



**File/Record Number: 45**

**From:** Marcus Weiland <reply-to+c14dc43f6c4a@crm.wix.com>  
**Sent:** Tuesday, August 23, 2022, 4:24 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Marcus Weiland** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Marcus Weiland

Email: [marcus.h.weiland@gmail.com](mailto:marcus.h.weiland@gmail.com) Subject: My property

Message: I have reviewed the plans and it looks as though the county will attempt to take about 1/3 of my property. When do you plan on speaking to homeowners for their input. You will be cutting into land that is frequented by Pronghorn and Deer.

Add me to the project mailing list.: Checked

Response 00/00/22

Dear Marcus Weiland:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences, particularly your concerns regarding the County attempting to take one-third of your property, collection of homeowner input, and the protection of wildlife. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Your specific concerns are addressed below:

- El Paso County attempting to take one-third of homeowner's property: Existing platting, as well as right-of-way reservations and utility easements were considered in laying out the proposed roadway alignment and typica section. As a result, the need to acquire right-of-way was avoided or minimized. If additional right-of-way is required, property acquisition will comply with federal and state requirements, including the Uniform Relocation assistance and real Property Acquisitions Policy Act of 1970 (Uniform Act). The Uniform Act is a federal law that was enacted to assure fair and equitable treatment of property owners and persons displaced by project that utilize federal funds for any part of the project.
- Collection of homeowner/stakeholder input: The comments from the plan will be part of the permanent record from this effort. They will be available for review when the document is in its final stages.
- Wildlife protection for pronghorn and deer: Wildlife in a transportation project footprint is protected by Colorado law under Senate Bill 40. Under SB 40 roadway impacts to three key classifications of fish and wildlife and their habitats need to be assessed. An SB40 assessment will be conducted to support environmental clearances and preliminary and final design for the project. If potential impacts are identified, sensitive species will be protected. Large game and wildlife crossings and, riparian and aquatic species will be assessed. Identified mitigation will be included in the preliminary and final design of the project.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

Tracked: Y

**File/Record Number: 46**

**From:** Bruce <reply-to+5ff43efb5fa8@crm.wix.com>  
**Sent:** Wednesday, August 24, 2022, 2:17 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Bruce** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Bruce  
 Email: [bs3johnson@aol.com](mailto:bs3johnson@aol.com) Subject: Briargate- Stapleton  
 Message: Trying to review the plan and I got this page  
 Add me to the project mailing list.: Checked

**Response 06/19/23**

Dear Bruce:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences. We are sorry you had issues accessing the project plans. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Please access our comprehensive website at: <https://www.briargate-stapleton.com/>. There you will find links to all project and project-related documents in the following categories:

**Related Planning Studies:** Click "Learn More" to access the studies.

**Briargate Stapleton Project Documents:** Click "Learn More" to access the project documents.

**Study Area Development Plans:** Click "Learn More" to access the development plans.

Please note that the roadway design will not be finalized until all public and stakeholder input has been considered. The timeline for construction has not yet been identified. At this point only the study has been funded. The study will set the alignment, typical roadway section, and access control plan for the corridor that will be used for right-of-way preservation through the County's development review process.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner

**Tracked: Y**



**File/Record Number: 47**

**From:** Earl & Angela Alfrey <reply-to+08cf5f6d5efc@crm.wix.com>  
**Sent:** Tuesday, August 23, 2022, 7:35 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Earl & Angela Alfrey** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Earl & Angela Alfrey Email: [opaoma@alfrey.org](mailto:opaoma@alfrey.org)

Subject: Signal lights/roundabouts

Message: Our home is being built at 7781 Rannoch Moor Way. We access our home via Lochwinnoch Lane. We would beg the planners to opt for a roundabout at the Briargate/Lochwinnoch Lane intersection opposed to a traffic signal light. The noise generated at a traffic light is greater due to the ever present idling cars with noisy engines. A traffic light will not necessarily slow traffic where a roundabout will. The pollution caused with stopped traffic at an intersection is far greater than traffic moving through a roundabout. A traffic light will ruin the dark skies and quiet, peaceful atmosphere of our bucolic subdivision.

PLEASE, PLEASE opt for roundabouts through Highlands Park subdivision.

Add me to the project mailing list.: Checked

**Response 06/19/23**

Dear Earl and Angela Alfrey:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences, including your that that the full-access Briargate/Lochwinnoch Lane intersection be a roundabout rather than a signalized intersection. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Traffic control (roundabout or signalized intersection) for future full-access corridor intersections will be determined as a part of future preliminary and final design for the project. The selection of either alternative will be based on considerations including preserving principal arterial corridor function, intersection traffic operations, safety of all users, as well as compatibility with adjacent land uses.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

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We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 48**

**From:** Tony Hicks <reply-to+4802ced5f914@crm.wix.com>  
**Sent:** Wednesday, August 24, 2022, 2:05 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Tony Hicks** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Tony Hicks

Email: [tony.hicks@att.net](mailto:tony.hicks@att.net)

Subject: Impact of this development on Highland Park Subdivision Message: I request that the 9650 Vollmer Road NOT TO BECOME COMMERCIAL. It will be devastating to us and our life. We are older and came here for peace and tranquility to spend the rest of our life here. It will destroy our dreams and add so much more crimes to this area. Please do not take away our retirement, dreams, and sanctuary. We worked all of life for this. Please keep it RR-5 as it is now. PLEASE IF YOU HAVE A KIND AND CARING HEART. We are utmostly grateful of your consideration to our request.

Add me to the project mailing list.: Checked

**Response 06/19/23**

Dear Tony Hicks:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences, including your preference to keep 9650 Vollmer Road free of commercial development. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Zoning is outside the scope of this study. The current zoning in the area stems from actions taken from 2016 through 2021. There have been no new updates to permitted land uses within the Vollmer Road area since that time. The current uses and development are within the adopted zoning regulation for El Paso County in the project area. There are several zoning classifications in the project area that include residential and commercial uses. The conceptual design and access control for the roadway corridor is consistent with currently adopted zoning. Please contact El Paso County Planner of the Day at 719-520-6944 for more information about study area zoning and permitted land uses. The conceptual design follows the currently adopted zoning regulations. Please contact El Paso County with specific questions at the *Planner of the Day* at 719-520-6944 for more information about study area zoning and permitted land uses.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

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We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner

Tracked: Y

File/Record Number: 48a

**From:** Keith Holcomb <reply-to+e94c82aded58@crm.wix.com>  
**Sent:** Friday, April 8, 2022, 3:55 PM  
**To:** Paz de Araujo, Maureen A. <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Keith Holcomb** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

**Message Details:**

Name: Keith Holcomb

Email: [keithandsusan@comcast.net](mailto:keithandsusan@comcast.net)

Subject: -

Message: -

Add me to the project mailing list.: Checked

Response 06/19/23 N/A Duplicate. See response in record 49b

Tracked: Y

**File/Record Number: 49b**

**From:** Keith Holcomb <reply-to+8add5a7f5b72@crm.wix.com>  
**Sent:** Thursday, August 25, 2022, 11:00 AM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Keith Holcomb** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

**Message Details:**

Name: Keith Holcomb

Email: [keithandsusan@comcast.net](mailto:keithandsusan@comcast.net) Subject: -

Message: -

Add me to the project mailing list.: Checked

**Response 06/19/23**

Dear Keith Holcomb:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

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We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 50**

**From:** Rick Davis <reply-to+55bafb190bf3@crm.wix.com>  
**Sent:** Thursday, August 25, 2022, 12:43 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Rick Davis** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Rick Davis

Email: [rsd1992@sbcglobal.net](mailto:rsd1992@sbcglobal.net) Subject: Long Term schedule

Message: Is there a current long term schedule published? When does the planning phase end, construction begin/end per segment, project completion date, etc.? Thx

Add me to the project mailing list.: Checked

**Response 06/19/23**

Dear Rick Davis:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences, including your interest in reviewing a project schedule. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Please access our comprehensive website at: <https://www.briargate-stapleton.com/>. There you will find links to all project and project-related documents in the following categories:

- **Related Planning Studies:** Click "Learn More" to access the studies.
- **Briargate Stapleton Project Documents:** Click "Learn More" to access the project documents.
- **Study Area Development Plans:** Click "Learn More" to access the development plans.

Please note that the roadway design will not be finalized until all public and stakeholder input has been considered.

The timeline for construction has not yet been identified. At this point only the study has been funded. The study will set the alignment, typical roadway section, and access control plan for the corridor that will be used for right-of-way preservation through the County's development review process.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 51a**

**From:** Tricia Trifilo <reply-to+3bddd74628c2@crm.wix.com>  
**Sent:** Friday, August 26, 2022, 8:09 AM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Tricia Trifilo** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Tricia Trifilo Email: [trtrifilo@gmail.com](mailto:trtrifilo@gmail.com)

Subject: Briargate\_Blackforest phase 1

Message: Our property is on the corner of Briargate Pkwy/Black Forest. We are concerned about the reach onto our property, sound barriers, and wildlife flow.

Add me to the project mailing list.: Checked

Response 06/19/23

**Duplicate submitter. But responding to both emails as they address different concerns. See 51b.**

Dear Tricia Trifilo:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences, particularly your concerns about the project's reach onto your property, the need for sound barriers, and the protection of ` corridors. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Your specific concerns are addressed below.

The project's reach on property on the corner of Briargate Parkway and Black Forest Road:

Right-of-way and utility easements for the ultimate Briargate Parkway roadway section were reserved or dedicated as part of final plats in this reach of the corridor so minimal if any right-of-way acquisition should be required. If additional right-of-way is required, property acquisition will comply with federal and state requirements, including the Uniform Relocation assistance and real Property Acquisitions Policy Act of 1970 (Uniform Act). The Uniform Act is a federal law that was enacted to assure fair and equitable treatment of property owners and persons displaced by project that utilize federal funds for any part of the project.

Sound barriers to buffer traffic noise:

A noise study will be conducted to support environmental clearances and preliminary and final design for the project. The study will determine whether noise sensitive receivers (residences, outdoor active use areas, etc.) will be impacted by noise because of the proposed project. If noise impacts are identified, then noise wall mitigation will be evaluated to determine whether it would be reasonable (cost versus receivers impacted), feasible (are many openings in the noise wall required to provide property access - through which noise could travel? Are there receivers located high above the roadway so that an excessively tall wall would be required?), and effective (would noise wall mitigation achieve a noise reduction of 5dBA or more?).

Protection of wildlife corridors:

Wildlife in a transportation project footprint is protected by Colorado law under Senate Bill 40. Under SB 40 roadway impacts to three key classifications of fish and wildlife and their habitats need to be assessed. An SB40 assessment will be conducted to support environmental clearances and preliminary and final design for the project. If potential impacts are identified, sensitive species will be protected. Large game and wildlife crossings and, riparian and aquatic species will be assessed. Identified mitigation will be included in the preliminary and final design of the project.



As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Please note, I will respond separately to the concerns you raise in your September 16 email that are not addressed here.

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

Tracked: Y





**File/Record Number: 51b**

**From:** Patricia Mary Trifilo <reply-to+0bc4364ce806@crm.wix.com>  
**Sent:** Friday, September 16, 2022, 11:58 AM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Patricia Mary Trifilo** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Patricia Mary Trifilo Email: [trtrifilo@gmail.com](mailto:trtrifilo@gmail.com) Subject: Briargate parkway

Message: I live at the northeast corner of Blackforest and Briargate parkway. I am aware of the 4 lane parkway proposed. I do not want this extended to 6 lanes. While an important corridor, that increase would greatly devalue my property. I feel it is the planners and developers' responsibility to keep the population density limited and not just extend growth and resources beyond what is proposed. The second item is the sound barrier which is to be "considered later". With the study it shows that backyard conversation at my house and yard would be difficult if 6 feet apart as one might when sitting around a table or couch in the backyard. I think barriers should go up as the parkway is built.

Add me to the project mailing list.: Checked

Response 00/00/22 **Duplicate submitter/ respond to both emails to address different concerns. See 51a.**

Dear Patricia Mary Trifilo:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences, including your opposition to expansion of the roadway from four lanes to six because it may devalue your property and your comment that planners and developers should be responsible for limiting population density. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Your specific concerns are addressed below:

Do not allow the proposed four-lane roadway to expand to six lanes as it would lower property values:

The planned roadway section for the and Briargate Parkway-Stapleton Road is 4 travel lanes and includes a 12-foot-wide bicycle trail located along one side of the roadway that is separated from the roadway by a utility corridor, as well as a six-foot-wide sidewalk located on the opposite side of the roadway that is separated from the travel lanes by 15.5 feet. A grade-separated non-vehicular crossing is also planned where the County's regional trail will cross the roadway just east of Sterling Ranch. There are no plans to widen to a six-lane section.

Planners and developers should be responsible for limiting population density: The current zoning in the area, that governs residential development densities, stems from actions taken prior to and between 2016 through 2021. There have been no new updates to permitted land uses within the Black Forest and Vollmer Roads area since that time. The current uses and development are within the adopted zoning regulation for El Paso County in the project area. There are several zoning classifications in the project area that include residential and commercial uses. The conceptual design and access control for the roadway corridor is consistent with currently adopted zoning. Please contact El Paso County Planner of the Day at 719-520-6944 for more information about study area zoning and permitted land uses. The conceptual design follows the currently adopted zoning regulations. Please contact El Paso County with specific questions at the Planner of the Day at 719-520-6944 for more information about study area zoning and permitted land uses.

Sound barriers to buffer traffic noise: <<Maureen: Please copy your response from record 51a above.>> >>

Noise barriers in Colorado are common in urban areas along high-speed, heavily traveled Interstate highways, where the criteria are met. Noise barriers are relatively rare along city streets. Barriers typically provide noise reduction benefit for the first row of (closest) receptors and minimal benefit to other receptors behind them. The Briargate-Stapleton corridor is not expected to be funded with state or federal highway funds and will utilize local funds for construction and will not meet the threshold for the sound barriers that are typical in federal aid projects.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

Tracked: Y



**File/Record Number: 52**

**From:** Fabricio Coella <reply-to+2eac02967ee2@crm.wix.com>  
**Sent:** Saturday, August 27, 2022, 11:03 AM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Fabricio Coella** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Fabricio Coella

Email: [frcolella@hotmail.com](mailto:frcolella@hotmail.com)

Subject: Segment 5

Message: We would like to oppose segment 5 to be used for commercial zoning.

Add me to the project mailing list.: Unchecked

**Response 06/20/23**

Dear Fabricio Coella:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences, including your opposition to commercial zoning in Segment 5. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Zoning is outside the scope of this study. The current zoning in the area stems from actions taken from 2016 through 2021. There have been no new updates to permitted land uses within the Vollmer Road area since that time. The current uses and development are within the adopted zoning regulation for El Paso County in the project area. There are several zoning classifications in the project area that include residential and commercial uses. The conceptual design and access control for the roadway corridor is consistent with currently adopted zoning. Please contact El Paso County Planner of the Day at 719-520-6944 for more information about study area zoning and permitted land uses. The conceptual design follows the currently adopted zoning regulations. Please contact El Paso County with specific questions at the *Planner of the Day* at 719-520-6944 for more information about study area zoning and permitted land uses.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

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We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 53a**

**From:** Greg Martin <reply-to+09fde9d303fc@crm.wix.com>  
**Sent:** Monday, August 29, 2022, 8:35 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Greg Martin** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

**Message Details:**

Name: Greg Martin

Email: [gregmartin9460@gmail.com](mailto:gregmartin9460@gmail.com) Subject: Briargate-stapleton Message: -

Add me to the project mailing list.: Checked

Response 00/00/22 **N/A Duplicate. See response in 53b.**

**Tracked: Y**

**File/Record Number: 53b**

**From:** Greg Martin <reply-to+d766f158c399@crm.wix.com>  
**Sent:** Monday, August 29, 2022, 8:37 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Greg Martin** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

**Message Details:**

Name: Greg Martin

Email: [gregmartin9460@gmail.com](mailto:gregmartin9460@gmail.com)

Subject: Briargate-stapleton

Message: Want to be updated

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Greg Martin:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 54**

**From:** Steve Kinder <reply-to+7174aabb54@crm.wix.com>  
**Sent:** Monday, August 29, 2022, 8:34 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Steve Kinder** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

**Message Details:**

Name: Steve Kinder

Email: [steve.kinder@hotmail.com](mailto:steve.kinder@hotmail.com)

Subject: Briargate-stapleton preservation

Message: -

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Steve Kinder:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

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We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**





File/Record Number: 55 **RESPONSE CAME BACK \_ BAD EMAIL ADDRESS**

**From:** Lisa Buchanan <reply-to+01c5a79e569d@crm.wix.com>  
**Sent:** Tuesday, August 30, 2022, 7:29 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

Lisa Buchanan just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

### Message Details:

Name: Lisa Buchanan

Email: [all6bucs@peoplescom.net](mailto:all6bucs@peoplescom.net)

Subject: -

Message: -

Add me to the project mailing list.: Checked

### Response 06/20/23

Dear Lisa Buchanan:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

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We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 56**

**From:** Priscilla Buchanan <reply-to+d75fa2a6e074@crm.wix.com>  
**Sent:** Tuesday, August 30, 2022, 9:10 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Priscilla Buchanan** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Priscilla Buchanan

Email: [prissybuchanan@gmail.com](mailto:prissybuchanan@gmail.com)

Subject: Highland Park Neighborhood

Message: Good evening, my mother-in-law, my husband, and I are building a home in Highland Park Filing 3. This is our forever home, and we look forward to living there for a long time. We knew about Briargate coming through but did not foresee the zoning changing east of us from 5 acre lots to 400+ homes. It is extremely sad to see the land preserved so beautifully to a dump of homes. It will change the area completely, and I hope that this letter is heard. We highly hoped that this area would have roundabouts as well as Briargate came through to continue the feel of tidiness and elegance of a beautiful neighborhood. We have children that play in our cul-de-sac, as well as friends on the north end of Highland Park, while we are on the south end. The roundabouts would slow down traffic to protect our children while crossing and keep them safer from high speeds. A speed limit sign does not slow anyone down, unless they choose to obey the law. But a roundabout would help ensure that drivers do slow down as they come through our neighborhood that is well kept, beautiful, and has been expensive to build. We desire orderliness, and beauty in our area, and this development would completely destroy that with saddened hearts.

Please hear the community, and give us the 5 acre zonings, roundabouts, and plenty of trees to buffer and protect our neighborhood.

Thank you very much!

