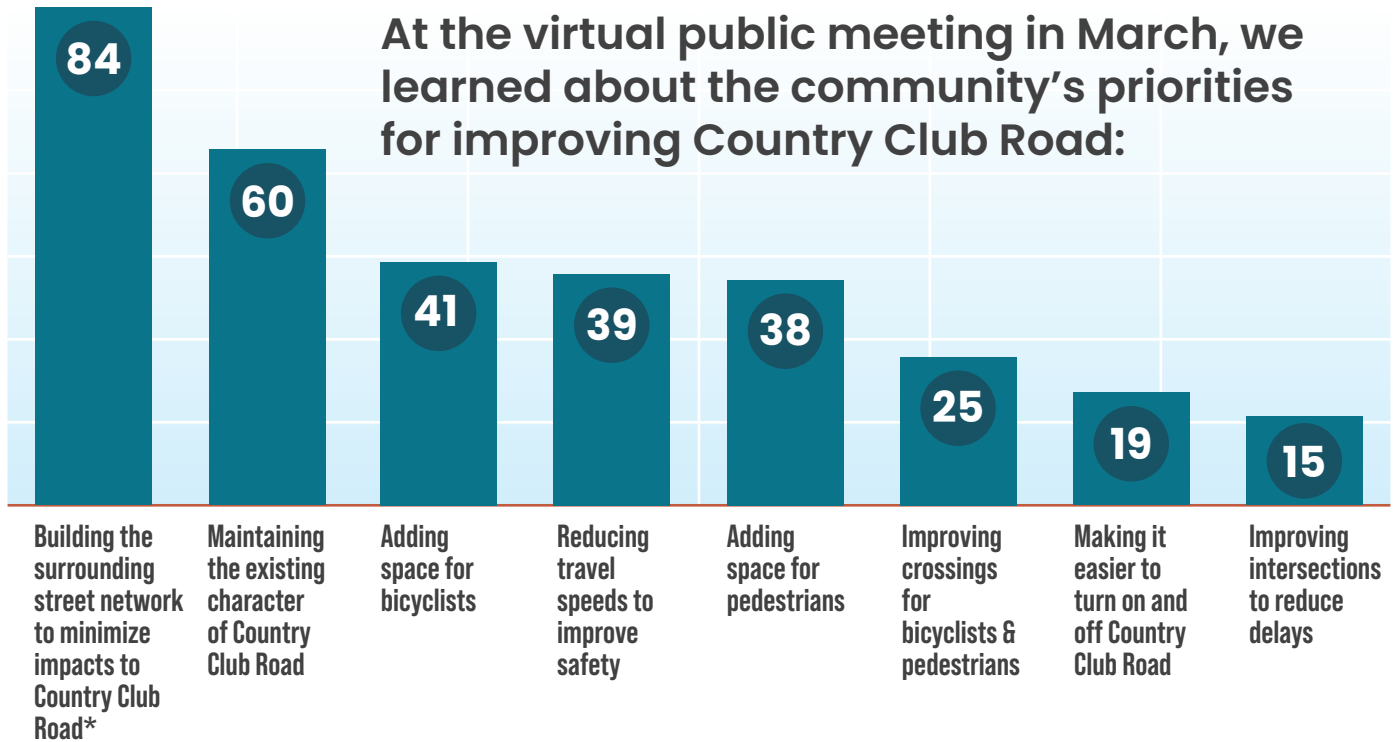


WELCOME

TO THE COUNTRY CLUB ROAD PUBLIC MEETING #2

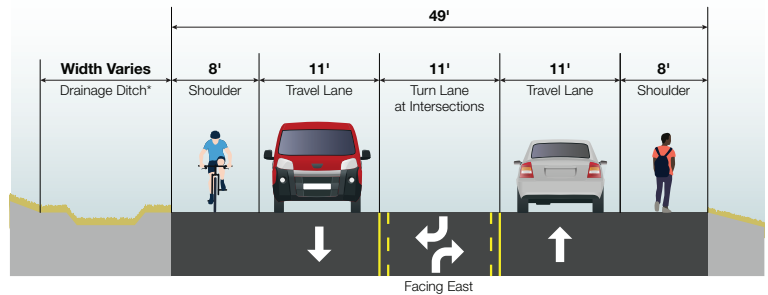
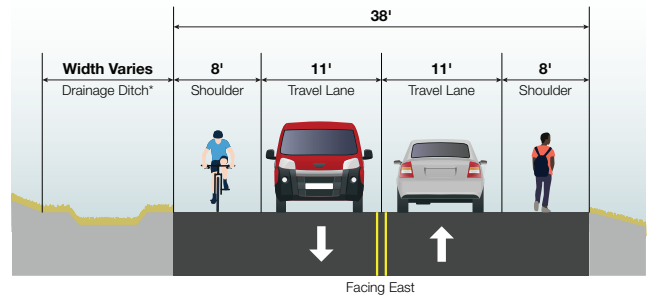


Based on this input, along with a technical analysis of the corridor, the project team has developed four Alternatives for multimodal improvements to Country Club Road. Please:

- ✓ Review the Alternatives,
- ✓ Ask questions,
- ✓ And complete a survey to let us know your preferences.

* Building the surrounding street network to minimize impacts to Country Club Road was the most commonly selected option. However, the timing for extending Turnberry Road and Suniga Road (and other street network improvements) is uncertain and dependent on development. The Country Club Road alternatives focus on multimodal infrastructure improvements along the corridor that will work with or without surrounding street network improvements.

