access is very steep, so it makes it hard to access CC, especially when it is icy. It's also hard to see because you are at an odd angle.	1	0
14	Giddings Rd should be 4 lanes AT LEAST from Richards Lk Rd to Mountain Vista Dr (right down the middle of Montava). I have witnessed A LOT more traffic on Giddings all the way to CR58 because of all the new housing developments in Wellington.	0	0
15	Mountain Vista should be 3-4 lanes from I-25 to Turnberry Rd. Timberline Rd should have a right turn lane onto Mountain Vista Dr, and possibly a 3-way stop once the Montava development starts to fill up.	0	0
16	Turnberry Rd HAS to be extended from Mountain Vista Dr to Suniga Rd, and preferably 3-4 lanes. This would be the BIGGEST alleviation to Country Club Rd. I would definitely use this route instead of Country Club if it was available and I have thought that since I moved here 11 years ago.	0	0
17	Suniga Rd & Turnberry Rd connection is a MUST.	0	0
18	Believe it or not, the fastest route from Salt Lake City to Tulsa Oklahoma is often via Country Club Road. The city, county, and state need to build alternate routes for cross-country traffic!	0	0
19	Sherrel should be improved and promoted as an option to avoid FCC intersection	0	0

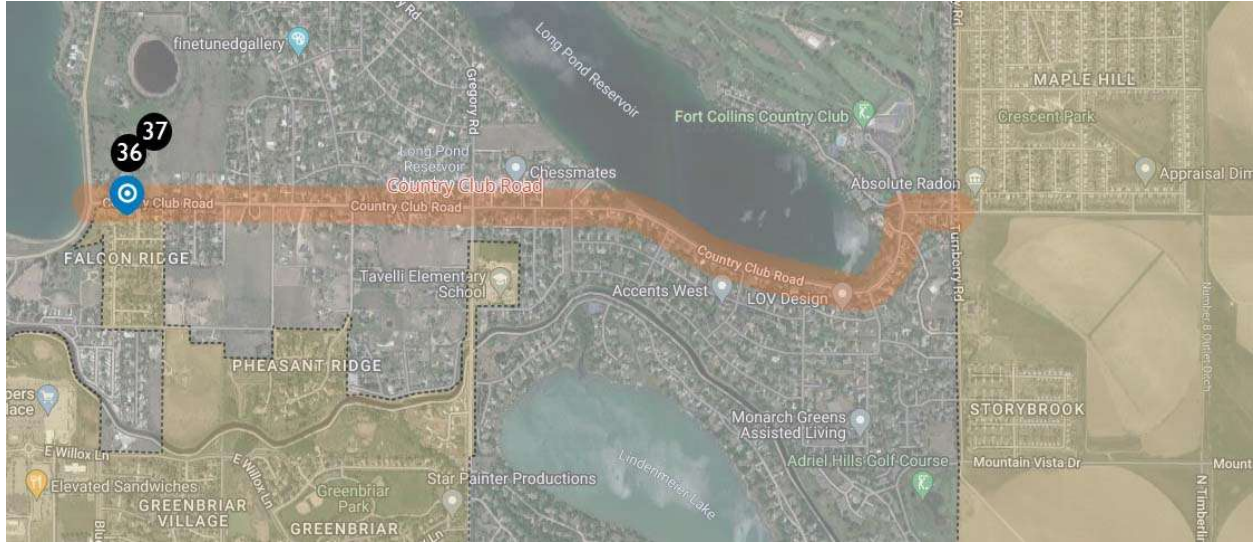
20	It would be good to see a traffic circle here, similar to what is in place at Vine and Taft Hill Road in Fort Collins. This would reduce traffic backups, and the crosswalks before the traffic circle would be useful for students walking to or from Tavelli.	0	0
----	---	---	---



Interactive Map Comments (Social Pinpoint)		Up	Down
#	Biking		
27	Biking can be considered an extreme sport along Country Club.	1	0
28	The northeast neighborhoods are cut off from the rest of the city in terms of bike lanes and sidewalks. Either Turnberry needs to be extended or those features need to be added to Country Club Rd. That would give students at Tavelli Elementary, for example, a way to get to school that doesn't involve getting in a car or risking their lives.	1	0
29	The West section of CCR is now well designed with an ample bike lane on both sides of the street and visible street markings. They could replicate this along the East section.	0	0
30	I've put 10,000 miles on my bicycle commuting to the south end of town from my house on Country Club Road. I pick my route to avoid riding along CCR since it is so dangerous.	1	0
31	Need to ride bike along CC Road to get to bicycle trails	0	0
32	Bicycles do not trigger light to change, resulting in long wait times and either crossing traffic to use cross walk button or wait for vehicles to pull up CLOSE behind you in turn lane.	1	0
33	I agree. I bike to work regularly. My best options have been to stop next to (on the north side) of a car. At times, I've been tempted to wait for a break in traffic and cross against the light.	0	0
34	Shoulder is narrow, soft and steeply sloped such that eastbound cycling up hill from Westview or turning off northern side street is difficult as westbound traffic speeds down hill	0	0
35	Biking is dangerous here. There aren't any bike lanes and the paved shoulder is sometimes as narrow as 18 inches. That puts the biker quite close to cars.	0	0



Interactive Map Comments (Social Pinpoint)		Up	Down
#	Walking		
21	Walking along Country Club road is currently not a safe activity, since there are no sidewalks & the shoulder is pretty narrow in several spots.	1	0
22	Adding sidewalks/bike lanes on Country Club Rd needs to be a priority. There are several houses and neighborhoods that border CC Rd. with children who go to Tavelli Elementary. Having students take the bus because no safe access exists is a waste of resources. Please add sidewalks to CC Rd and Lemay to make walking/biking to school safe for our kids.	4	0
23	I've tried jogging on the shoulder of Country Club Road and it was definitely not a safe experience.	2	0
24	Need to walk either east or west on CC Rd to get from Westview Road to neighborhoods north of CC Rd.	0	0
25	When seeking to cross on foot at this intersection, there is not enough shoulder or protected space to stand and traffic often slows but does not fully stop	0	0
26	Lack of safe ped corridor in either side of Lemay/Lindenmeir south of CC intersection creates risk to anyone on foot approaching intersection; cars don't always recognize painted crosswalk when you're standing in the weeds waiting	0	0



Interactive Map Comments (Social Pinpoint)		Up	Down
#	Other		
36	Do something to truly eliminate semi trucks using this as a cut over. We all know, signs with proposed fines DONT work. Modify the turn lane from Highway 1 so trucks can't head east on Country Club. Or, why isn't there a photo camera installed (Country Club/Hwy 1) to mail the fines/tickets so Truck Company employers know their drivers are not following laws. 2nd speed camera also recommended further East, but before Lemay since this is largest straight non curved road for speeding	2	0
37	The same needs to be done at Turnberry and Country Club! FedEx and Walmart are 2 of the ones I see frequently breaking the law	0	0