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Priscilla Buchanan:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences, including your concerns related zoning, roundabouts and traffic calming and speed control. Your input, which has been heard and recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Your specific concerns expressed are addressed below:

**Prefer 5-acre zoning:** Zoning is outside the scope of this study. The current zoning in the area stems from actions taken from 2016 through 2021. There have been no new updates to permitted land uses within the Vollmer Road area since that time. The current uses and development are within the adopted zoning regulation for El Paso County in the project area. There are several zoning classifications in the project area that include residential and commercial uses. The conceptual design and access control for the roadway corridor is consistent with currently adopted zoning. Please contact El Paso County Planner of the Day at 719-520-6944 for more information about study area zoning and permitted land uses. The conceptual design follows the currently adopted zoning regulations. Please contact El Paso County with specific questions at the Planner of the Day at 719-520-6944 for more information about study area zoning and permitted land uses.

**Prefer use of roundabouts to reduce speeds:** Traffic control (roundabout or signalized intersection) for future full-access corridor intersections will be determined as a part of future preliminary and final design for the project. The selection of either alternative will be based on considerations including preserving principal arterial corridor function, intersection traffic operations, safety of all users, as well as compatibility with adjacent land uses.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be

presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

Tracked

**File/Record Number: 57**

**From:** LJ <reply-to+88960fba6cec@crm.wix.com>  
**Sent:** Wednesday, August 31, 2022, 5:57 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

LJ just submitted your form: Contacts Form  
on [briargate-stapleton](#)

**Message Details:**

Name: LJ

Email: [lilyadkins11@yahoo.com](mailto:lilyadkins11@yahoo.com)

Subject: -

Message: -

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear LJ:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**

**File/Record Number:** 58

**From:** Kylie <reply-to+2d7e4cf60042@crm.wix.com>  
**Sent:** Thursday, September 8, 2022, 7:41 AM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

Kylie just submitted your form: Contacts Form  
on [briargate-stapleton](#)

### Message Details:

Name: Kylie

Email: [kylie.stark@beakira.com](mailto:kylie.stark@beakira.com) Subject: Your Website

~~Message: Hi, my name is Kylie from Beakira—I have just looked over your WIX built website, and I am certain that we can get your website onto Page One of Google, Yahoo and Bing right away + LOTS and LOTS of new customers! Visit [www.b-akira.com](http://www.b-akira.com) for more details, or as your website is built through WIX you can even receive a very special 50% off our Yearly Page One Plan right now, today, at [www.b-akira.com/11yearsexclusive.html](http://www.b-akira.com/11yearsexclusive.html)—Let me know asap, Kylie~~

~~Add me to the project mailing list.: Unchecked~~

Response 00/00/22 N/A. Not a stakeholder. Solicitation for website services.

Tracked: Y

**File/Record Number: 59**

**From:** Gene Robinson <reply-to+815cdbd98d03@crm.wix.com>  
**Sent:** Thursday, September 8, 2022, 4:32 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Gene Robinson** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

**Message Details:**

Name: Gene Robinson

Email: [songdogsniper@gmail.com](mailto:songdogsniper@gmail.com)

Subject: Mail List

Message: Add to mail list

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Gene Robinson:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

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We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**



**File/Record Number: 60**

**From:** P. Kevin McGrath <reply-to+ba18c5d1ee61@crm.wix.com>  
**Sent:** Tuesday, September 13, 2022, 12:52 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**P. Kevin McGrath** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: P. Kevin McGrath Email: [pkmod22@yahoo.com](mailto:pkmod22@yahoo.com)

Subject: Briargate-Stapleton Road Development

Message: I have questions about the layout of the road, specifically where it is directly behind my house, 10953 Caverhill Drive, in Falcon, just east of "The Ranch" housing development. Who would I see to get more information about what will be done west of Towner before the power line right-of-way? I understand there may be a deadline of some sort this week? for comments about the roadway? Thank you - Kevin McGrath 719-688-8913.

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Kevin McGrath:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences, particularly your concerns related to the project location, project impacts to residents west of Towner Avenue, access to information, and the deadline for public comments. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Your specific concerns are addressed below:

- Where is the proposed roadway located in relation to 10953 Caverhill Drive, Falcon? [The selected roadway alignment curves at the existing Towner Ave./Stapleton Dr. intersection approximately 4,000 feet south before continuing west. The curve would be completed, with the roadway extending north-south is completed east of 10953 Caverhill Drive.](#)
- How does the project affect residents west of Towner Avenue? [As noted, the selected roadway alignment curves at the existing Towner Ave./Stapleton Dr. intersection approximately 4,000 feet south before continuing west. This proposed alignment is intended to avoid impacts to properties on the west side of Towner Avenue and is consistent with planning for The Ranch development.](#)
- To access project documents and plans, please go to the project homepage [Corridor Study | Briargate-Stapleton Project for Mobility](#) and click "Project Resources" along the top banner. This will bring you to links to all project and project-related documents in the following categories:
  - **Related Planning Studies:** Click "Learn More" to access the studies.
  - **Briargate Stapleton Project Documents:** Click "Learn More" to access the project documents.
  - **Study Area Development Plans:** Click "Learn More" to access the development plans.
- What is the deadline to submit comments? The "deadline for public comment was September 30 ,2022; however, comments continue to be facilitated and tracked vis the website comment form and comment map. After a pause, the Corridor Preservation Plan and Access Control Plan will go to the Planning Commission and Board of County Commissioners for review and adoption, respectively. A public hearing will be part of the Planning Commission review.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**



**File/Record Number: 61a**

**From:** Timothy Cerniglia <reply-to+abf77be3cd94@crm.wix.com>  
**Sent:** Friday, September 9, 2022 10:40 AM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

Timothy Cerniglia just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Timothy Cerniglia

Email: [hokkoda@yahoo.com](mailto:hokkoda@yahoo.com)

Subject: Briargate-Stapleton plan deficiencies

Message: Good morning, I am writing this as part of the public comment on the draft plans for the Briargate-Stapleton connector. I understand both the purpose and need for this road project. Before the plan goes forward, I believe several things need to be addressed:

- 1. Right of way.** The current ROW through Highland Park 3 (my neighborhood) is 120 feet. The current plan has the new road potentially being 140 feet. The plan needs to clearly state 120' and if the plan is to go wider that homeowners along the ROW need to be immediately informed that land will be taken from them. The mantra has been, and continues to be, "You knew about this road when you bought the land," that was based on a 120' right of way, not the likelihood of having land taken from homeowners.
- 2. Speeds.** The plan states that the limit will be 45- 50mph. I wonder at times if anybody who writes these plans lives in Colorado Springs. The speed limit on Woodmen Road west of powers is 45 mph. If you drive 45mph on that road, you will be passed like you are standing still. The Briargate-Stapleton plan does not adequately address speed control calming features necessary to enforce a 45 mph speed limit. With 30,000 cars per day expected, there is 0.0% chance that the County or City will police the road with enough consistent presence to deter speeders. With only one traffic light through Highland Park 3, the de facto speed limit will be "as fast as I can get away with, floor it". Similar roads like Research through Wolf Range employ roundabouts. The planners should incorporate frequent roundabouts, even if there is no exit. Force people to drive around a roundabout and they have to slow down. Use enough roundabouts and they can never accelerate fast enough to exceed 45mph before the next calming feature.
- 3. Lights:** Highland Park is a dark community with widely spaced country homes. The plan needs to reduce or eliminate the use of traffic signals to the maximum extent possible. I also think that if there is a traffic signal, it should be pedestrian focused so that people can walk from one side of Briargate to the other safely. This provides another means to slow people down. Any lighting should be limited and downward focused to reduce light pollution.
- 4. Noise.** Given that we can expect speeds of up to 60-70mph (again, just drive around any 45mph road in Colorado Springs), the sound mitigation plans are not adequate. Our community is not "relatively quiet" as stated in the studies. Our community is nearly silent most days. We require sound barriers and berms, and the county does not anywhere address working with homeowners to install trees and landscaping along the ROW. Many homeowners would share the costs, but the study plan ignores the noise levels and tells homeowners they shouldn't have bought property here if they don't like it. The study plan also admits that noise is going to be a problem because the study plan goes out of its way to point out that the county is not required to do noise abatement if they don't use state funds. So, the county is, in effect, admitting they have a major noise problem and are trying to circumvent good practices by limiting state/federal funding sources.
- 5. Local Street Improvements:** The plan does not include necessary improvements to Lochwinnoch Lane, Forrestgate, or Poco Roads, all of which will become "bypasses" around Briargate Parkway used by commuters trying to avoid traffic signals and congestion on Briargate.
- 6. Impacts to Neighborhoods** Urban densities along Vollmer/Black Forest (and the multimillion dollar road improvements underway) show that the high density urban zones planned along Vollmer Road will create all manner of traffic congestion problems on residential streets. There is no plan by the County to address the secondary impacts of drivers using residential



streets to shortcut their way east or west into Sterling Ranch, Timber Ridge, and Black Forest. There are a lot of major holes in this plan, and it should be revised to maintain the character of the community through which it passes, install calming features to enforce lower speeds, mitigate light pollution in a dark community, mitigate the massive increase in noise levels of a "major arterial" through berms, fencing, and landscaping,

**Response 00/00/22 Please note that 61a and 61b are the same submitter (president of HOA), who used 2 different email addresses. Response below covers the: [hokkoda@yahoo.com](mailto:hokkoda@yahoo.com) email only. [timcerniglia@gmail.com](mailto:timcerniglia@gmail.com). This is connected to the letter to the BOCC that has already been addressed.**

Dear Timothy Cerniglia:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences, including your concerns related to right-of-way, speeds, lights, noise, and improvements to local/residential streets. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Your specific concerns expressed in two Comment submissions are addressed below:

1. **Right-of-way:** The subdivision filing documents for Highland Park and Eagle Rising show a 120' wide right-of-way (ROW) for Briargate Parkway and two thirty-foot-wide public utility easements located adjacent to the platted ROW on the north and the south for a total of 180'. This total width is twelve feet more than the 168' total width shown in the report exhibits. Although the exhibits are labeled as ROW, the full width shown in the illustrative typical sections includes both roadway infrastructure and public utility easements. All typical section exhibits are conceptual and illustrate a progression of the roadway from a rural setting to a potential future urban setting. The illustrative ultimate (future) typical section includes urban drainage infrastructure (curb & gutter to replace the drainage swales), four 11-foot-wide travel lanes, two 6-foot-wide shoulders (a carryover from El Paso County standards), a six-foot-wide detached sidewalk that is separated from the travel lanes by a seven-foot-wide buffer, a 12-foot-wide bike trail (located in the utility corridor on one side), and two 25-foot-wide utility corridors. The back-of-curb to back-of-curb roadway width in the illustrative ultimate typical section is 92'. The detached sidewalk and seven-foot-wide buffer bring the total typical section width to 105'. Were a detached sidewalk added to the other side of the roadway as an alternative to a bike trail, the roadway section width would increase to 118'. Were the trail relocated, adjacent to the travel lanes in lieu of a second detached sidewalk, the roadway section would increase to 124', four feet wider than the platted ROW.
2. **Speed:** Per the El Paso County Engineering Design Criteria, a major arterial class roadway is designed to operate safely with an 85<sup>th</sup> percentile operating speed of 45 mph. The conceptual roadway design will incorporate design features including curb and cutter, medians, and lane geometry consistent with a 45-mph design speed. Typically, this type of design context is matched to the "design speed" and discourages speeding. This is supported by data from local speed studies for existing roadways of similar configuration.
3. **Lights:** The El Paso County design criteria limit full access to a Major Arterial to half-mile spacing, thus there are a minimum number of signals that will be required throughout the corridor. Additionally, traffic signals can be installed only when warrants for a signal are met which are primarily volume based, and signalized intersections and roundabouts are two options to handle higher traffic volumes (when signal warrants are met). Any other lighting would be very limited and would be implemented, as you note for safety reasons only. Signals do offer some safety benefits for pedestrians over roundabouts that are afforded by pedestrian crossing signal phases for which conflicting vehicle movements are stopped. While vehicles slow when approaching a roundabout, roundabouts are predominately free flow, allowing them to process high intersection volumes, and there is potential for vehicles to fail to yield to pedestrians particularly in low-light conditions. This means that roundabouts would need to be lighted even if not signalized.
4. **Noise:** A noise study will be required to support environmental clearances and preliminary and final design for the project. The noise study will include measurement of existing noise levels as a basis for forecasting future noise levels with and without the project. The study will determine whether noise sensitive receivers (residences, outdoor active use areas, etc.) will be impacted by noise because of the proposed project. Impacts are defined as noise levels with the project that approach or exceed 65 dBA at noise sensitive receivers OR noise levels with the project that are 10 dBA or more greater than existing noise levels. This is true whether noise levels with the project approach or exceed 65 dBA or not, answering your question about whether existing noise levels are considered. In the event that the noise study identified noise impacts are identified, noise wall or other mitigation are evaluated to determine whether they would provide reasonable (cost versus receivers impacted, e.g. \$1 M to build a noise wall to protect a single residence would not be considered to be reasonable), feasible (e.g., noise wall mitigation is

not feasible if many openings in the noise wall (through which noise could travel) are required to provide frequent access to properties OR if noise sensitive receivers are located high above the roadway so that an excessively tall wall would be required), and effective (a noise wall that will achieve a noise reduction of 5 dBA or more is considered to be effective).

5. Improvements to Local/Residential Streets: Improvements to local streets in the along the project corridor are outside the scope of this study.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

Tracked: Y



**File/Record Number: 61b**

**From:** Tim Cerniglia <reply-to+b7b7ac123aad@crm.wix.com>  
**Sent:** Friday, April 8, 2022 2:23 PM  
**To:** Paz de Araujo, Maureen A. <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission  
**Tim Cerniglia just submitted your form: Contacts Form**  
 on [briargate-stapleton](#)

**Message Details:**

Name: Tim Cerniglia  
 Email: [timcerniglia@gmail.com](mailto:timcerniglia@gmail.com) Subject: thinking ahead

Message: Hi, I'm the president of the HOA in Highland Park 3 which is between Vollmer and Black Forest Roads. The Stapleton/Briargate expansion will cut through the middle of our neighborhood. The Board is looking at what we can be doing in the near term knowing that if Briargate is a principal arterial, we are going to see a massive increase in traffic and noise when the road eventually goes through. Given that it takes 20 years to grow a decent tree, we need to start thinking about what we can be doing now along the Briargate easement to put some trees in place and work with homeowners on appropriate fencing they can think about now in anticipation of the changes. And doing so in a way that ensures we're set back far enough that we don't have to dig them up. Additionally, we've noticed that Briargate has roundabouts through the Wolf Ranch neighborhoods. This is obviously preferable to traffic signals, but people absolutely fly through those circles at high speeds. The city rarely enforces speeding, so we're curious what other options are being considered to slow people down like roundabouts.

We've seen 5-10 years for the Black Forest Road expansion. Is there any sense yet on the timeline for Stapleton/Briargate? 15-20 years? More? Less? Takes a while to grow trees to the point where they can mitigate traffic noise and lights. I read in the project Q&A that there are triggers at which point sound barriers are required, and we would like to know if that noise level is measured as things are today (it's quiet and dark out here)?

Thanks, Tim

Add me to the project mailing list.: Checked

**Response 00/00/22 Please note that 61a and 61b are the same submitter (president of HOA), who used 2 different email addresses. Response below covers the [timcerniglia@gmail.com](mailto:timcerniglia@gmail.com) email only. There are repeated responses. This is connected to the letter to the BOCC that has already been addressed.**

Dear Tim Cerniglia:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

1. Fence/Planting Setbacks: The proposed alignment is confined to the right-of-way dedication and utility easements platted for Highlands Ranch. Plan layouts included in the Corridor preservation Plan row where the roadway elements including travel lanes, shoulders, median and sidewalks will be located.
2. Speeds: The conceptual roadway design incorporates design features including curb and cutter, medians, and lane geometry consistent with a 45-mph design speed. Typically, this type of design context is matched to the "design speed" and discourages speeding. As you note, roundabouts are not truly "traffic calming" configurations; rather they are high-capacity intersections that can be used in lieu of a signalized intersection. It may be that a signalized intersection is safer for pedestrians and may "calm" traffic more because a certain percentage of the traffic flow (that hits the signal on red) must come to a full stop at the intersection and otherwise may slow on approach to be able to stop.
3. Timeline: Although the connection/corridor has been planned for many years, the timeline for construction has not yet been identified. At this point only the study has been funded. The Corridor Preservation Plan (CPP) and Access Control Plan (ACP) products of the study will set the alignment, typical roadway section, and permitted full access locations for the corridor. Together the CPP and ACP will be used to support right-of-way preservation and access management through the El Paso County development review process.
4. Noise Walls: A noise study will be required to support environmental clearances and preliminary and final design for the project. The noise study will include measurement of existing noise levels as a basis for forecasting future

noise levels with and without the project. The study will determine whether noise sensitive receivers (residences, outdoor active use areas, etc.) will be impacted by noise because of the proposed project. Impacts are defined as noise levels with the project that approach or exceed 65 dBA at noise sensitive receivers OR noise levels with the project that are 10 dBA or more greater than existing noise levels. This is true whether noise levels with the project approach or exceed 65 dBA or not, answering your question about whether existing noise levels are considered. In the event that the noise study identified noise impacts are identified, noise wall or other mitigation are evaluated to determine whether they would provide reasonable (cost versus receivers impacted, e.g. \$1 M to build a noise wall to protect a single residence would not be considered to be reasonable), feasible (e.g., noise wall mitigation is not feasible if many openings in the noise wall [through which noise could travel] are required to provide frequent access to properties OR if noise sensitive receivers are located high above the roadway so that an excessively tall wall would be required), and effective (a noise wall that will achieve a noise reduction of 5 dBA or more is considered to be effective).

Since the 30-day public comment period closed in September 2022, the project the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

Tracked: Y

**File/Record Number: 62a**

**From:** Linda Summers <reply-to+4b5f9e922df0@crm.wix.com>  
**Sent:** Tuesday, September 13, 2022, 2:30 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Linda Summers** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

**Message Details:**

Name: Linda Summers

Email: [lsummers.101@netzero.net](mailto:lsummers.101@netzero.net) Subject: Road

Message: I'm not sure why you're asking me what the message is when I'm trying to look at the plan of the Briargate State Frontage project

Add me to the project mailing list.: Checked

**Response 00/00/22 N/A. Duplicate email. Issue addressed in Record 62b.**

**Tracked: Y**

**File/Record Number: 62b**

**From:** Linda Summers <reply-to+da428e6e053c@crm.wix.com>  
**Sent:** Friday, September 16, 2022, 7:08 AM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

Linda Summers just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Linda Summers  
 Email: [summers\\_101@netzero.net](mailto:summers_101@netzero.net) Subject: Briargate-stapleton

Message: The map is not very clear as far as how it will affect, if it does, Pawnee Ranch development? Mohawk Road ... the maps I see seem to be vague ... we are a community and do not want massive traffic flowing through our streets. Its a neighborhood, a community and we want to keep it that way. Please send maps about your map and Mohawk or even at the end of Mohawk and that it does not affect our 140 properties of community. thank you.