ALTERNATIVE 1: Rural with Minor Enhancements

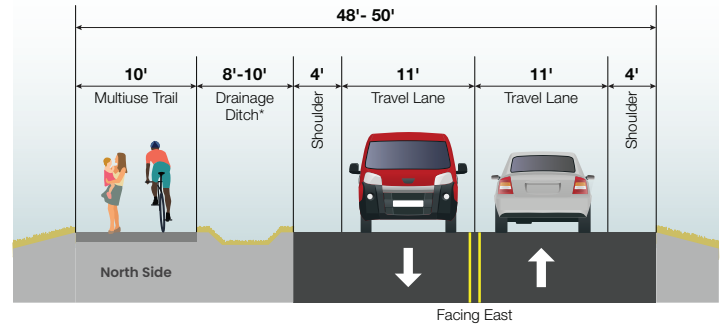


DESCRIPTION/CONSIDERATIONS

- 2-11' Travel Lanes
- 8' Shoulder for Pedestrians and Bicyclists
- Traffic Calming Measures Applied at Several Locations
- Left Turn Lanes Only at Certain Intersections
- Minimal Right-of-Way Impacts
- Traffic Signal at Lemay Avenue/ Gregory Road Intersection

* = Or some form of curb & gutter

ALTERNATIVE 2: 2-Lane with Multiuse Trail (North)

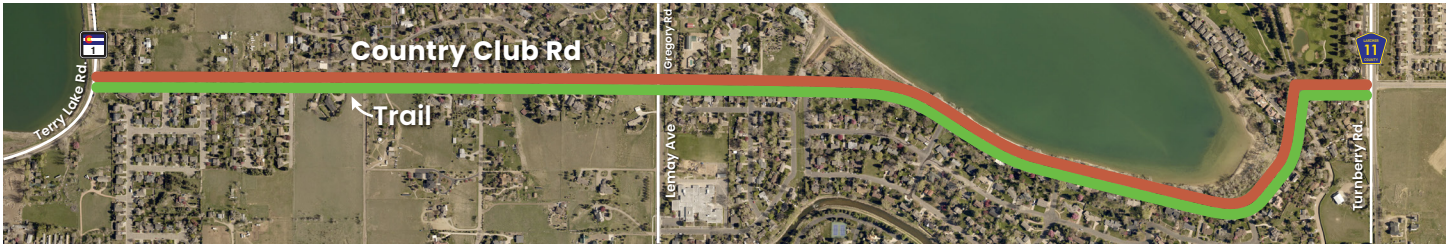


DESCRIPTION/CONSIDERATIONS

- 2-11' Travel Lanes
- 4' Shoulder; Space for Confident Bicyclists
- 10' Multiuse Trail (North Side) for Pedestrians and Bicyclists
 - Separated from Country Club Road by Landscape Buffer
- Several Locations for Residents to Cross Country Club Road to Access the Multiuse Trail
- Traffic Calming Measures Applied at Several Locations
- Some Right-of-Way Impacts
- Roundabout at Lemay Avenue/ Gregory Road Intersection