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Linda Summers:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences, particularly your concerns related to accessing the project plan and maps, if and how the project affects the Pawnee Ranch development, and your opposition to heavy traffic flows through the neighborhood. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Your specific concerns are addressed below:

1. Access to the project plan and map:
  - a. To access the interactive map, go to [Interactive Map | briargate-stapleton](#). To the left of the map, you can check or uncheck the affected subdivision layers to see only what you choose. You can also use the plus and minus signs in the upper right-hand corner of the map to zoom in and out for greater/less detail.
  - b. To access the project documents and plans, go to the project homepage [Corridor Study | Briargate-Stapleton Project for Mobility](#) and click "Project Resources" along the top banner. This will bring you to links to all project and project-related documents in the following categories:
    1. **Related Planning Studies:** Click "Learn More" to access the studies.
    2. **Briargate Stapleton Project Documents:** Click "Learn More" to access the project documents.
    3. **Study Area Development Plans:** Click "Learn More" to access the development plans.
2. Does the project affect the Pawnee Ranch development, and if so, how? [The proposed corridor borders the Sterling Ranch development and follows the alignments as platted for Sterling Ranch. The 5-acre Pawnee Rancheros development is located to the south of an approved revised \(higher density\) portion of Sterling Ranch. Given planned network connectivity, the Pawnee Ranches development should not be affected by the project.](#)
3. Opposition to heavy traffic flows through the Pawnee Ranch neighborhood:

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**



**File/Record Number: 63**

**From:** Michael S Mohr and Christine Mohr <reply-to+6d561f166de0@crm.wix.com>  
**Sent:** Wednesday, September 14, 2022, 5:44 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Michael S Mohr and Christine Mohr** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Michael S Mohr and Christine Mohr

Email: [mikemohr36@gmail.com](mailto:mikemohr36@gmail.com)

Subject: Briargate expansion highland park

Message: All I had ever wanted and hoped for was a "peaceful piece of property" to help provide balance in my life. I spend the entire day serving the community of El Paso County. My husband and I both provide medical and mental health care to the forgotten community members, who most turn a blind eye to. Instead of being able to come home to peace and quiet, I will be coming home to the fear of others ruining what my husband and I worked so hard to achieve. The Briargate-Stapleton project will undoubtedly have negative effects on our mental and physical health. Most studies show that the addition or expansion of roads have short-lived, if any positive effects, for the community. We chose to live in the county and exclusively outside of city limits. We made the decision to buy the house we live in due to it specifically being outside of the city limits, allowing access to water from the Denver Aquifer, having wildlife around the house, enjoying fresh air, and the peace and quiet that came from within Highland Park 3.

Although you have considered pollutants, it seems there is no consideration for those who chose to live in the county (outside of the urban city) and now the plan is to force these homeowners to just "adapt" to the urbanness that they did not choose to live around in the first place. I do not see any recent studies that have occurred to assess the total pollution and greenhouse gas emissions that will negatively affect the homeowners in Highland Park 3. There are also concerns that the road will prevent proper drainage in the floodplain area we are located in. Thus, this road could potentially cause the loss of our house by flooding, fire, traffic accidents, and many other hazards posed by increased people and cars traveling daily behind our house. Although there was acknowledgment for wildlife displacement, it does not appear to encompass the large impact this will have on the antelopes that take shelter in Highland Park 3. There is already too many antelopes being killed by drivers on Black Forest Road, and I foresee this occurring at significantly higher rates. Although there is the assumption that they will just "retreat" to Black Forest, what happens when other roads are expanded within Black Forest, where are the natural grasslands and wide spaces for the antelopes to live on? Given the numerous houses built in Sterling Ranch, this has added at least 10 minutes onto my daily commute to work at the El Paso County Jail; your proposed plan of adding a 2 lights (to get to Vollmer Road) or 3 lights (to get to Black Forest Road) significantly and negatively impacts my daily commute.

Furthermore, there will be an estimated 35,000 to 40,000 cars per day traveling through my back yard. This will expose myself, family, neighbors, and wildlife to significant air pollution, noise pollution, and light pollution. This will also negatively impact the tree health due to roads requiring salt in the winter. Given the absence of noise barriers, it will be impossible to have a conversation with another person 6-feet apart in my driveway. There is significant concern of the high-rate of speed outside of my house and the risk of traffic accidents ruining my land and house. Moreover, there are significant risks of pedestrian deaths. The proposed benefits of this plan do not outweigh the negative impacts on the health, safety, and peace of the residents in Highland Park 3. There is significant concern about erosion mitigation and fire mitigation. **I am proposing the following as alternatives:** 1. Cease this project. 2. Conduct an on-site evaluation of the wetlands specifically between Highland Park 3. 3. Instead of traffic lights place roundabouts at the Locwinnoch, Loch linneh, and Black Forest intersections of Briargate. 4. Under no circumstances incorporate the land in Highland Park 3 as city and allow it to remain in the county. 5. Evaluate the negative impact on the antelopes in the area that require open safe land to graze on. 6. Consider that Woodmen Road is a shorter and more direct route between highways 21 and 24. Consider alternative routes, or a HOV lane on this road. 7. Conduct new noise, light, air pollution studies to the individuals living in Highland Park 3. 8. Based upon the Soil Survey, it appears there is expected significant erosion to our land as a direct result of this road being built.

I would like a new and current update to the drainage plan/evaluation. Christine Mohr  
 I currently live at 7712 Bannockburn Trail Colorado Springs 80908 and have recently learned of the plans to put in a 4 lane divided highway through my backyard. When we purchased this property, there was a rumor of an expansion road going through the neighborhood and that this road was going to be a 2 lane non divided road if a road was even going to be constructed. Before purchasing, many calls were made to planning departments in an attempt to get information and never were any answers or returned calls placed to give us the information needed to finish the purchase of our property, so we believed in good faith and moved forward with the purchase. Now moving forward two years, information is circulating about the road and that the county/city is not showing any care for the citizens of this neighborhood because "they all knew a road was going in before now." This road is going to increase crime, noise, pollution all within our neighborhood. Walls will need to be built and speed bumps installed to slow the traffic to a safe speed. The side streets of our neighborhood will be over flooded with the 2500 plus estimated cars per day using this new expansion road. The road will be mere feet from our driveway and our land will be taken by this project. I am a disabled veteran and have PTSD. Living with this illness makes life difficult at times, and I get triggered by noise and being around large numbers of people. This too was a reason we chose this neighborhood. I do not see anything in the plans relating to ADA accommodation for people like me. Michael Mohr

Add me to the project mailing list.: Unchecked

**Response 00/00/22: This includes separate comments from the wife and husband and one email address. This may also be connected to the letter to the BOCC that has already been addressed.**

Dear Michael and Christine Mohr:

First, we appreciate and extend our gratitude to you for your service to our community and our country.

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Your specific concerns are addressed below:

1. **Growth/Urbanization of Rural Areas:** Large areas of the corridor are shown as areas of new development and potential areas for annexation to Colorado Springs in the El Paso County comprehensive plan, Your Master Plan. The County's comprehensive plan also shows planned land use along the corridor as a suburban residential "place type" with a pocket of business/commercial along Vollmer Road. The suburban residential place type is described as "the county's traditional residential neighborhoods (single-family detached residential with lots sizes smaller than 2.5 acres per lot, up to 5 units per acre) with supporting uses (commercial at key intersections, single-family attached, multifamily, and parks/open space). This is consistent existing land use/development.
2. **Drainage/Floodplains:** Future environmental clearances and preliminary/final design for the project will be supported by detailed drainage analysis and design. The analysis will identify potential for drainage, flooding and erosion impacts and will support inclusion of mitigation and design features in final plans to address identified drainage requirements and avoid potential impacts that you are concerned about.
3. **Wildlife Displacement:** Wildlife in a transportation project footprint is protected by Colorado law under Senate Bill 40. Under SB 40 roadway impacts to three key classifications of fish and wildlife and their habitats must be assessed and, if impacts are identified, they must be mitigated. An SB40 assessment will be conducted to support environmental clearances and preliminary and final design for the project. If potential impacts are identified, sensitive species will be protected. Large game and wildlife crossings and, riparian and aquatic species will be assessed. Identified mitigation will be included in the preliminary and final design of the project.
4. **Congestion/Travel Times:** Your travel time to work should not be longer with the project, rather it should be shorter. This is because you will have a more direct route west and because having an alternative and/or more direct route to work and City services. Out-of-direction travel that may currently travel through your neighborhood (to get to Woodman Road, Research Parkway or Briargate Parkway) would also be reduced by the project.
5. **Noise:** A noise study will be conducted to support environmental clearances and preliminary and final design for the project. The noise study will include measurement of existing noise levels as a basis for forecasting future noise levels with and without the project. The study will determine whether noise sensitive receivers (residences, outdoor active use areas, etc.) will be impacted by noise because of the proposed project. Impacts are defined as noise levels with the project that approach or exceed 65 dBA at noise sensitive receivers OR noise levels with the project that are 10 dBA or more greater than existing noise levels. This is true whether noise levels with the project approach or exceed 65 dBA or not, answering your question about whether existing noise levels are considered. In the event that the noise study identified noise impacts are identified, noise wall or other mitigation are evaluated

to determine whether they would provide reasonable (cost versus receivers impacted, e.g. \$1 M to build a noise wall to protect a single residence would not be considered to be reasonable), feasible (e.g., noise wall mitigation is not feasible if many openings in the noise wall [through which noise could travel] are required to provide frequent access to properties OR if noise sensitive receivers are located high above the roadway so that an excessively tall wall would be required), and effective (a noise wall that will achieve a noise reduction of 5 dBA or more is considered to be effective).

6. **Lighting:** The El Paso County design criteria limit full access to a Major Arterial to half-mile spacing, thus there are a minimum number of signals that will be required throughout the corridor. Additionally, traffic signals can be installed only when warrants for a signal are met which are primarily volume based, and signalized intersections and roundabouts are two options to handle higher traffic volumes (when signal warrants are met). Any other lighting would be very limited and would be implemented, as you note for safety reasons only. Signals do offer some safety benefits for pedestrians over roundabouts that are afforded by pedestrian crossing signal phases for which conflicting vehicle movements are stopped. While vehicles slow when approaching a roundabout, roundabouts are predominately free flow, allowing them to process high intersection volumes, and there is potential for vehicles to fail to yield to pedestrians particularly in low-light conditions. This means that roundabouts would need to be lighted even if not signalized.
7. **Speeds:** The conceptual roadway design incorporates design features including curb and cutter, medians, and lane geometry consistent with a 45-mph design speed. Typically, this type of design context is matched to the “design speed” and discourages speeding. As you note, roundabouts are not truly “traffic calming” configurations; rather they are high-capacity intersections that can be used in lieu of a signalized intersection. It may be that a signalized intersection is safer for pedestrians and may “calm” traffic more because a certain percentage of the traffic flow (that hits the signal on red) must come to a full stop at the intersection and otherwise may slow on approach to be able to stop.
8. **Air Pollution/GHG Emissions:** All projects are evaluated for air quality impacts at the environmental clearances/preliminary design stage. At a regional level, air quality planning is ongoing in the Pikes Peak Region. The Region attained standards for criteria pollutants several years ago to move from Non-Attainment to Maintenance status. Ongoing sampling tracks potential for violation of the ozone standard. The Colorado GHG Policy has added new requirements to develop plans of specific projects to achieve region-specific GHG reduction targets. The PPACG is embarking on this with their 2050 Regional Transportation Plan. When this project is funded, it will be included in the required GHG modeling.
9. **Annexation to Colorado Springs:** There is currently significant development activity in this rapidly developing area of the City and the County. While most of the project area is currently within the jurisdiction of the County, at the time the study began, it was expected that with development, areas within the corridor that are contiguous with the City would be annexed into the City as development progressed. This area was included in the City’s annexation planning, however, the City has paused annexations, including this area in northeastern El Paso County, for the foreseeable future.
10. **Transparency/Communications:** We regret that you have not been able to access information about the study. We hope that the following information will be helpful to you:  
Planning for the Briargate Parkway connection to Stapleton Road began many years ago, and consistent with that planning, a 120’ wide right-of-way reservation, with 30-foot utility corridors on both sides is included in the subdivision filing for the Highland Park development. This study was undertaken in 2020 to preserve right-of-way for the corridor and establish a plan to manage access to the future roadway consistent with its planned major arterial function. At the outset of the project the County added this project on its “projects” webpage, together with a link to a project-specific website that was deployed in the spring of 2020. The website provides extensive, detailed information about the project, including how it will fit into a timeline for the planned future extension of Briargate Parkway. The project website includes both a comment form and interactive comment map, and comment map responses have been posted on the website. The County held an Online Open House – still accessible on the website - and a 30-day public comment period on the study in the Spring and Fall of 2022, respectively.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**





**File/Record Number: 64**

**From:** Pam McManus <reply-to+66ae63543738@crm.wix.com>  
**Sent:** Friday, September 16, 2022, 12:32 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Pam McManus** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Pam McManus

Email: [pamelaj.mcmanus@gmail.com](mailto:pamelaj.mcmanus@gmail.com)

Subject: Wilson & Company Briargate plan

Message: I understood there would eventually be a road to extend Briargate, however, it was never presented as major thoroughfare through a neighborhood. The land that would have to take from the residence is beyond reasonable and the demand is not suggest a need for a major thoroughfare if other roads are used appropriately. Will there be a public hearing? Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Pam McManus:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences, including your concerns related to the Briargate-Stapleton extension through neighborhoods, the unreasonable amount of land taken from residents, whether travel demands warrants the need for the project, and whether there will be a public hearing. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Your specific concerns are addressed below:

1. The Briargate-Stapleton extension through neighborhoods was never presented as a major thoroughfare: The extension and connection of Briargate and Stapleton as a principal arterial has been a part of local and regional plans for many years. To determine a recommended alignment and provide a framework for corridor preservation and access management, research was conducted on plats that had been approved and development plans that had been submitted to either El Paso County or the City of Colorado Springs. Two alternative alignments were developed and screened. Both alternatives begin on the west at Black Forest Road and follow the same alignment to Vollmer Road and neither alignment goes through existing or planned neighborhoods. At Vollmer Road, the northern alternative connects existing roadway segments and follows a direct route between Vollmer Road and Meridian Road. The southern alternative follows the northern alignment and continues to an alignment approximate The southern alternative was selected as the preferred alignment due to right-of-way constraints (a commitment not to "take" private property) and its conformance with the submitted plats.
2. The amount of land taken from residents is unreasonable: Existing platting, as well as right-of-way reservations and utility easements were considered in laying out the proposed roadway alignment and typica section. As a result, the need to acquire right-of-way was avoided or minimized. If additional right-of-way is required, property acquisition will comply with federal and state requirements, including the Uniform Relocation assistance and real Property Acquisitions Policy Act of 1970 (Uniform Act). The Uniform Act is a federal law that was enacted to assure fair and equitable treatment of property owners and persons displaced by project that utilize federal funds for any part of the project
3. Travel demand does not show a need for a major thoroughfare if other roads are used appropriately: The available alternative route, Woodmen Road, is heavily congested in the peak periods, congestion that has increased with buildout of approved development in northeast El Paso County.
4. Will there be a public hearing? Yes, Planning Commission review will take place in two sessions; the first will be conducted in public hearing format. After Planning Commission review, the Corridor Preservation Plan and Access Control Plan will be forwarded to the Board of County Commissioners for adoption.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

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We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

Tracked: Y

**File/Record Number: 65**

**From:** Silas Shaw <reply-to+fce282e7b3be@crm.wix.com>  
**Sent:** Friday, September 16, 2022, 4:04 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Silas Shaw** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Silas Shaw

Email: [silasshaw4@gmail.com](mailto:silasshaw4@gmail.com)

Subject: Briargate widening

Message: I'm totally opposed to it. This once quiet area next to Black Forrest is being maxed out by Wolf Ranch and building projects. Take Research Blvd. north if you must. Don't ruin every neighbourhood in town. I've never once seen a patrol officer in my HOA. More traffic means more crime and noise. I really hate this idea.

Add me to the project mailing list.: Checked

**Response 00/00/22 This is a NIMBY blanket opposition to the project – not sure how long commenter has lived in the neighborhood, but the plat filing does show the reservation of ROW for Briargate, so it was a known factor. This is connected to the letter to the BOCC that has already been addressed.**

Dear Silas Shaw:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences, including your strong opposition to the project due to increased traffic and noise and the potential for crime. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

The Briargate Parkway–Stapleton Road (in some locations referred to as Stapleton Drive) corridor is an integral part of a larger transportation corridor system providing connectivity with I-25 to the north and south of the greater Colorado Springs area. Stapleton Road continues easterly from this project area to connect with US 24 and with Judge Orr Road and Curtis Road to the east of the City. Curtis Road provides connection to Bradley Road and ultimately to I-25 south of Colorado Springs.

The corridor study section under consideration as part of this project is mostly undeveloped at this time with some portions containing existing roadways of various types and phases of construction associated with adjacent developments that have occurred over time. The project area begins at Black Forest Road, which is the eastern boundary of the Wolf Ranch subdivision currently under development and is also currently the eastern boundary of the City of Colorado Springs. The terminus of the project area is along the Stapleton Road right-of-way at Meridian Road. Planning for this segment of the corridor began many years ago, and consistent with that planning, a 120' wide right-of-way reservation, with 30-foot utility corridors on both sides is included in the subdivision filing for the Highland Park development. This study was undertaken in 2020 to preserve right-of-way for the corridor and establish a plan to manage access to the future roadway consistent with its planned major arterial function.

The future corridor is needed to serve travel demand in the highest growth county in the state. To support future environmental clearance and preliminary and final design, detailed assessment of impacts to environmental impacts (including noise, air quality, wildlife, drainage/floodplains, etc.)

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be



presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

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We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

Tracked: Y

**File/Record Number: 66**

**From:** Jody Papa <reply-to+bbd5065a6620@crm.wix.com>  
**Sent:** Friday, September 16, 2022, 4:29 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Jody Papa** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Jody Papa

Email: [jodypapa@gmail.com](mailto:jodypapa@gmail.com)

Subject: Concern for Highland Park Neighborhood

Message: I have concern that my street will become a major street to cut through the neighborhood. We moved here to get away from heavy traffic that was behind our previous home. I have already seen some cars cut through to get from Vollmer to Black Forest Rd. We are already disappointed that there are going to be homes built on small lots right up to our development that are 2.5 acre lots. Is it possible for our community of Highland Park to become a gated community.

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Jody Papa:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences, particularly your concerns related to increased traffic and whether Highland Park could become a gated community. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

The Briargate-Stapleton corridor is necessary to handle the increased traffic due to growth in the project area and to provide safe access and emergency routes for both current and planned neighborhoods. Briargate Parkway-Stapleton Road (classified as a Principal Arterial) has been included in the El Paso County Major Transportation Corridors Plan and the Pikes Peak Area Council of Governments Regional Transportation Plan for decades now. These planned improvements will help with the congestion of new developments in the area and will serve the regional travel demand.

Your Homeowners Association ((HOA) would be the best contact for exploring the potential to become a gated community. One potential obstacle could be the maintenance/ownership status of local streets within the development – the HOA could not unilaterally close public streets.

Zoning is outside the scope of this study. The current zoning in the area stems from actions taken from 2016 through 2021. There have been no new updates to permitted land uses within the Vollmer Road area since that time. The current uses and development are within the adopted zoning regulation for El Paso County in the project area. There are several zoning classifications in the project area that include residential and commercial uses. The conceptual design and access control for the roadway corridor is consistent with currently adopted zoning. Please contact El Paso County Planner of the Day at 719-520-6944 for more information about study area zoning and permitted land uses. The conceptual design follows the currently adopted zoning regulations. Please contact El Paso County with specific questions at the *Planner of the Day* at 719-520-6944 for more information about study area zoning and permitted land uses.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project was paused, restarting in May 2023. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

Tracked: Y

**File/Record Number: 67**

**From:** Thomas Bartlett <reply-to+abb71273ff71@crm.wix.com>  
**Sent:** Friday, September 16, 2022, 9:13 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Thomas Bartlett** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

**Message Details:**

Name: Thomas Bartlett

Email: [checkup\\_touch0i@icloud.com](mailto:checkup_touch0i@icloud.com)

Subject: Briargate-Stapleton alignment

Message: Keep me posted on this as it affects my neighborhood

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Thomas Bartlett:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**



**File/Record Number: 68****From:** Mark VanHanehan <reply-to+37f76a2251b2@crm.wix.com>**Sent:** Friday, September 16, 2022, 9:37 PM**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com**Subject:** [briargate-stapleton] Contacts Form - new submission**Mark VanHanehan** just submitted your form: Contacts Form  
on [briargate-stapleton](#)**Message Details:****Name:** Mark VanHanehan**Email:** [mvanhanehan@hotmail.com](mailto:mvanhanehan@hotmail.com)

**Subject:** This plan does not consider the Highland Park community Message: As a property owner of a corner lot directly adjacent to this proposed Briargate-Stapleton project at Lochwinnoch and Briargate, all I can do is vehemently echo all my fellow homeowners' concerns, their extremely appropriate comments, and proposed remediations. As a disabled veteran, I spent most of my adult life serving this country. All we wanted was to finally put down roots where there is some peace and quiet. We bought and are building in Highland Park to avoid the sprawl, people, and traffic that now appears throughout Colorado Springs. The rural feeling is why we bought in Highland Park; the noise, the light pollution caused by the stop-and-go traffic, and the obviously excessive speed limit (which we all know will not be observed) will destroy this quiet, dark-sky covenanted community. This study's plans do not adequately address any of those issues (Highland Park's neighborhood covenant) or the associated environmental impacts, safety concerns and traffic pressure on Lochwinnoch, Poco, or Forrestgate. It appears from this proposal that there will be no impacts. And not just post-completion, but no impacts from the entire process, from implementation, to construction through completion and beyond. This does not seem to consider the Highland Park community at all; this plan is proposing major construction in an existing, established, mature community. The bottom line is this will negatively impact so much more than any proposed benefits it supposedly will accomplish. Looking at this plan objectively, an appropriate comparison to the Briargate-Stapleton stretch of proposed road from Black Forest Rd to Vollmer through Highland Park is Research Parkway from Powers Blvd to Black Forest Road. That stretch of road is: four lanes; larger in width with large setbacks from the properties that border it; has a speed limit of 35 mph (which people do not observe); has traffic circles; and appears to have been properly planned/integrated into the surrounding development/community. I confidently state that very few observe these speed limits as I currently live in the Forest Meadows subdivision and travel the road every day. As proposed, the B-S stretch of road through Highland Park does not in any way resemble the stretch of Research Pwy. This plan tries to place a 'solution' on top of an existing, established community with little integration to the existing community or regard for those that live there and will have to live with the consequences of this plan. Extending the ROW 48 feet as this study proposes, involves "Eminent Domain takings" from all affected owners in this proposed corridor. This is fundamentally wrong as there are other alternatives to this plan pointed out by others' comments (not completing this is a viable alternative), and the Highland Park Subdivision was formed and built based on the planning and platting outlined by the local government. Others have pointed out, this isn't vacant land; owners have matured property (trees, etc.), there's existing infrastructure, and there is wildlife that lives here and roams freely.

Additionally, there is no need for sidewalks or bike lanes along the proposed road; there are already trails located throughout Highland Park that support foot and bike traffic which also reflect the residential (non-commercial) nature of this community. Introducing sidewalks/bike lanes along a stretch of road with a speed limit of 45mph, no traffic circles, and the amount of traffic that this study anticipates is inherently dangerous. As Cathy Lane stated, "with proper mitigation of safety, noise, light, air and water pollution problems created by principal arterial roadways," the current 120' ROW is acceptable. However, this plan, as presented, is not acceptable. Also unacceptable is finding out about this plan in this manner- only through the due diligence of a concerned HOA member. It's as if the local government is trying to sneak something past those that this plan affects the most- the property owners of the community directly impacted by it. As the government moves forward, I request (and sincerely hope) that they communicate with the Highland Park community directly and transparently, informing us of updates, timelines, public meetings, pretty much anything associated with this project. This is not too much to ask of our public servants considering the extreme impacts and the number of people affected by this project in Highland Park.

Add me to the project mailing list.: Checked

Response 00/00/22 This is connected to the letter to the BOCC and notes that with "echo all my fellow homeowners concerns" – the letter has already been addressed.

Dear Mark VanHanehan:

First, we appreciate and extend our gratitude to you for your service to our country.

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Your specific concerns are addressed below:

1. **Right-of-way:** The subdivision filing documents for Highland Park and Eagle Rising show a 120' wide right-of-way (ROW) for Briargate Parkway and two thirty-foot-wide public utility easements located adjacent to the platted ROW on the north and the south for a total of 180'. This total width is twelve feet more than the 168' total width shown in the report exhibits. Although the exhibits are labeled as ROW, the full width shown in the illustrative typical sections includes both roadway infrastructure and public utility easements. All typical section exhibits are conceptual and illustrate a progression of the roadway from a rural setting to a potential future urban setting. The illustrative ultimate (future) typical section includes urban drainage infrastructure (curb & gutter to replace the drainage swales), four 11-foot-wide travel lanes, two 6-foot-wide shoulders (a carryover from El Paso County standards), a six-foot-wide detached sidewalk that is separated from the travel lanes by a seven-foot-wide buffer, a 12-foot-wide bike trail (to be located in the utility corridor on one side), and two 25-foot-wide utility corridors. The back-of-curb to back-of-curb roadway width in the illustrative ultimate typical section is 92'. The detached sidewalk and seven-foot-wide buffer bring the total typical section width to 105'. Were a detached sidewalk added to the other side of the roadway as an alternative to a bike trail, the roadway section width would increase to 118'. Were the trail relocated, adjacent to the travel lanes in lieu of a second detached sidewalk, the roadway section would increase to 124', four feet wider than the platted ROW as documented in the subdivision filing – no taking of private property is required/proposed.
2. **Speeds:** Per the El Paso County Engineering Design Criteria, a major arterial class roadway is designed to operate safely with an 85<sup>th</sup> percentile operating speed of 45 mph. The conceptual roadway design will incorporate design features including curb and cutter, medians, and lane geometry consistent with a 45-mph design speed. Typically, this type of design context is matched to the "design speed" and discourages speeding. This is supported by data from local speed studies for existing roadways of similar configuration.
3. **Lights:** The El Paso County design criteria limit full access to a Major Arterial to half-mile spacing, thus there are a minimum number of signals that will be required throughout the corridor. Additionally, traffic signals can be installed only when warrants for a signal are met which are primarily volume based, and signalized intersections and roundabouts are two options to handle higher traffic volumes (when signal warrants are met). Any other lighting would be very limited and would be implemented, as you note for safety reasons only. Signals do offer some safety benefits for pedestrians over roundabouts that are afforded by pedestrian crossing signal phases for which conflicting vehicle movements are stopped. While vehicles slow when approaching a roundabout, roundabouts are predominately free flow, allowing them to process high intersection volumes, and there is potential for vehicles to fail to yield to pedestrians particularly in low-light conditions. This means that roundabouts would need to be lighted even if not signalized.
4. **Noise:** A noise study will be required to support environmental clearances and preliminary and final design for the project. The noise study will include measurement of existing noise levels as a basis for forecasting future noise levels with and without the project. The study will determine whether noise sensitive receivers (residences, outdoor active use areas, etc.) will be impacted by noise because of the proposed project. Impacts are defined as noise levels with the project that approach or exceed 65 dBA at noise sensitive receivers OR noise levels with the project that are 10 dBA or more greater than existing noise levels. This is true whether noise levels with the project approach or exceed 65 dBA or not, answering your question about whether existing noise levels are considered. In the event that the noise study identified noise impacts are identified, noise wall or other mitigation are evaluated to determine whether they would provide reasonable (cost versus receivers impacted, e.g., \$1 M to build a noise wall to protect a single residence would not be considered to be reasonable), feasible (e.g., noise wall mitigation is not feasible if many openings in the noise wall (through which noise could travel) are required to provide frequent



access to properties OR if noise sensitive receivers are located high above the roadway so that an excessively tall wall would be required), and effective (a noise wall that will achieve a noise reduction of 5 dBA or more is considered to be effective).

5. Transparency/Communications: We regret that you have not been able to access information about the study. We hope that the following information will be helpful to you:

Planning for the Briargate Parkway connection to Stapleton Road began many years ago, and consistent with that planning, a 120' wide right-of-way reservation, with 30-foot utility corridors on both sides is included in the subdivision filing for the Highland Park development. This study was undertaken in 2020 to preserve right-of-way for the corridor and establish a plan to manage access to the future roadway consistent with its planned major arterial function. At the outset of the project the County added this project on its "projects" webpage, together with a link to a project-specific website that was deployed in the spring of 2020. The website provides extensive, detailed information about the project, including how it will fit into a timeline for the planned future extension of Briargate Parkway. The project website includes both a comment form and interactive comment map, and comment map responses have been posted on the website. The Home Page also have Project News, including notices of meetings, comment periods, etc. The County held an Online Open House – still accessible on the website - and a 30-day public comment period on the study in the Spring and Fall of 2022, respectively.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**



**File/Record Number: 69**

**From:** Gary Schinderle <reply-to+5df5bc94999c@crm.wix.com>  
**Sent:** Saturday, September 17, 2022, 12:12 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Gary Schinderle** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

### Message Details:

Name: Gary Schinderle

Email: [gsschinderle@gmail.com](mailto:gsschinderle@gmail.com)

Subject: Briargate/Stapleton project

Message: Please send me all project plans and details

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Gary Schinderle:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Please access our comprehensive website at: <https://www.briargate-stapleton.com/>. There you will find links to all project and project-related documents in the following categories:

- **Related Planning Studies:** Click "Learn More" to access the studies.
- **Briargate Stapleton Project Documents:** Click "Learn More" to access the project documents.
- **Study Area Development Plans:** Click "Learn More" to access the development plans.

Please note that the roadway design will not be finalized until all public and stakeholder input has been considered. <<OK?>

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

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We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 70**

**From:** Herb Marchman <reply-to+45d1f4d77c99@crm.wix.com>  
**Sent:** Tuesday, September 20, 2022, 12:42 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Herb Marchman** just submitted your form: Contacts Form  
on briargate-stapleton

**Message Details:**

Name: Herb Marchman

Email: [hmarchman@gmail.com](mailto:hmarchman@gmail.com)

Subject: Briargate/Stapleton project

Message: - Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Herb Marchman:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 71**

**From:** Ruby Elizabeth Ramirez <reply-to+01bbd945da65@crm.wix.com>  
**Sent:** Sunday, September 25, 2022, 7:06 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Ruby Elizabeth Ramirez** just submitted your form: Contacts Form  
 on briargate-stapleton

**Message Details:**

Name: Ruby Elizabeth Ramirez  
 Email: rubylizz1219@gmail.com  
 Subject: - Briargate/Stapleton project  
 Message: - Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Ruby Elizabeth Ramirez:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 72 SOLICITATION FOR WEBSITE SERVICES**

**From:** James Young <reply-to+4b16700f781b@crm.wix.com>  
**Sent:** Thursday, September 26, 2022, 3:13 AM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**James Young** just submitted your form: Contacts Form  
 on briargate-stapleton

**Message Details:**

Name: James Young

Email: info@briargate-stapleton.com

Subject: Wix

Message: Hello, my name is James and I am wix adviser. Your website looks good but has some serious bugs in the code that make it difficult to find in Google. Below I am sending you a report in which you will find a list of the most important errors in the website code, after the correction of which your website will be re-indexed in Google and will reach significantly higher positions in the search engine in a short time.  
[572.hrbusinessagency.com/reports/report.php?url=http://www.briargate-stapleton.com](http://www.briargate-stapleton.com) If you want your website to reach its potential, please read this report and adapt your website to the recommendations it contains. The above report is completely free and without obligation. However, if you are interested in our experts helping you to eliminate all errors and fully optimize the website and submit it to the Google search engine for reindexing, all you have to do is fill out a short application form: [572.hrbusinessagency.com/submit#s1](http://www.briargate-stapleton.com) Best regards, James Young.  
 Add me to the project mailing list.: Unchecked

Response 00/00/22 N/A. Not a stakeholder. Solicitation for website services.

Tracked: Y

**File/Record Number: 73**

**From:** Michael Breed <reply-to+f3172b6c1fef@crm.wix.com>  
**Sent:** Sunday, October 16, 2022, 8:17 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Michael Breed** just submitted your form: Contacts Form  
on briargate-stapleton

**Message Details:**

Name: Michael Breed

Email: [breed.michael@gmail.com](mailto:breed.michael@gmail.com)

Subject: Project Info

Message: Please add me to your list.: Checked

**Response 06/20/23**

Dear Michael Breed:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 74**

**From:** Kevin Szarka <reply-to+b82c03101940@crm.wix.com>  
**Sent:** Monday, September 25, 2022, 4:19 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Kevin Szarka** just submitted your form: Contacts Form  
 on briargate-stapleton

### Message Details:

Name: Kevin Szarka

Email: kpszarka@gmail.com

Subject: ETA of Briargate / BF Rd Connection

Message: Hello, I was just curious as to what the ETA date is of the Briargate extending (and connecting) to Black Forest Road? Thanks, Kevin

Add me to the project mailing list.: Checked

### Response 06/20/23

Dear Kevin Szarka:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

The timeline for construction has not yet been identified. At this point only the study has been funded. The study will set the alignment, typical roadway section, and access control plan for the corridor that will be used for right-of-way preservation through the County's development review process.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner

**Tracked: Y**



**File/Record Number: 75**

**From:** Brooke <reply-to+94af943cdd45@crm.wix.com>  
**Sent:** Tuesday, June 14, 2022, 6:20 PM  
**To:** Paz de Araujo, Maureen A. <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Brooke** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Brooke

Email: [bdgeyer@yahoo.com](mailto:bdgeyer@yahoo.com)

Subject: -

Message: -

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Brooke:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner

**Tracked: Y**



**File/Record Number: 76**

**From:** Brittney Allen <reply-to+ab4759f0f369@crm.wix.com>  
**Sent:** Saturday, April 9, 2022, 11:56 AM  
**To:** Paz de Araujo, Maureen A. <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Brittney Allen** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Brittney Allen

Email: [bs.allen@live.com](mailto:bs.allen@live.com)

Subject: Interested in more information

Message: I would just like to be kept in the loop for future information coming out on this project. What is currently proposed? It does not look like I can see the "project overview" section of this website. Thank you!

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Brittney Allen:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences. We are sorry to hear you had issues accessing the Project Overview.

Please access our comprehensive website at: <https://www.briargate-stapleton.com/>. On the homepage, scroll down below the Welcome section to find the following Project Overview:

"As shown by the map, the Briargate Parkway–Stapleton Road (in some locations referred to as Stapleton Drive) corridor is an integral part of a larger transportation corridor system providing connectivity with I-25 to the north and south of the greater Colorado Springs area. Stapleton Road continues easterly from this project area to connect with US 24 and with Judge Orr Road and Curtis Road to the east of the City. Curtis Road provides connection to Bradley Road and ultimately to I-25 south of Colorado Springs. The corridor study section under consideration as part of this project is mostly undeveloped at this time with some portions containing existing roadways of various types and phases of construction associated with adjacent developments that have occurred over time. The project area begins at Black Forest Road, which is the eastern boundary of the Wolf Ranch subdivision currently under development and is also currently the eastern boundary of the City of Colorado Springs. The terminus of the project area is along the Stapleton Road right-of-way at Meridian Road.

There is currently a large amount of development in this rapidly developing area of the City and the County. While a majority of the project area is currently within the jurisdiction of the County, it is likely that a significant portion of the currently developing areas within the corridor may be incorporated into the City as development progresses.

One of the primary purposes of this project is to verify and develop the master plan requirements for the roadway. The County's 2040 Major Transportation Corridors Plan (MTCP) included specific recommendations regarding functional classification, transportation modes, and other uses for the Briargate-Stapleton corridor. The MTCP indicates that corridor is expected to be a four-lane principal arterial from the eastern City Limits of Colorado Springs (Black Forest Road) to Judge Orr Road. It is anticipated that this project will plan for the ultimate improvements, but that interim phases of capacity and safety improvements may be warranted based upon the findings of the studies and funding limitations. The corridor will also be evaluated to determine if additional mobility provisions such as bike route, pedestrian accommodations, and public transit are necessary.

The preferred alternative will reflect corridor improvements that optimize public safety, needs, and preferences while balancing enhanced capacity, access management, and development."

On the project homepage, you also will find links to all project and project-related documents in the following categories:

- **Related Planning Studies:** Click "Learn More" to access the studies.

- **Briargate Stapleton Project Documents:** Click “Learn More” to access the project documents.
- **Study Area Development Plans:** Click “Learn More” to access the development plans.

You may access the many plans and reports associated with the project by clicking on their links (your cursor will change from arrow to a hand when you hover over a link).

Please note that the roadway design will not be finalized until all public and stakeholder input has been considered.

Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

/

Tracked: Y

**File/Record Number: 77 Needs more added – saved in Drafts**

**From:** Jana Johnson <reply-to+17819e77a70c@crm.wix.com>  
**Sent:** Friday, April 8, 2022, 4:20 PM  
**To:** Paz de Araujo, Maureen A. <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

Jana Johnson just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Jana Johnson

Email: [janalynjohnson@gmail.com](mailto:janalynjohnson@gmail.com)

Subject: Briargate Pkwy through Highland Park

Message: Hello! Our lot in Highland Park backs to the proposed future Briargate Pkwy so information about this project is very important to us. We are wondering particularly at this stage if there will be a wall constructed along the property lines of those lots that butt up against the road. The markers indicating the roadway in between our lot and the one behind us are not very wide, it doesn't appear there is enough room for a 4 lane thoroughfare and any kind of greenspace. Can you provide more insight on what this will look like? Thank you.

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Jana Johnson:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences, including your concerns related to whether a wall will be constructed along properties directly adjacent to the roadway, whether there is enough room to accommodate a four-lane roadway and greenspace, and additional insight/project information. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

Your specific concerns are addressed below:

Will a wall be constructed along properties directly adjacent to the roadway in Highland Park? The inclusion of buffering walls, whether noise walls or privacy walls, as part of the corridor improvements will be evaluated and finalized as part of future preliminary/final design for the corridor. Additional input on the inclusion of walls will be sought from residents/property owners at that time.

Is there enough room for a four-lane thoroughfare and any kind of greenspace through Highland Park? Yes. A total of 120' of right-of-way for the future corridor, plus 30' utility easements on either side were dedicated along the roadway alignment through the Highland Park subdivision per the final platting. Thus, including right-of-way and utilities easements this is a total of 180' feet. The back of curb to back of curb for the conceptual ultimate section is only 92'. The illustrative ultimate section as shown in the Corridor Preservation Plan report for the roadway includes a buffer and sidewalk on one side of the roadway (13' wide) and a 12' bike trail that is located outside the interim drainage swale on the opposite side from the sidewalk. All this fits within 180' with 12' to spare.

For further insight, please access to the project plan and map:

- a. To access the interactive map, please go to [Interactive Map | briargate-stapleton](#). To the left of the map, you can check or uncheck the affected subdivision layers to see only what you choose. You can also use the plus and minus signs in the upper right-hand corner of the map to zoom in and out for greater/less detail.
- b. To access project information, including project documents and plans, please go to the project homepage [Corridor Study | Briargate-Stapleton Project for Mobility](#) and click "Project Resources" along the top banner. This will bring you to links to all project and project-related documents in the following categories:
  1. **Related Planning Studies:** Click "Learn More" to access the studies.
  2. **Briargate Stapleton Project Documents:** Click "Learn More" to access the project documents.

**3. Study Area Development Plans:** Click “Learn More” to access the development plans.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

Tracked: Y



**File/Record Number: 78**

**From:** Allyssa Waskewicz <reply-to+08616f498717@crm.wix.com>  
**Sent:** Friday, April 8, 2022, 3:09 PM  
**To:** Paz de Araujo, Maureen A. <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Allyssa Waskewicz** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Allyssa Waskewicz

Email: [allwaske@gmail.com](mailto:allwaske@gmail.com)

Subject -

Message: -

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Allyssa Waskewicz:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 79**

## Message Details:

Message Details:

Name: Megan Lundberg

Email: meg.lundberg@gmail.com

Subject: Mailing list

Message: Hi just doing a contact form to be added to the mailing list. Excited about this project!

Add me to the project mailing list.: Checked

## Response 06/20/23

Dear Megan Lundberg:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your enthusiasm about the project.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

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We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 80**

**From:** Robert <reply-to+73befb526b84@crm.wix.com>  
**Sent:** Monday, February 20, 2022, 6:27 PM  
**To:** Paz de Araujo, Maureen A. <Maureen.PazdeAraujo@wilsonco.com>;  
 briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Robert** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Robert

Email: [rockymtnhpsp@gmail.com](mailto:rockymtnhpsp@gmail.com)

Subject: Plans

Message: Looking for a set of plans for this running right behind my house and need to know how to plan landscaping and if I need to move my well.

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Robert:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

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We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 81**

**From:** katielage@hotmail.com <reply-to+ab4759f0f369@crm.wix.com>

**Sent:** 4/11/2023, 3:10 PM

**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com

**Subject:** [briargate-stapleton] Contacts Form - new submission

**Katie Lage** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

## Message Details:

Name: Katie Lage

Email: katielage@hotmail.com

Subject: -

Message: Hi, we as homeowners in Sterling Ranch are elated to have Briargate connect to our area. We have to drive around (either north or south) just to get to into town, school, and work. This will expedite so much for us and are excited for this to take action. Thanks!

Add me to the project mailing list.: Unchecked

**Response 06/20/23**

Dear Katie Lage:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your enthusiasm about the project.

As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**

File/Record Number: 62

## Message Details:

Message Details:

Name: Daniel Furney

Email: info@briargate-stapleton.com

Subject: Wix

Message: Hello, my name is Daniel and I am wix adviser. Your website looks good but has some serious bugs in the code that make it difficult to find in Google. Below I am sending you a report in which you will find a list of the most important errors in the website code, after the correction of which your website will be re-indexed in Google and will reach significantly higher positions in the search engine in a short time. 900.webtikview.com/audit/www.briargate-stapleton.com. If you want your website to reach its potential, please read this report and adapt your website to the recommendations it contains. The above report is completely free and without obligation. However, if you are interested in our experts helping you to eliminate all errors and fully optimize the website and submit it to the Google search engine for reindexing, all you have to do is fill out a short application form: 900.webtikview.com/submit#s1 Best regards, Daniel Furney 686599.

Add me to the project mailing list. Unchecked

Response 00/00/22 N/A. Not a stakeholder. Solicitation for website services.

**File/Record Number: 83**

**From:** Dale Sparks <reply-to+f406c953210e@crm.wix.com>  
**Sent:** 4/21/2023, 8:29 AM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Dale Sparks** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

**Message Details:**

Name: Dale Sparks  
Email: sparkythree@gmail.com  
Subject: Information  
Message: -  
Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear Dale Sparks:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**



**File/Record Number: 84**

**From:** Roger Beaty <reply-to+6ff73a5b81ef@crm.wix.com>  
**Sent:** 4/22/2023, 8:49 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Roger Beaty** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

**Message Details:**

Name: Roger Beaty  
Email: rogerbeaty10@yahoo.com  
Subject: Request to be added to report  
Message: Please include me in future plans in the Briargate - Stapleton corridor  
Add me to the project mailing list.: Checked

**Response 06/20/23**

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 85**

**From:** David Colletti <reply-to+fc73ff2527d3@crm.wix.com>  
**Sent:** 4/27/2023, 6:22 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**David Colletti** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

**Message Details:**

Name: David Colletti

Email: condor62@aol.com

Subject: Add me please

Message: -

Add me to the project mailing list.: Checked

**Response 06/20/23**

Dear David Colletti:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

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We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 86**

**From:** Jason <reply-to+0d599502d967@crm.wix.com>  
**Sent:** 4/28/2023, 3:25 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

Jason just submitted your form: Contacts Form  
on [briargate-stapleton](#)

### Message Details:

Name: Jason

Email: oelectric97@yahoo.com

Subject: Stapleton/briargate

Message: I would like info on this project

Add me to the project mailing list.: Checked

### Response 06/20/23

Dear Jason:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 87**

**From:** mharding1981@gmail.com <reply-to+89da780fe9b7@crm.wix.com>

**Sent:** 5/20/2023, 7:41 AM

**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>;  
briargatestapleton@gmail.com

**Subject:** [briargate-stapleton] Contacts Form - new submission

**M Harding** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

## Message Details:

Name: -

Email: mharding1981@gmail.com

Subject: -

Message: -

Add me to the project mailing list.: Checked

## Response 06/20/23

Dear M Harding:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner

**Tracked: Y**

**File/Record Number: 88**

**From:** Ch <reply-to+fd62b15d3dc6@crm.wix.com>

**Sent:** 6/19/2023, 5:46 PM

**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com

**Subject:** [briargate-stapleton] Contacts Form - new submission

Ch just submitted your form: Contacts Form  
on [briargate-stapleton](#)

**Message Details:**

Name: - Ch

Email: [white0703@yahoo.com](mailto:white0703@yahoo.com)

Subject: - Stuff

Message: - Ok

Add me to the project mailing list.: Unchecked

Response 00/00/22 **N/A – not comment Mailing list not checked**

**Tracked: Y**

**File/Record Number: 89**

**From:** Bruce Johnson <reply-to+8a0d01fc7f79@crm.wix.com>

**Sent:** 6/19/2023, 11:19 PM

**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com

**Subject:** [briargate-stapleton] Contacts Form - new submission

**Bruce Johnson** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

### Message Details:

Name: - Bruce Johnson

Email: [bs3johnson@aol.com](mailto:bs3johnson@aol.com)

Subject: - Just reviewing

Message: - Just reviewing for info, since I don't remember the scope of the project.

Add me to the project mailing list.: Unchecked

**Response 06/20/23**

Dear Bruce Johnson:

Thank you for connecting with us and reviewing the project scope through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

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We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner  
Wilson & Company

Your Comments:

Name: Bruce Johnson

Email: [bs3johnson@aol.com](mailto:bs3johnson@aol.com)

Subject: Just reviewing

Message: just reviewing for info, since I don't remember the scope of the project

Add me to the project mailing list.: Unchecked

**Tracked: Y**



**File/Record Number: 90**

**From:** Kelle LeRoy [reply-to+35b73ca55efd@crm.wix.com](mailto:reply-to+35b73ca55efd@crm.wix.com)

**Sent:** 6/20/2023, 6:24 AM

**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com

**Subject:** [briargate-stapleton] Contacts Form - new submission

**Kelle LeRoy** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

### Message Details:

Name: Kelle LeRoy

Email: leroytk@comcast.net

Subject: Briargate Parkway-Stapleton Project

Message: interested in receiving information to review project plan. Thank you

Add me to the project mailing list.: Checked

### Response 06/20/23

Dear Kelle Leroy:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Please access our comprehensive website at: <https://www.briargate-stapleton.com/>. There you will find links to all project and project-related documents in the following categories:

- Related Planning Studies: Click "Learn More" to access the studies.
- Briargate Stapleton Project Documents: Click "Learn More" to access the project documents.
- Study Area Development Plans: Click "Learn More" to access the development plans.

Please note that the roadway design will not be finalized until all public and stakeholder input has been considered.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

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We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner  
Wilson & Company

Your Comments:

Name: Kelle LeRoy

Email: leroytk@comcast.net

Subject: Briargate Parkway-Stapleton Project

Message: interested in receiving information to review project plan. Thank you.

Add me to the project mailing list.: Checked

**Tracked: Y**

**File/Record Number: 91**

**From:** Ch <reply-to+fd62b15d3dc6@crm.wix.com>

**Sent:** 6/19/2023, 5:46 PM

**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com

**Subject:** [briargate-stapleton] Contacts Form - new submission

Ch just submitted your form: Contacts Form

on [briargate-stapleton](#)

## Message Details:

Name: A Stone

Email: Shortrose105@aol.com

Subject: Briargate stapleton project

Message: -

Add me to the project mailing list.: Checked

## Response 06/20/23

Dear A Stone:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Please access our comprehensive website at: <https://www.briargate-stapleton.com/>. There you will find links to all project and project-related documents in the following categories:

- Related Planning Studies: Click "Learn More" to access the studies.
- Briargate Stapleton Project Documents: Click "Learn More" to access the project documents.
- Study Area Development Plans: Click "Learn More" to access the development plans.

Please note that the roadway design will not be finalized until all public and stakeholder input has been considered.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP

Senior Transportation Planner

Wilson & Company

Your Comments:

Name: A Stone

Email: Shortrose105@aol.com

Subject: Briargate stapleton project

Message: -

Add me to the project mailing list.: Checked

**Tracked: Y**

**File/Record Number: 92**

**From:** Ch <reply-to+fd62b15d3dc6@crm.wix.com>

**Sent:** 6/19/2023, 5:46 PM

**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com

**Subject:** [briargate-stapleton] Contacts Form - new submission

Ch just submitted your form: Contacts Form

on [briargate-stapleton](#)

### Message Details:

Name: -

Email: fgfff@gmail.com

Subject: -

Message: -

Add me to the project mailing list.: Unchecked

Response 00/00/22 N/A No Comment. Mailing List Unchecked.

**Tracked: Y**

**File/Record Number: 93**

**From:** Melissa Jeffrey <reply-to+8261280c3832@crm.wix.com>  
**Sent:** 6/21/2023, 9:42 AM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Melissa Jeffrey** just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

### Message Details:

Name: Melissa Jeffrey

Email: Mdjeffrey79@yahoo.com

Subject: -

Message: -

Add me to the project mailing list.: Checked

### Response 06/25/23

Dear Melissa Jeffrey:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Please access our comprehensive website at: <https://www.briargate-stapleton.com/>. There you will find links to all project and project-related documents in the following categories:

- **Related Planning Studies:** Click "Learn More" to access the studies.
- **Briargate Stapleton Project Documents:** Click "Learn More" to access the project documents.
- **Study Area Development Plans:** Click "Learn More" to access the development plans.

Please note that the roadway design will not be finalized until all public and stakeholder input has been considered. Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner  
 Wilson & Company

Your Comments:

Name: Melissa Jeffrey

Email: Mdjeffrey79@yahoo.com

Subject: -

Message: -

Add me to the project mailing list.: Checked

**Tracked: Y**

**File/Record Number: 94**

**From:** Josh <reply-to+501213fd5be0@crm.wix.com>  
**Sent:** 6/22/2023, 9:03 AM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

Jose just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

## Message Details:

Name: Josh Chese

Email: [jjchese@gmail.com](mailto:jjchese@gmail.com)

Subject: Mailing list

Message: Add me to the mailing list please.

Add me to the project mailing list.: Checked

## Response 06/25/23

Dear Josh Chese:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Please access our comprehensive website at: <https://www.briargate-stapleton.com/>. There you will find links to all project and project-related documents in the following categories:

- **Related Planning Studies:** Click "Learn More" to access the studies.
- **Briargate Stapleton Project Documents:** Click "Learn More" to access the project documents.
- **Study Area Development Plans:** Click "Learn More" to access the development plans.

Please note that the roadway design will not be finalized until all public and stakeholder input has been considered.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner  
 Wilson & Company

Your Comments:

Name: Josh

Email: [jjchese@gmail.com](mailto:jjchese@gmail.com)

Subject: Mailing list

Message: Add me to the mailing list please.

Add me to the project mailing list.: Checked

**Tracked: Y**

**File/Record Number: 95**

**From:** J Derby <reply-to+2b376c145e13@crm.wix.com>

**Sent:** 6/22/2023, 12:39 PM

**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com

**Subject:** [briargate-stapleton] Contacts Form - new submission

J Derby just submitted your form: Contacts Form  
on [briargate-stapleton](#)

## Message Details:

Name: J Derby

Email: happyidiot62@hotmail.com

Subject: Interested in following this project

Message: -

Add me to the project mailing list.: Unchecked

## Response 06/25/23

Dear J Derby:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email.

Please access our comprehensive website at: <https://www.briargate-stapleton.com/>. There you will find links to all project and project-related documents in the following categories:

- **Related Planning Studies:** Click "Learn More" to access the studies.
- **Briargate Stapleton Project Documents:** Click "Learn More" to access the project documents.
- **Study Area Development Plans:** Click "Learn More" to access the development plans.

Please note that the roadway design will not be finalized until all public and stakeholder input has been considered. Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner  
Wilson & Company

Your Comments:

Name: J Derby

Email: happyidiot62@hotmail.com

Subject: Interested in following this project

Message: -

Add me to the project mailing list.: Unchecked

**Tracked: Y**



**File/Record Number: 96**

**From:** Mark Ressel <reply-to+bb13d285bce3@crm.wix.com>  
**Sent:** 6/23/2023, 11:05 AM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

Ch just submitted your form: Contacts Form  
 on [briargate-stapleton](#)

**Message Details:**

Name: Mark Ressel

Email: resselm6@aol.com

Subject: Just the facts

Message: I'm trying to get an idea of the project overview.

Add me to the project mailing list.: Unchecked

**Response 06/25/23**

Dear Mark Ressel:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email.

Please access our comprehensive website at: <https://www.briargate-stapleton.com/>. There you will find links to all project and project-related documents in the following categories:

- **Related Planning Studies:** Click "Learn More" to access the studies.
- **Briargate Stapleton Project Documents:** Click "Learn More" to access the project documents.
- **Study Area Development Plans:** Click "Learn More" to access the development plans.

Please note that the roadway design will not be finalized until all public and stakeholder input has been considered. Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner  
 Wilson & Company

Your Comments:

Message Details:

Name: Mark Ressel

Email: resselm6@aol.com

Subject: Just the facts

Message: I'm trying to get an idea of the project overview.

Add me to the project mailing list.: Unchecked

**Tracked: Y**

**File/Record Number: 97**

**From:** Kelle LeRoy <reply-to+3e8f3acd856b@crm.wix.com>

**Sent:** 6/26/2023, 4:59 PM

**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com

**Subject:** [briargate-stapleton] Contacts Form - new submission

**Kelle LeRoy** submitted your form: Contacts Form  
on [briargate-stapleton](#)

### Message Details:

Name: Kelle LeRoy

Email: [leroytk@comcast.net](mailto:leroytk@comcast.net)

Subject: Briargate-Stapleton Project

Message: I cannot open any of the menu links. I'm routed back to Contact page.

Add me to the project mailing list.: Unchecked

**Response 06/26/23**

Kelle LeRoy:

I will have others with EPC and the project team test the website/links, but I am not having any problem on my end. For now, try these links directly to right to the study reports/documents and the Open House:

<https://www.briargate-stapleton.com/briargate-stapleton-documents>

[Virtual Open House April 2021 \(theasys.io\)](#)

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner  
Wilson & Company

Your Comments:

Name: Kelle LeRoy

Email: [leroytk@comcast.net](mailto:leroytk@comcast.net)

Subject: Briargate-Stapleton Project

Message: I cannot open any of the menu links. I'm routed back to Contact page.

Add me to the project mailing list.: Unchecked

**Tracked: Y**

**File/Record Number: 98**

**From:** Tim & Kelle <leroytk@comcast.net>

**Sent:** 6/26/2023, 7:10 AM

**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com

### **Message Details:**

Name: Kelle LeRoy

Email: [leroytk@comcast.net](mailto:leroytk@comcast.net)

Subject: Briargate-Stapleton Project

Message:

Maureen,

I can open the links embedded in the website link below.