* = Or some form of curb & gutter

ALTERNATIVE 3: 3-Lane with Multiuse Trail (South)



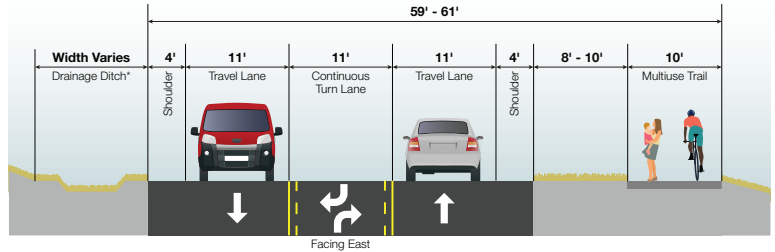
Chicane



Raised Crosswalk



Multiuse Trail



DESCRIPTION/CONSIDERATIONS

- 2-11' Travel Lanes
- 11' Center 2-way Left Turn Lane
- 4' Shoulders; Space for Confident Bicyclists
- 10' Multiuse Trail (South Side) for Pedestrains and Bicyclists
 - Separated from Country Club Road by Landscape Buffer
- Several Locations for Residents to Cross Country Club Road to Access the Multiuse Trail
- Traffic Calming Measures Applied at Several Locations
- Traffic Signal at Lemay Avenue/ Gregory Road
- Larger Right-of-Way Impacts

* = Or some form of curb & gutter

ALTERNATIVE 4: Collector Street Standard



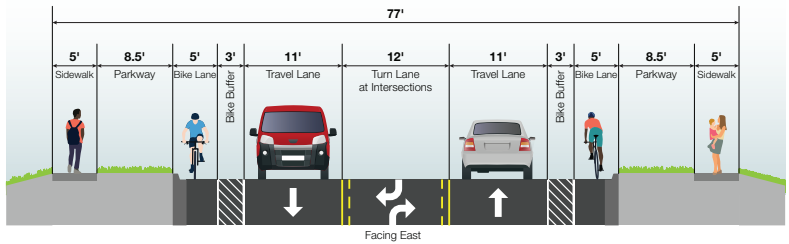
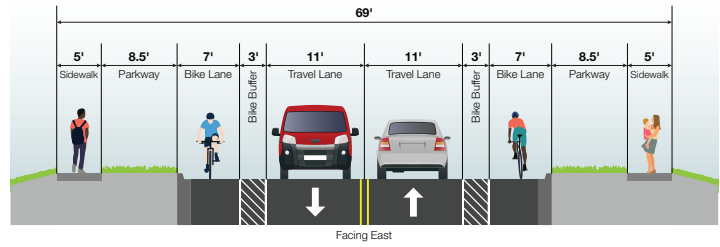
Street with Bike Lanes



Traffic Calming Median



Entry Feature



DESCRIPTION/CONSIDERATIONS

- 2-11' Travel Lanes
- 7' Bike Lanes - Both Directions
- 5' Sidewalks - Both Directions Separated by 8.5' Parkway
- Left Turn Lanes Only at Certain Intersections
- Traffic Calming Measures Applied at Several Locations
- Roundabout at Lemay Avenue/ Gregory Road Intersection
- Largest Right-of-Way Impacts

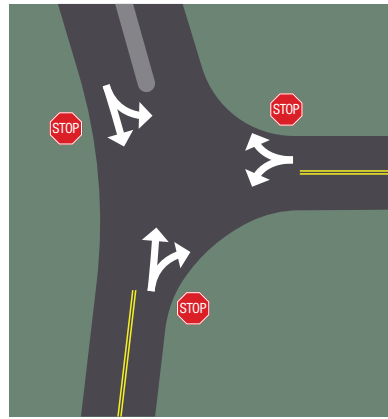
Country Club Road/Fort Collins Country Club Access INTERSECTION ALTERNATIVES

PROBLEM STATEMENT: The main movements (westbound left turn and northbound right turn) are required to stop at all times

OBJECTIVE: Reduce stopping and vehicle delay; discourage large vehicles from using Country Club Road