Thank you.

Kelle LeRoy

Add me to the project mailing list.: Unchecked

### **Response 10/02/2023**

Your Comments:

Name: Kelle LeRoy

Email: [leroytk@comcast.net](mailto:leroytk@comcast.net)

Subject: Briargate-Stapleton Project

Message:

Maureen,

I can open the links embedded in the website link below.

Thank you.

Kelle LeRoy

Add me to the project mailing list.: Unchecked

**Tracked: Y**

**File/Record Number: 100**

**From:** Megan Lundberg <meg.lundberg@gmail.com>  
**Sent:** 6/28/2023, 12:51 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>

### Message Details:

Name: Megan Lundberg

Email: [meg.lundberg@gmail.com](mailto:meg.lundberg@gmail.com)

Subject: Response to Briargate Parkway Extension - Response to Comments

Message: Hi Maureen,

Thank you so much for your reply! I live off Raygor, which is lovingly referred to as a "giant cul de sac" as there is only the one road (Raygor) in and out of our little neighborhood. While I appreciate that for what it is, it also makes me nervous when considering forest fires, road damage, and other disasters that could prevent us from leaving or safely evacuating if needed. A connection would be really, really wonderful for my peace of mind- though other neighbors may disagree- as well as for convenience to access the stores in Falcon.

Megan

**Response 06/28/23**

Hello Megan,

It is true that some neighbors opposed the north alignment. Additionally, the south alignment was favored because it is consistent with approved development plans in this part of the County.

Your concern about emergency access/egress safety, given the single route in/out and the Raygor Road "cul-de-sac" will be considered and addressed, possibly with emergency access to the new roadway, as a part of final roadway design. I understand that this will not help to improve access to stores in Falcon. It is always a balance.

Again, we appreciate your continued participation and interest in the project!

Thank you.

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner  
 Wilson & Company

Message Details:

Name: Megan Lundberg

Email: [meg.lundberg@gmail.com](mailto:meg.lundberg@gmail.com)

Subject: Response to Briargate Parkway Extension - Response to Comments

Message: Hello, With this project will the section of Stapleton (to the east of Arroya where it currently ends) be connected to the rest of Stapleton (at Towner)? I'm hoping it does!

Thank you,

Megan Lundberg

**Tracked: Y**

**File/Record Number: 101**

**From:** Derek Legg [reply-to+3b34d5e04641@crm.wix.com](mailto:reply-to+3b34d5e04641@crm.wix.com)

**Sent:** 6/19/2023, 5:46 PM

**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com

**Subject:** [briargate-stapleton] Contacts Form - new submission

**Derek Legger** just submitted your form: Contacts Form  
on [briargate-stapleton](#)

### Message Details:

Name: Derek Legger

Email: [legger196@gmail.com](mailto:legger196@gmail.com)

Subject: Briargate stapleton project

Message: - Just here for updates on the project. Thanks.

Add me to the project mailing list.: Checked

### Response 07/03/23

Dear Derek Legger:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email. As requested, you have been added to the project mailing list.

Please access our comprehensive website at: <https://www.briargate-stapleton.com/>. There you will find links to all project and project-related documents in the following categories:

- **Related Planning Studies:** Click "Learn More" to access the studies.
- **Briargate Stapleton Project Documents:** Click "Learn More" to access the project documents.
- **Study Area Development Plans:** Click "Learn More" to access the development plans.

Please note that the roadway design will not be finalized until all public and stakeholder input has been considered.

Since the 30-day public comment period closed in September 2022, the project encountered some delay, but is now ready to progress in earnest. It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in mid to late summer for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner  
Wilson & Company

Your Comments:

Name: Derek Legger

Email: [legger196@gmail.com](mailto:legger196@gmail.com)

Subject: Briargate stapleton project

Message: - Just here for updates on the project. Thanks.

Add me to the project mailing list.: Checked

**Tracked: Y**

**File/Record Number: 102**

**From:** Kyle Knox <reply-to+3e8f3acd856b@crm.wix.com>

**Sent:** 8/23/2023 8:00 PM

**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com

**Subject:** [briargate-stapleton] Contacts Form - new submission

Kyle Knox submitted your form: Contacts Form  
on [briargate-stapleton](#)

### Message Details:

Name: Kyle Knox

Email: [knox.154@osu.edu](mailto:knox.154@osu.edu)

Subject:

Message:

Add me to the project mailing list.: Unchecked

### Response 06/26/23

Dear Kyle Knox:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email.

Please access our comprehensive website at: <https://www.briargate-stapleton.com/>. There you will find links to all project and project-related documents in the following categories:

- Related Planning Studies: Click "Learn More" to access the studies.
- Briargate Stapleton Project Documents: Click "Learn More" to access the project documents.
- Study Area Development Plans: Click "Learn More" to access the development plans.

Please note that the roadway design will not be finalized until all public and stakeholder input has been considered.

Both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in this fall for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website. The first Planning Commission meeting has been scheduled for October 5th, 2023.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner  
Wilson & Company

Your Comments:

Name: Kyle Knox

Email: [knox.154@osu.edu](mailto:knox.154@osu.edu)

Subject:

Message:

Add me to the project mailing list.: Unchecked

**Tracked: Y**



**File/Record Number: 103**

**From:** Mitchell Heath <reply-to+233d3ee5903f@crm.wix.com>  
**Sent:** 6/26/2023, 4:59 PM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Mitchell Heath** submitted your form: Contacts Form  
 on [briargate-stapleton](#)

## Message Details:

Name: Mitchell Heath

Email: [earthen-bee0h@icloud.com](mailto:earthen-bee0h@icloud.com)

Subject:

Message:

Add me to the project mailing list.: Checked

## Response 10/02/2023

Dear Mitchell Heath:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email.

Please access our comprehensive website at: <https://www.briargate-stapleton.com/>. There you will find links to all project and project-related documents in the following categories:

- **Related Planning Studies:** Click "Learn More" to access the studies.
- **Briargate Stapleton Project Documents:** Click "Learn More" to access the project documents.
- **Study Area Development Plans:** Click "Learn More" to access the development plans.

Please note that the roadway design will not be finalized until all public and stakeholder input has been considered.

Both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in this fall for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website. The first Planning Commission meeting has been scheduled for October 5<sup>th</sup>, 2023.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planner  
 Wilson & Company

Your Comments:

Name: Mitchell Heath

Email: <mailto:earthen-bee0h@icloud.com>

Subject:

Message:

Add me to the project mailing list.: Checked

**Tracked: Y**

**File/Record Number: 104**

**From:** Tracy Ellis <reply-to+0fbc90eee856@crm.wix.com>

**Sent:** 9/7/2023 6:09 PM

**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com

**Subject:** [briargate-stapleton] Contacts Form - new submission

**Tracy Ellis** submitted your form: Contacts Form  
on [briargate-stapleton](#)

## Message Details:

Name: Tracy Ellis

Email: [tracyellis3130@gmail.com](mailto:tracyellis3130@gmail.com)

Subject: Briargate-Stapleton Corridor

Message: Hi, I'm just attempting to learn more about this project Thank you!

Add me to the project mailing list.: Checked

## Response 06/26/23

Dear Tracy Ellis:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email.

Please access our comprehensive website at: <https://www.briargate-stapleton.com/>. There you will find links to all project and project-related documents in the following categories:

- **Related Planning Studies:** Click "Learn More" to access the studies.
- **Briargate Stapleton Project Documents:** Click "Learn More" to access the project documents.
- **Study Area Development Plans:** Click "Learn More" to access the development plans.

Please note that the roadway design will not be finalized until all public and stakeholder input has been considered.

Both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners in this fall for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website. The first Planning Commission meeting has been scheduled for October 5<sup>th</sup>, 2023.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner  
Wilson & Company

Your Comments:

Name: Tracy Ellis

Email: <mailto:tracyellis3130@gmail.com>

Subject: Briargate-Stapleton Corridor

Message: Hi, I'm just attempting to learn more about this project Thank you!

Add me to the project mailing list.: Checked

**Tracked: Y**

**File/Record Number: 105**

**From:** Steve Coco <reply-to+e18c62c1554b@crm.wix.com>

**Sent:** 9/21/2023 6:44 PM

**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com

**Subject:** [briargate-stapleton] Contacts Form - new submission

**Steve Coco** submitted your form: Contacts Form

on [briargate-stapleton](#)

## Message Details:

Name: Steve Coco

Email: [scocoman@gmail.com](mailto:scocoman@gmail.com)

Subject: Briargate-Stapleton Corridor

Message: Has the study been conducted? How far off is getting the money and beginning construction especially beginning at the blackforest briargate section? Thank you.

Add me to the project mailing list.: Checked

## Response 06/26/23

Dear Steve Coco:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your support of the overall project and specific support for the addition of a bike path and pedestrian walkway.

The timeline for construction has not yet been identified. At this point only the study has been funded. The study will set the alignment, typical roadway section, and access control plan for the corridor that will be used for right-of-way preservation through the County's development review process.

It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners this fall for review and adoption, respectively. Presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website. The first Planning Commission meeting has been scheduled for October 5, 2023.

Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

As requested, you have been added to the project mailing list.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planning Manager

Your Comments:

Name: Steve Coco

Email: [scocoman@gmail.com](mailto:scocoman@gmail.com)

Subject: Briargate-Stapleton Corridor

Message: Has the study been conducted? How far off is getting the money and beginning construction especially beginning at the blackforest briargate section? Thank you.

Add me to the project mailing list.: Checked

**Tracked: Y**

**File/Record Number: 106**

**From:** Stephen Jacobs <strijlejacobs@gmail.com>  
**Sent:** 10/19/2023 10:19 AM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>  
**Subject:** Request for Response to all Briagate-Stapleton Q&A Public Comments on Project Website

**This was a direct email to my Wilson address. Kari Parsons was copied.**

### Message Details:

Name: Stephen Jacobs Jr.

Email: [strijlejacobs@gmail.com](mailto:strijlejacobs@gmail.com)

Subject: Request for Response to all Briagate-Stapleton Q&A Public Comments on Project Website

Message:

Dear Maureen Paz de Araujo,

When will all of the Public comments from the Briagate-Stapleton website Q&A be responded to by the Project Team on the project website?

<https://www.briagate-stapleton.com/community-q-a>

The last "Project Team" comment response on the Q&A portion of the website was on 7/8/2021. Since then, there have been twenty seven (27) additional public comments, with the last public comment made on 9/26/2021.

See Missing Response Comments attachment with date stamps.

Thank you,

Stephen Jacobs Jr.

### Response 10/23/2023

Dear Stephen Jacobs Jr:

As of today, the project team has responded to 145 individual public comments submitted via the website comment forms. Many of the public comments that used the comment form were submitted after the Public Comment period closed in September 2022. Many of the comments duplicate comments submitted using the map app or as letters to the Board of County Commissioners and/or Planning Commission.

The project team has also received 64 public comments via the comment map app on the project website. Responses for over-half of the map delivered comments, dating through July 2021, were posted on the map app administrative listing that is linked to the website for viewing. After completing initial map app comment response that were received and posted in 2021, we encountered difficulties in adding the responses to the newer comments from 2022 to map app administration listing. We are working on a fix to allow us to direct post the remaining responses. As an interim solution, we have created a PDF document includes all map app public comments and responses that will be posted on the website for download. That should be uploaded sometime today.

Finally, you and Dana King sent a letter to the Board of County Commissioners on September 16, 2022. The project team was asked to provide response to be used by staff or the Board to respond to your letter. Per your new letter to the Planning Commission, it appears that you have received those responses. Responses to your second letter and a letter from your neighbor Cathy Lane will be submitted to the Planning Commission and posted as part of the PC "packet."

Thank you.

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planning Manager

Your Comments:

Name: Stephen Jacobs Jr.

Email: [strijlejacobs@gmail.com](mailto:strijlejacobs@gmail.com)

Subject: Request for Response to all Briagate-Stapleton Q&A Public Comments on Project Website

**Tracked: Y**

**File/Record Number: 107**

**From:** Jon Lock <reply-to+1aa07a592dbe@crm.wix.com>  
**Sent:** 10/21/2023 10:22 AM  
**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com  
**Subject:** [briargate-stapleton] Contacts Form - new submission

**Jon Lock** just submitted your form: **Contacts Form**  
 on briargate-stapleton

**Message Details:**

Name: Jon Lock

Email: [vetteviking@gmail.com](mailto:vetteviking@gmail.com)

Subject: Homeowner

Message: Want to keep informed

Add me to the project mailing list.: Checked

**Response 06/26/23**

Dear Jon Lock:

Thank you for connecting with us through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email.

Please access our comprehensive website at: <https://www.briargate-stapleton.com/>. There you will find links to all project and project-related documents in the following categories:

- **Related Planning Studies:** Click "Learn More" to access the studies.
- **Briargate Stapleton Project Documents:** Click "Learn More" to access the project documents.
- **Study Area Development Plans:** Click "Learn More" to access the development plans.

Please note that the roadway design will not be finalized until all public and stakeholder input has been considered.

Both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners this fall for review and adoption, respectively. Planning Commissions presentations, action and recommendations to the Board of County Commissioners will be heard at two regular meetings, the first as a public hearing. The County will provide notice of these meetings and meeting notices will also be posted on the project website. The first Planning Commission meeting took place on October 5, 2023, and the second meeting is scheduled for November 2, 2023.

As requested, you have been added to the project mailing list.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
 Senior Transportation Planning Manager

Your Comments:

Name: Jon Lock

Email: [vetteviking@gmail.com](mailto:vetteviking@gmail.com)

Subject: Homeowner

Message: Want to keep informed

Add me to the project mailing list.: Checked

**Tracked: Y**

**File/Record Number: 108**

**From:** Brian Frank <reply-to+a5d03d7f91ac@crm.wix.com>

**Sent:** 10/23/2023 9:13 PM

**To:** Paz de Araujo, Maureen <Maureen.PazdeAraujo@wilsonco.com>; briargatestapleton@gmail.com

**Subject:** [briargate-stapleton] Contacts Form - new submission

**Steve Coco** submitted your form: Contacts Form  
on [briargate-stapleton](#)

### Message Details:

Name: Brian Frank

Email: bfrank1974@gmail.com

Subject: Briargate-Stapleton Corridor appeal to cease

Message: I will add my voice to the growing throngs of residents in this neighborhood that strongly reject the idea of building a road through an existing quiet neighborhood. Others have illustrated reasons I share about moving away from the city, eminent domain, and lawsuits involving nuisance law, class action lawsuits, lowering property values, etc. My question is this: To whom could we make an appeal that has any gravitas, any authority to prevent such a travesty and destructive action against our community?

Add me to the project mailing list.: Unchecked

### Response 06/26/23

Dear Brian Frank:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planning Manager

Your Comments:

Name: Brian Frank

Email: [bfrank1974@gmail.com](mailto:bfrank1974@gmail.com)

Subject: Briargate-Stapleton Corridor appeal to cease

Message: I will add my voice to the growing throngs of residents in this neighborhood that strongly reject the idea of building a road through an existing quiet neighborhood. Others have illustrated reasons I share about moving away from the city, eminent domain, and lawsuits involving nuisance law, class action lawsuits, lowering property values, etc. My question is this: To whom could we make an appeal that has any gravitas, any authority to prevent such a travesty and destructive action against our community?

**Tracked: Y**



Dear Steve Coco:

Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your support of the overall project and specific support for the addition of a bike path and pedestrian walkway.

The timeline for construction has not yet been identified. At this point only the study has been funded. The study will set the alignment, typical roadway section, and access control plan for the corridor that will be used for right-of-way preservation through the County's development review process.

It is anticipated that both the Corridor Preservation Plan and the Access Control Plan will be presented to the Planning Commission and the Board of County Commissioners this fall for review and adoption, respectively. The presentation to the Planning Commission will occur at two regular meetings, the first as a public hearing. The County will advertise the specific dates of these meetings and meeting notices will also be posted on the project website. The first Planning Commission meeting has been scheduled for October 5, 2023.

Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County.

As requested, you have been added to the project mailing list.

Stay up to date by accessing our comprehensive website: <https://www.briargate-stapleton.com/>.

We appreciate your continued participation!

Maureen Paz de Araujo, FAICP CTP CEP  
Senior Transportation Planner  
Wilson & Company

Your Comments:

Name: Steve Coco

Email: [scocoman@gmail.com](mailto:scocoman@gmail.com)

Subject: Briargate Stapleton project

Message: Has the study been conducted? How far off is getting the money and beginning construction especially beginning at the blackforest briargate section? Thank you.

Add me to the project mailing list.: Checked

**Tracked: Y**

The letter signed by Dana King and Stephen Jacobs regarding the Briargate-Stapleton corridor states the following:

#	Comment	Evaluation/Response
1	Many of our homes were planned and constructed relying on the current platted 120' ROW.	The subdivision filing documents for Highland Park and Eagle Rising show a 120' wide ROW for Briargate Parkway and two thirty-foot-wide public utility easements located adjacent to the platted ROW on the north and the south for a total of 180'. This total width is twelve feet more than the 168' total width shown in the report exhibits. Although the exhibits are labeled as ROW, the full width shown in the illustrative typical sections includes both roadway infrastructure and public utility easements. All typical section exhibits are conceptual and illustrate a progression of the roadway from a rural setting to a potential future urban setting. The illustrative ultimate (future) typical section includes urban drainage infrastructure (curb & gutter to replace the drainage swales), four 11-foot--wide travel lanes, two 6-foot-wide shoulders (a carryover from El Paso County standards), a six-foot-wide detached sidewalk that is separated from the travel lanes by a seven-foot-wide buffer, a 12-foot-wide bike trail (located in the utility corridor on one side), and two 25-foot-wide utility corridors. The back-of-curb to back-of-curb roadway width in the illustrative ultimate typical section is 92'. The detached sidewalk and seven-foot-wide buffer bring the total typical section width to 105'. Were a detached sidewalk added to the other side of the roadway as an alternative to a bike trail, the roadway section width would increase to 118'. Were the trail relocated, adjacent to the travel lanes in lieu of a second detached sidewalk, the roadway section would increase to 124', four feet wider than the platted ROW.
2	We want to emphasize that the 168' ROW contemplated by the Wilson engineers is not appropriate adjacent to our homes, nor are six lanes in the future.	The ultimate (future) conceptual typical roadway section included in the report is consistent with the platted 120-foot-wide ROW and two adjacent thirty-foot-wide public utilities easements. Widening of Briargate Parkway to six lanes is not planned. Widening of the illustrative ultimate typical section to six lanes would require additional ROW and significant throw-away and reconstruction.
3	Increasing the current 120' ROW will require eminent domain taking from each of out 40 properties.	Acquisition of ROW in addition to that already platted is not needed to accommodate the illustrative four-lane ultimate typical section for Briargate Parkway.
4	A roadway that allows traffic to speeds in excess of 70 mph on Briargate is not safe for our neighborhood.	Per the El Paso County Engineering Design Criteria, a Major Arterial class roadway is designed to operate safely with an 85 <sup>th</sup> percentile operating speed of 45 mph. Data from local speed studies for existing roadways of similar configuration do not support the assertion that traffic would reach speeds in excess of 70 mph.

5	There is no reason to preserve a full-movement intersection in this location (Loch Linneh Place).	It was assumed that the existing neighborhoods would desire access at this location. Reducing this access to RIRO or eliminating this access would be desirable from an access management standpoint as it would improve access spacing, bringing it into better compliance with optimal spacing.
6	We ask that you place this traffic signal (Loch Linneh Place) at the intersection of Volmer and Burgess, which remains a very dangerous intersection after many crashes.	The Vollmer/Burgess intersection is not part of this study. The County recently completed the El Paso County Roadway Safety Plan ( <a href="https://www.epcsaferroads.com">https://www.epcsaferroads.com</a> ). The Plan prioritized intersections and roadway segments for additional analysis and identified strategies to improve safety at these locations. Signalization the Vollmer/Burgess intersection is one strategy that could be implemented to improve safety, but only if signal warrants, including traffic volumes through the intersection, are met. Similarly, a signal at a future Loch Linneh Place/Briargate Parkway intersection, or any other future corridor intersection could only be installed when signal warrants are met.
7	Wilson & Company asserts that there is no Preble's mouse habitat on Cottonwood Creek in the area.	<p>The statement is not true. Perhaps the commenter does not understand the difference between ordinary habitat and critical habitat.</p> <p>Page 20 of the report states that there is no habitat designated as <u>critical</u> by the U.S. Fish and Wildlife Service in the Briargate-Stapleton corridor. See Federal Register of December 15, 2010, at: <a href="https://www.govinfo.gov/content/pkg/FR-2010-12-15/pdf/2010-30571.pdf">https://www.govinfo.gov/content/pkg/FR-2010-12-15/pdf/2010-30571.pdf</a></p> <p>For a USFWS description of Designated Critical Habitat, see: <a href="https://www.fws.gov/sites/default/files/documents/critical-habitat-fact-sheet.pdf">https://www.fws.gov/sites/default/files/documents/critical-habitat-fact-sheet.pdf</a></p> <p>Apart from the issue of critical habitat, the report indicates that the Preble's Meadow Jumping Mouse (PMJM) uses riparian habitat (along streams), and that our biologist identified 13 streams with riparian habitat that would be crossed by the project. See Figure 5.6 in the report. This means that there IS potential PMJM habitat in the project area.</p>
8	Reports to the contrary exist and a study will be required by Federal officials.	See comment above. The report indicates that there IS potential PMJM habitat in the project area. So, yes – it is recognized that assessment of any PMJM impacts will be needed in order to get environmental clearance for the project.
9	Preble's mouse is only one of several reasons why a bridge, not the box culvert Wilson & Company specify could be required for the Cottonwood Creek crossing, which is within the FEMA flood zone.	Figure 5.1 of the report indeed shows the FEMA flood designation for Cottonwood Creek. Any new structure over this drainage would be designed in accordance with FEMA requirements. Additionally, a bridge generally is more compatible with wildlife needs than a culvert, if the impacts of building the bridge are not highly adverse.

10	The expense of a bridge designed for the future six lane traffic is not warranted in our neighborhood.	A bridge, if built, would not be intended to be used only by any one neighborhood, but for the benefit of all corridor users of the roadway.
11	Again, we urge you to not accept the Wilson& Company Briargate-Stapleton product without reducing the ROW design to the current 120 feet adjacent to our homes, eliminating the interchange at Loch Linneh and adding a major Colorado Springs Utilities water main through the Briargate Parkway corridor.	The conceptual typical roadway sections included in the report are consistent with the platted 120'-wide ROW and two adjacent thirty-foot-wide public utilities easements. The future signalized intersection at Loch Linneh Place was included in the belief that the existing neighborhoods would want access to Briargate Parkway at this location; the access will be removed. El Paso County cannot extend a CSU water main within the county but is providing a utility corridor as part of the plan to accommodate utility extension within the corridor. CSU, as part of stakeholder coordination has expressed the desire to extend gas in the corridor.

October 19, 2023  
El Paso County Planning Commissioners,

On-line, I attended your October 5, 2023 Planning Commission meeting, to make my comments on the Briargate-Stapleton Corridor Item, and was surprised to have no opportunity for public comment for **Items on the Agenda**. I heard the County DPW Engineer and the Wilson Company Presenter speak, and I still have these concerns that I would like addressed by you and the Wilson Company.

If I am wrong about a matter, please tell me where I am wrong. I am concerned about the County wasting taxpayer money. And about swift adoption of Plans that need more study.

- Our family is developing our 70 acres, located along the **north side of the Briargate-Stapleton Corridor at Cottonwood Creek**. That makes us, in our view, a "Stakeholder...Developers especially those with active sketch plans or in the process" yet we were not included in any Stakeholder meetings.
- None of our family's comments on the Wilson Company website for public comment were responded to, nor were any of our comments in the County EDARP matrix of comments, nor in the Planning Commissioners' packet. Who eliminated our comments? Why was our September 2022 5 HOAs letter to the BOCC not in your packet?
- If the 120' width of the Corridor (the width planned for decades for our western section) increases to the "Ultimate 168' width" as the Wilson Report (Appendix D, 3.1 Design Criteria) envisions, then the County will be making the existing Highland Park Filings and Eagle Wing Estates 2.5 acres Lots smaller than 2.5 acres, making these Lots "illegal".

Please explain how you are even considering approving/allowing/planning for this change of width from 120' to 168' outlined in the Wilson Report as the "ultimate width". This action begins the eminent domain process to take property from 39 owners near us that are directly adjacent to the Corridor. People have built houses/decks/garages/domestic wells/septic fields/berms/trees/ponds that will be taken for this plan and the Wilson Report does not even mention this "taking". Where in the Wilson Report are these acquisition costs?

- Wilson Report elevations for our pond & our dam are not current information. The Report seems to use elevations from 23 years ago from work by Drexel Barrell done for our property. We have full Submittals in EDARP with current information. Our dams were rebuilt in 2014 at significant cost. Wilson's Appendix C, Drainage Report, page 9 states "considerable work is needed" cites "impacts" to our pond dam, forecasts "bridge in the future".
- Our pond is not "in the Park Forest Water District reservoir system". Where did this language come from? We own our ponds.
- Wilson Report presentation slide titled "Environmental Considerations Wetlands" does not seem to depict the wetlands at our southern boundary. Why was the "Color Orange" not used?

- Wilson Report presentation slide titled "Noise" shows a 500' buffer line. If the "ultimate width" for the Corridor is adopted by the Planning Commission; that impact would be across our entire south pond and therefore its wildlife and fowl, as well as many of our planned Lots.
- The impact to our pond, which was instrumental in fighting the 2013 Black Forest Fire, would be a significant loss to far more people.
- Our access to our eastern pastures for grazing animals is across our southern dam. If the "Ultimate width" to be taken by the County in eminent domain were to encroach on the foot of our dam to require our dam be reconstructed to maintain its integrity, the cost to the County to replace our access would be significant.
- Our southern berm was built, along with 20+ year old trees that were planted to buffer our Lots from the Corridor, for the planned 120' width. Wilson Report Appendix D, 5.2 Phasing puts our section as "first built". If 24' or more land is taken by the County in eminent domain, we anticipate that the County will need to move our trees and re-build our berm to its current dimensions. Its extensive length/breadth/width/vegetation would be a significant cost to the County. Where is that cost in the Wilson Report?
- Wilson Report Appendix D, 5.2 Phasing puts our section as "first built". Our southern fence is along our entire southern property line. It could be that we are the only property in this section of the Corridor with fence to the middle of the proposed Corridor. We reasonably expect our fence to be relocated at County expense before any Corridor construction begins. Where is that cost in the Wilson Report?

We seek no direct access to the Corridor. Please, eliminate the intersection and traffic light at Loch Linneh Place.

- As a box culvert is not likely the way the Corridor will be built across Cottonwood Creek, where in the Report is the cost of that potential bridge? Wouldn't you want to know how much more that bridge will cost the County before changing the current 120' planned corridor into a 168' Corridor?
- All told, we think there are significant costs to the County that are not found in the Wilson Report.

**I ask that the Planning Commission not approve the Wilson Report as it stands.  
I ask that you use your approving authority as the Planning Commission to**

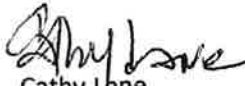
- **Limit the Corridor to 120' total width in the section from Black Forest Road to the Jaynes property**
- **Eliminate the Corridor access to our property to the north/Loch Linneh Place to the south**
- **Move discussion of our property's Subdivision Filing along without further delay.**

**The recent “third or fourth County Engineering Review” for our Eagle Rising Subdivision Submittals added so many new comments for us to “respond to” that it exceeds hundreds of line items (County comments made 9/15/23, 9/27/23, 9/29/23, 10/4/23, 10/5/23, 10/9/23) that force delay in processing our Submittals while you are being encouraged by EPC Staff to swiftly adopt the Corridor Preservation Plan and the Corridor Access Control Plan parts of the Wilson Report right now.**

Lastly, I think my **neighbors** Thomas Bailey (Chair, El Paso County Planning Commission) and Kevin Mastin (recently El Paso County Interim Director of Planning, now Executive Director, El Paso County Department of Public Works), along with County Attorney Lori Seago, could disclose their close interests in these matters.

Of interest, Mr. Mastin’s HOA is one of the 5 HOAs that signed the September 16, 2022 Letter to the BOCC.

Respectfully,

  
Cathy Lane  
tel 719.359.1471





Miranda Benson2

---

**From:** Miranda Benson2  
**Sent:** Thursday, October 19, 2023 9:17 AM  
**To:** PCD Hearings  
**Subject:** FW: EPC Planning Commission rejection of the Wilson Company's Briargate-Stapleton Corridor Alignment Plan and Access Control Plan without modifications  
**Attachments:** Briargate-Stapleton plan rejection letter to Planning Commission 231018.docx; clip\_image001.jpeg; clip\_image002.jpeg; clip\_image003.png; clip\_image004.jpeg; clip\_image006.png; clip\_image008.png; clip\_image010.png; clip\_image011.png; clip\_image012.png; clip\_image013.png; clip\_image014.png; clip\_image015.png; clip\_image016.png; clip\_image017.png  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

----- Forwarded message -----

**From:** Steve Jacobs <[jacobsmid@me.com](mailto:jacobsmid@me.com)>  
**Date:** Wed, Oct 18, 2023, 7:58 PM  
**Subject:** EPC Planning Commission rejection of the Wilson Company's Briargate-Stapleton Corridor Alignment Plan and Access Control Plan without modifications

Steve Jacobs, MD

P O Box 2076

Colorado Springs, CO 80901

[JacobsMD@me.com](mailto:JacobsMD@me.com)

719-359-1470

Re: Eagle Rising Subdivision @ Cottonwood Creek and the EPC Planning Commission rejection of the Wilson Company's Briargate-Stapleton Corridor Alignment Plan and Access Control Plan without modifications

Dear Vice-Chairman Carlson,

El Paso County represents the Briargate-Stapleton Plan as preserving the Briargate-Stapleton corridor. Instead, the Plan initiates condemnation and taking twenty-four (24) feet of property from thirty six (36) homeowners plus three (3) other property owners in the already platted area from Black Forest Road east to the "Jayne's Subdivision."

**Please, do not approve the Wilson Report on Briargate-Stapleton Corridor as it stands.**

**Most importantly, your Planning Commission has the authority to limit the width of the Corridor to its current 120 feet total from Black Forest Road to the recently approved Jayne's Subdivision, as this ROW cuts through the 5 Subdivisions that have long counted on this 120 feet access width. Please, don't start eminent domain condemnation on our properties.**

**Number two; eliminate the traffic signal at Loch Linneh Place<sup>[JS1]</sup> . Wilson and the County appear to agree.**

**Number three; remove the over-reach and errors in the report and send review of this material to the appropriate forums for resolution.**

Following is the **September 16, 2022 Letter signed by five HOAs to the BOCC**, which was cited in the October 5, 2023 Planning Commission meeting, howbeit at the last minute. The only response to this letter we received prior to the October 5, 2023 Planning Commission (PC) meeting is from Commissioner Williams, acknowledging receipt without comment. After the PC meeting, anonymous responses were entered on October 10, 2023 into EDARP as responses to “the letter signed by Dana King and Stephen Jacobs” without identifying “the letter”. Again, there was no direct notification to the Home Owner Associations which wrote the letter. The **responses** are compiled for your convenience following the letter. My response to the somewhat confusing response from Wilson or the County engineers is that taking 24 feet of the 32 foot utility easement for new right of way access (ROW) requires condemning our properties. ROW and easement access are not synonyms. EPC will own the ROW. Easements are owned by the current property owners.

#### **Responses:**

Contrary to Presenter Ms. Paz de Araujo’s statements during her October 5th presentation regarding Wilson Engineering’s answers to public comments, and Engineer Schwartz written statement in the PC packet, neither myself nor my family have ever received responses to our September 15, 2022 comments to Wilson Engineering’s public survey. Our comments can still be found on the Briargate-Stapleton website. Oddly, our comments are not in the County compilation in e-Darp, nor in your packet. See the screen shots of our comments which follow the EDARP responses. By the way, there are about 30 comments from other people without responses on the website (for instance, Amy Phillips makes a particularly cogent argument for upgrading the Woodman Road corridor for your consideration, which also received no response, so I also included her comment to follow.)

We further note that the spreadsheet of Public Comments-Responses in the Wilson Report in your packet cannot be illegible. We now see that this document is legible in EDARP and don’t think the public should be expected to be detectives to find legible documents.

#### **Stakeholder meetings:**

Both Ms. Paz de Araujo and Ms. Herrington stated that meetings were held with developer stakeholders in the B-S corridor. Our developer, MyPad, Inc., for Eagle Rising Subdivision was never contacted even though contact information is plainly clear in our EDARP file. MyPad is not as large as Classic and Norwood, however MyPad is important because both Cottonwood Creek and future ROW for Briargate are on our Eagle Rising Subdivision property.

#### **Errors:**

The Wilson Report errors in stating there is no history of the presence of **Preble's jumping mouse** in this area of Cottonwood Creek and now makes a distinction between habitat and critical habitat. Environmental consultants for our Eagle Rising Subdivision refer to the floodplain, riparian area south of our dam/south of our property as prime mouse habitat. This is not shown on Wilson documents as such. As we have been planning our subdivision for over ten years, our documents for our submittal can be publicly accessed in e-Darp[JS2]. My family is developing our 70 acres impacted by the Corridor, yet we have never been contacted by anyone with the Wilson Company.

A field study will be required to make the Preble’s mouse determination. When Preble’s mouse is trapped, [JS3] a bridge crossing of Cottonwood Creek south of our property may be required: but the expense of this bridge is not contained in the Wilson Study cost projections. Furthermore, the proposed **24 feet expansion in the width ROW would encroach upon the foot of our dam** for our pond on Cottonwood Creek to the north of the Briargate crossing. Moving and reconstructing our dam will bear considerable cost to the County. Please, see comment to follow.

Wilson discusses the **ponds** on Cottonwood Creek as “stock ponds[JS4]”. I think “ponds for fire fighting” is better. Use of these ponds includes “standing water reservoirs for fire fighting, wildlife habitat, recreation and aesthetics.” The water in our pond was critical for fire fighting in the 2013 Black Forest Fire as the private wells and Park Forest Water District community water hydrants deliver limited, small water flows. The Wilson Report states that our pond is part of Park Forest Water District’s reservoir system. **This is not the case.**

#### **Regulation by outside consultants:**

Wilson states that future upstream development of more than one acre - i.e. our Eagle Rising Subdivision property - will be required to provide full spectrum water detention. Our MVE Engineer, Inc. engineers have determined that developed stormwater flows off Eagle Rising Subdivision's lots which are larger 2 ½ acre lots in this area, **do not require detention of stormwater flows**. The Wilson Report does not refer to our Master Development Drainage Plan performed by MVE Engineering for our Eagle Rising Subdivision. Is this "corridor and access plan" the place for these policies? This subject does not seem proper for the stated purpose of the Wilson report.

After more than 10 years of unending process delays and changes in regulations, we have come to believe the legal, engineering and planning staff and dysfunctional culture of El Paso County Public Works and Planning appear to be intentionally delaying approvals of our subdivision in order to take our property by regulatory and inverse condemnation and to require us to become subject to these future requirements that seem to be attempts to compel us to pay for drainage improvements not required for our proposed Eagle Rising Subdivision project; all to the benefit of the County. As Ms. Herington gets up to speed as new Director of Planning, we hope it will be possible to resolve these issues.

Please, reject this "outside consultant approach" by County Staff to add new requirements for our subdivision.

Please, distribute this memo to all the other members of Planning Commission[JS5] .

**Please, do not approve the Wilson Report on Briargate-Stapleton Corridor as it stands.**

Thanks for your interest in this matter and for your service,

Regards,

Steve Jacobs, MD

For unsigned responses entered on October 10, 2023 into EDARP without direct notification to Home Owner Associations that wrote the letter above to the EPC BOCC see the following pages.

---

[JS1]Not mentioned above

[JS2]Reference SP205 (Preliminary) and or SP2225 (Final)

[JS3]Funny comment

[JS4]Provide reference

[JS5]Seems randomly placed

October 18, 2023

Steve Jacobs, MD  
P O Box 2076  
Colorado Springs, CO 80901  
[JacobsMD@mc.com](mailto:JacobsMD@mc.com)  
719-359-1470

Vice-Chairman Jay Carlson  
El Paso County Planning Commission  
Via email attachment

Re: Eagle Rising Subdivision @ Cottonwood Creek and the EPC Planning Commission rejection of the Wilson Company's Briargate-Stapleton Corridor Alignment Plan and Access Control Plan without modifications

Dear Vice-Chairman Carlson,

El Paso County represents the Briargate-Stapleton Plan as preserving the Briargate-Stapleton corridor. Instead, the Plan initiates condemnation and taking twenty-four (24) feet of property from thirty six (36) homeowners plus three (3) other property owners in the already plated area from Black Forest Road east to the "Jayne's Subdivision."