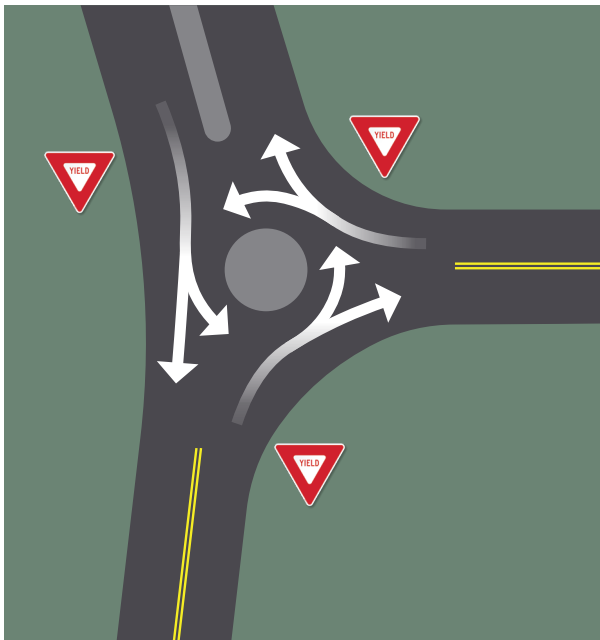
EXISTING

ALL-WAY STOP

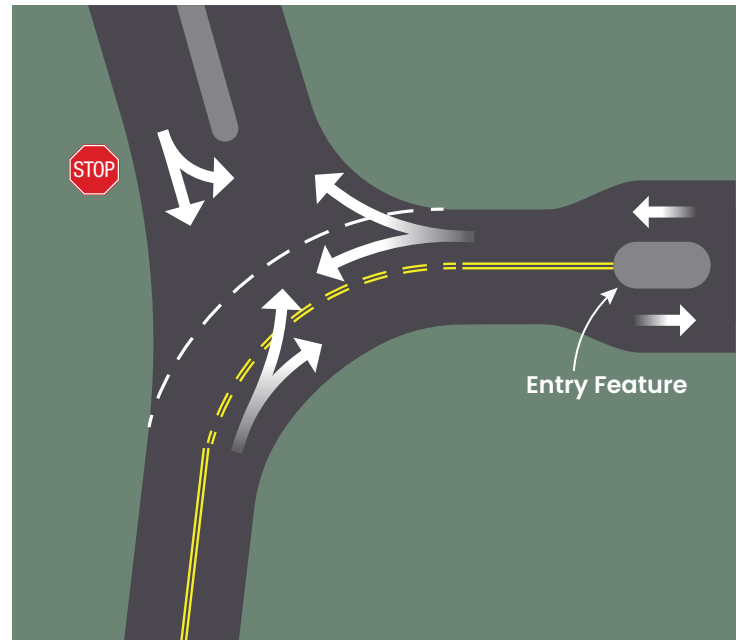


ALTERNATIVES

MINI-ROUNDBABOUT



SOUTHBOUND ONLY STOPS



COUNTRY CLUB ROAD: Trail Alignment



Multiuse Trail



Multiuse Trail

TRAIL LOCATION CONSIDERATIONS

- **Public Intersections Along Country Club Road**
 - North Side = 5
 - South Side = 12
- **Private Driveways Along Country Club Road**
 - North Side = 35
 - South Side = 57
- **North Side Trail is Adjacent Long Pond; May be More Aesthetically Pleasing**
- **South Side Trail Has More Driveways and Public Streets to Cross = More Potential Vehicle/Pedestrian/Bicyclist Conflicts**
- **South Side Trail Will Be Easier for More People to Access**

THANK YOU FOR YOUR INPUT!

NEXT STEPS

Your input will be used, in combination with a technical evaluation, to develop the Preferred Alternative for Country Club Road improvements that will be presented at a future public meeting.

The technical evaluation will consider:

- ✓ Safety and operations for all travel modes (driving, bicycling, walking)
- ✓ Design and construction costs
- ✓ Right of way impacts
- ✓ Implementation timing

The third and final public meeting is anticipated to occur in late June. We will seek your feedback on the Preferred Alternative for Country Club Road.