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**Number two; eliminate the traffic signal at Loch Linneh Place. Wilson and the County appear to agree.**

Commented [JS1]: Not mentioned above

**Number three; remove the over-reach and errors in the report and send review of this material to the appropriate forums for resolution.**

Following is the **September 16, 2022 Letter signed by five HOAs to the BOCC**, which was cited in the October 5, 2023 Planning Commission meeting, howbeit at the last minute. The only response to this letter we received prior to the October 5, 2023 Planning Commission (PC) meeting is from Commissioner Williams, acknowledging receipt without comment. After the PC meeting, anonymous responses were entered on October 10, 2023 into EDARP as responses to "the letter signed by Dana King and Stephen Jacobs" without identifying "the letter". Again, there was no direct notification to the Home Owner Associations which wrote the letter. The **responses** are compiled for your convenience following the letter. My response to the somewhat confusing response from Wilson or the County engineers is that taking 24 feet of the 32 foot utility easement for new right of way access (ROW) requires condemning our properties. ROW and easement access are not synonyms. EPC will own the ROW. Easements are owned by the current property owners.

#### Responses:

Contrary to Presenter Ms. Paz de Araujo's statements during her October 5th presentation regarding Wilson Engineering's answers to public comments, and Engineer Schwartz written statement in the PC packet, neither myself nor my family have ever received responses to our September 15, 2022 comments to Wilson Engineering's public survey. Our comments can still be found on the Briargate-Stapleton website. Oddly, our comments are not in the County compilation in e-Darp, nor in your packet. See the screen shots of our comments which follow the EDARP responses. By the way, there are about 30 comments from other people without responses on the website (for instance, Amy Phillips makes a particularly cogent argument for upgrading the Woodman Road corridor for your consideration, which also received no response, so I also included her comment to follow.)

We further note that the spreadsheet of Public Comments-Responses in the Wilson Report in your packet cannot be legible. We now see that this document is legible in EDARP and don't think the public should be expected to be detectives to find legible documents.

#### Stakeholder meetings:

Both Ms. Paz de Araujo and Ms. Herrington stated that meetings were held with developer stakeholders in the B-S corridor. Our developer, MyPad, Inc., for Eagle Rising Subdivision was never contacted even though contact information is plainly clear in our EDARP file. MyPad is not as large as Classic and Norwood, however MyPad is important because both Cottonwood Creek and future ROW for Briargate are on our Eagle Rising Subdivision property.

#### Errors:

The Wilson Report errors in stating there is no history of the presence of **Preble's jumping mouse** in this area of Cottonwood Creek and now makes a distinction between habitat and critical habitat. Environmental consultants for our Eagle Rising Subdivision refer to the floodplain, riparian area south of our dam/south of our property as prime mouse habitat. This is not shown on Wilson documents as such. As we have been planning our subdivision for over ten years, our documents for our submittal can be publicly accessed in e-Darp. **My family is developing our 70 acres impacted by the Corridor, yet we have never been contacted by anyone with the Wilson Company.**

Commented [JS2]: Reference SP205 (Preliminary) and or SP2225 (Final)

A field study will be required to make the Preble's mouse determination. When Preble's mouse is trapped, **a bridge crossing of Cottonwood Creek south of our property may be required**; but the expense of this bridge is not contained in the Wilson Study cost projections. Furthermore, the proposed **24 feet expansion in the width ROW would encroach upon the foot of our dam** for our pond on Cottonwood Creek to the north of the Briargate crossing. Moving and reconstructing our dam will bear considerable cost to the County. Please, see comment to follow.

Commented [JS3]: Funny comment

Wilson discusses the **ponds** on Cottonwood Creek as "stock ponds". I think "**ponds for fire fighting**" is better. Use of these ponds includes "standing water reservoirs for fire fighting, wildlife habitat, recreation and aesthetics." The water in our pond was critical for fire fighting in the 2013 Black Forest Fire as the private wells and Park Forest Water District community water hydrants deliver limited, small water flows. The Wilson Report states that our pond is part of Park Forest Water District's reservoir system. **This is not the case.**

Commented [JS4]: Provide reference

#### Regulation by outside consultants:

Wilson states that future upstream development of more than one acre - i.e. our Eagle Rising Subdivision property - will be required to provide full spectrum water detention. Our MVE Engineer, Inc. engineers have determined that developed stormwater flows off Eagle Rising Subdivision's lots which are larger 2 ½ acre lots in this area, **do not require detention of stormwater flows**. The Wilson Report does not refer to our Master Development Drainage Plan performed by MVE Engineering for our Eagle Rising Subdivision. Is this "corridor and access plan" the place for these policies? This subject does not seem proper for the stated purpose of the Wilson report.

After more than 10 years of unending process delays and changes in regulations, we have come to believe the legal, engineering and planning staff and dysfunctional culture of El Paso County Public Works and Planning appear to be intentionally delaying approvals of our subdivision in order to take our property by regulatory and inverse condemnation and to require us to become subject to these future requirements that seem to be attempts to compel us to pay for drainage improvements not required for our proposed Eagle Rising Subdivision project; all to the benefit of the County. As Ms. Herington gets up to speed as new Director of Planning, we hope it will be possible to resolve these issues.

Please, reject this "outside consultant approach" by County Staff to add new requirements for our subdivision.

Please, distribute this memo to all the other members of Planning Commission.

Commented [J55]: Seems randomly placed

**Please, do not approve the Wilson Report on Briargate-Stapleton Corridor as it stands.**

Thanks for your interest in this matter and for your service,

Regards,

Steve Jacobs, MD



September 16, 2022

Highland Park Neighborhood Association 1  
Highland Park Neighborhood Association 2  
Highland Park Home Owners Association 3  
Eagle Rising Owners Association  
Eagle Wing Estates Homeowner's Association, Inc.

El Paso County Board of County Commissioners  
Centennial Hall  
200 South Cascade Ave., Suite 100  
Colorado Springs, CO 80903

Re: Extending Briargate Parkway from Black Forest Road to Vollmer Road / Wilson and Company

Dear Commissioners:

We five Home Owner Associations (HOAs) directly affected by the extension of Briargate Parkway, want to bring to your attention several errors and problems with the Wilson & Company plan for extending Briargate Parkway through our neighborhood from Black Forest Rd. to the underdeveloped Jaynes property further east extending to Vollmer Rd. We urge you to not accept the Wilson & Company Briargate-Stapleton Studies without reducing the right-of-way (ROW) design to the current 120 feet adjacent to our homes, eliminating the interchange at Loch Linneh Pl, and adding a major Colorado Springs Utilities water main through the Briargate Parkway corridor.

Many of our homes are immediately adjacent to the Briargate Parkway roadway and were planned and constructed relying on the current platted 120' ROW. In the 1990's El Paso County accepted the Preliminary Plan and Final Plat for Highland Park Subdivision submitted by Ken and Doug Barber's development company, Rawhide Real Estate. At that time the 120 foot right of way (ROW) was platted for future Briargate Blvd. This 120 ft ROW met the Engineering Criteria for the four lane principal arterial roadway planned for the future specified in the 2040 Major Transportation Corridor Plan (MTCP). This is the same ROW that exists today, yet Wilson & Company plan to increase the ROW to 168 ft. by taking an additional 24 ft. from properties on each side of the current 120 ft ROW. Our neighborhood of 2 1/2 acre lots, while larger than many urban city lots, are more akin to urban city lots than to large rural parcels without homes adjacent to the roadway. The current Engineering Criteria Manual (ECM) specifies 130' for an urban four lane principle arterial roadway so the 120 ft ROW still serves its purpose. We want to emphasize that the 168' ROW contemplated by the Wilson engineers is not appropriate adjacent to our homes, nor are 6 lanes in the future. With proper mitigation of noise, light, air and water pollution problems created by principle arterial roadways, we can live with the current 120' ROW. 120 ft is the ROW we have been counting on for over 30 years and residents that have bought properties as recently as this month have accounted for only 120 ft.

Increasing the current 120' ROW will require Eminent Domain taking of 24' from each of our 40 properties. Loss of this area renders each property out of compliance with the RR2.5 zoning. There are many of our septic leach fields that are in this zone of taking. Many of us planted trees to mitigate the

noise, dust and the view of traffic anticipated when the Briargate roadway is constructed. Many of these mature trees are in the zone of taking. On one property, the taking may involve reconstructing a dam. The expenses to the County from taking our property by Eminent Domain are not warranted. Given the high value of properties along the Briargate Parkway extension, the cost of taking the 24 feet could be in excess of \$10 million. Providing us notice of the County's intent in this manner is poor public policy.

A roadway that allows traffic to speeds in excess of 70 mph on Briargate is not safe in our neighborhood. While the speed limit is likely to be 45 mph, 70 mph and faster is commonly observed on similar roadways. Briargate will separate our now quiet neighborhood. The roadway should not also be dangerous and deadly. Briargate traffic is not only dangerous for pedestrians crossing to connect with neighbors, but Cottonwood Creek is also a significant wildlife corridor. Deer crossing Briargate will be dangerous and deadly to drivers. Please, take strong measures to slow traffic.


Wilson & Company asserts that there is no Preble's mouse habitat on Cottonwood Creek in the area of contemplated construction. Reports to the contrary exist and a study will be required by Federal officials. Preble's mouse is only one of several reasons why a bridge, not the box culvert Wilson & Company specify could be required for the Cottonwood Creek crossing, which is within the FEMA flood zone. The expense of a bridge designed for future 6 lane traffic is not warranted in our neighborhood.

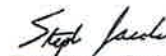
The traffic signal planned for the Briargate Parkway intersection with Lochlinnech Pl. is not justified as it will never meet the required warrants. There is no reason to preserve a full movement intersection in this location. The accepted Development Plan for Eagle Rising, the property to the north, demonstrates no access to Briargate Blvd. Very little traffic will turn left from west bound Briargate to access three blocks of the Highland Park neighborhood. Very few trips from Highland Park will turn left onto westbound Briargate Parkway. A traffic signal at this location does not justify the more than \$350,000 installation expense, nor the light pollution in this dark sky neighborhood, nor the stop-and-go traffic noise in this quiet neighborhood. Loch Linnech currently terminates in a cul-de-sac turn around. This traffic solution is superior to a right-in/right-out with costly acceleration and deceleration lanes. We ask that you place this traffic signal at the intersection of Volmer and Burgess, which remains a very dangerous intersection after numerous crashes and fatalities.


We thank you for your time and attention to this matter and appreciate your continued support in protecting the rights of Homeowners in Colorado Springs. Again we urge you to not accept the Wilson & Company Briargate-Stapleton product without reducing the ROW design to the current 120 feet adjacent to our homes, eliminating the interchange at Loch Linnech and adding a major Colorado Springs Utilities water main through the Briargate Parkway Corridor.

Respectfully submitted,

  
Dana King, President  
Highland Park 1&2 Neighborhood Association

  
Clarence Adams, President  
Eagle Wing Estates Homeowner's Association, Inc.

  
Stephen Jacobs, President  
Eagle Rising Owners Association

  
Tim Cerniglia, President  
Highland Park 3 Neighborhood Association

El Paso County - Community: Property Search  
Schedule Number: 5229003007



**From:** Holly Williams [hollywilliams@elpasoco.com](mailto:hollywilliams@elpasoco.com)  
**Subject:** Re: updated letter from 5 HOA rejecting Wilson and Company Report  
**Date:** September 19, 2022 at 4:41 PM  
**To:** Steve Jacobs [s2j1@me.com](mailto:s2j1@me.com)



Thank you -- I have sent this over to the planning department and the Department of Public Works, I think it involves an open application.

***Commissioner Holly Williams***

200 S Cascade, Suite 100  
Colorado Springs, CO 80903  
(719) 520-6411 (office)  
(719) 374-0856 (cell)

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**From:** Steve Jacobs <[s2j1@me.com](mailto:s2j1@me.com)>  
**Sent:** Sunday, September 18, 2022 8:50 AM  
**To:** Holly Williams <[HollyWilliams@elpasoco.com](mailto:HollyWilliams@elpasoco.com)>  
**Subject:** updated letter from 5 HOA rejecting Wilson and Company Report

**CAUTION:** This email originated from outside the El Paso County technology network. Do not click links or open attachments unless you recognize the sender and know the content is safe. Please call IT Customer Support at 520-6355 if you are unsure of the integrity of this message.

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Dear Commissioner Williams,

Please, see the 3 attachments comprising the updated letter.

Thank you.

Steve Jacobs

For unsigned responses entered on October 10, 2023 into EDARP without direct notification to Home Owner Associations that wrote the letter above to the EPC BOCC see the following pages.

The letter signed by Dana King and Stephen Jacobs regarding the Briargate-Stapleton corridor states the following:

#	Comment	Evaluation/Response
1	Many of our homes were planned and constructed relying on the current platted 120' ROW.	The subdivision filing documents for Highland Park and Eagle Rising show a 120' wide ROW for Briargate Parkway and two thirty-foot-wide public utility easements located adjacent to the platted ROW on the north and the south for a total of 180'. This total width is twelve feet more than the 168' total width shown in the report exhibits. Although the exhibits are labeled as ROW, the full width shown in the illustrative typical sections includes both roadway infrastructure and public utility easements. All typical section exhibits are conceptual and illustrate a progression of the roadway from a rural setting to a potential future urban setting. The illustrative ultimate (future) typical section includes urban drainage infrastructure (curb & gutter to replace the drainage swales), four 11-foot-wide travel lanes, two 6-foot-wide shoulders (a carryover from El Paso County standards), a six-foot-wide detached sidewalk that is separated from the travel lanes by a seven-foot-wide buffer, a 12-foot-wide bike trail (located in the utility corridor on one side), and two 25-foot-wide utility corridors. The back-of-curb to back-of-curb roadway width in the illustrative ultimate typical section is 92'. The detached sidewalk and seven-foot-wide buffer bring the total typical section width to 105'. Were a detached sidewalk added to the other side of the roadway as an alternative to a bike trail, the roadway section width would increase to 118'. Were the trail relocated, adjacent to the travel lanes in lieu of a second detached sidewalk, the roadway section would increase to 124', four feet wider than the platted ROW.
2	We want to emphasize that the 168' ROW contemplated by the Wilson engineers is not appropriate adjacent to our homes, nor are six lanes in the future.	The ultimate (future) conceptual typical roadway section included in the report is consistent with the platted 120-foot-wide ROW and two adjacent thirty-foot-wide public utilities easements. Widening of Briargate Parkway to six lanes is not planned. Widening of the illustrative ultimate typical section to six lanes would require additional ROW and significant throw-away and reconstruction.
3	Increasing the current 120' ROW will require eminent domain taking from each of our 40 properties.	Acquisition of ROW in addition to that already platted is not needed to accommodate the illustrative four-lane ultimate typical section for Briargate Parkway.
4	A roadway that allows traffic to speeds in excess of 70 mph on Briargate is not safe for our neighborhood.	Per the El Paso County Engineering Design Criteria, a Major Arterial class roadway is designed to operate safely with an 85 <sup>th</sup> percentile operating speed of 45 mph. Data from local speed studies for existing roadways of similar configuration do not support the assertion that traffic would reach speeds in excess of 70 mph.

5	There is no reason to preserve a full-movement intersection in this location (Loch Linneh Place).	It was assumed that the existing neighborhoods would desire access at this location. Reducing this access to RIRO or eliminating this access would be desirable from an access management standpoint as it would improve access spacing, bringing it into better compliance with optimal spacing.
6	We ask that you place this traffic signal (Loch Linneh Place) at the intersection of Vollmer and Burgess, which remains a very dangerous intersection after many crashes.	The Vollmer/Burgess intersection is not part of this study. The County recently completed the El Paso County Roadway Safety Plan ( <a href="https://www.epcsaferroads.com">https://www.epcsaferroads.com</a> ). The Plan prioritized intersections and roadway segments for additional analysis and identified strategies to improve safety at these locations. Signalization the Vollmer/Burgess intersection is one strategy that could be implemented to improve safety, but only if signal warrants, including traffic volumes through the intersection, are met. Similarly, a signal at a future Loch Linneh Place/Briargate Parkway intersection, or any other future corridor intersection could only be installed when signal warrants are met.
7	Wilson & Company asserts that there is no Preble's mouse habitat on Cottonwood Creek in the area.	<p>The statement is not true. Perhaps the commenter does not understand the difference between ordinary habitat and critical habitat.</p> <p>Page 20 of the report states that there is no habitat designated as <u>critical</u> by the U.S. Fish and Wildlife Service in the Briargate-Stapleton corridor. See Federal Register of December 15, 2010, at: <a href="https://www.govinfo.gov/content/pkg/FR-2010-12-15/pdf/2010-30571.pdf">https://www.govinfo.gov/content/pkg/FR-2010-12-15/pdf/2010-30571.pdf</a></p> <p>For a USFWS description of Designated Critical Habitat, see: <a href="https://www.fws.gov/sites/default/files/documents/critical-habitat-fact-sheet.pdf">https://www.fws.gov/sites/default/files/documents/critical-habitat-fact-sheet.pdf</a></p> <p>Apart from the issue of critical habitat, the report indicates that the Preble's Meadow Jumping Mouse (PMJM) uses riparian habitat (along streams), and that our biologist identified 13 streams with riparian habitat that would be crossed by the project. See Figure 5.6 in the report. This means that there IS potential PMJM habitat in the project area.</p>
8	Reports to the contrary exist and a study will be required by Federal officials.	See comment above. The report indicates that there IS potential PMJM habitat in the project area. So, yes – it is recognized that assessment of any PMJM impacts will be needed in order to get environmental clearance for the project.
9	Preble's mouse is only one of several reasons why a bridge, not the box culvert Wilson & Company specify could be required for the Cottonwood Creek crossing, which is within the FEMA flood zone.	Figure 5.1 of the report indeed shows the FEMA flood designation for Cottonwood Creek. Any new structure over this drainage would be designed in accordance with FEMA requirements. Additionally, a bridge generally is more compatible with wildlife needs than a culvert, if the impacts of building the bridge are not highly adverse.

10	The expense of a bridge designed for the future six lane traffic is not warranted in our neighborhood.	A bridge, if built, would not be intended to be used only by any one neighborhood, but for the benefit of all corridor users of the roadway.
11	Again, we urge you to not accept the Wilson & Company Briargate-Stapleton product without reducing the ROW design to the current 120 feet adjacent to our homes, eliminating the interchange at Loch Linneh and adding a major Colorado Springs Utilities water main through the Briargate Parkway corridor.	The conceptual typical roadway sections included in the report are consistent with the platted 120'-wide ROW and two adjacent thirty-foot-wide public utilities easements. The future signalized intersection at Loch Linneh Place was included in the belief that the existing neighborhoods would want access to Briargate Parkway at this location; the access will be removed. El Paso County cannot extend a CSU water main within the county but is providing a utility corridor as part of the plan to accommodate utility extension within the corridor. CSU, as part of stakeholder coordination has expressed the desire to extend gas in the corridor.





## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.

9799 Loch Linneh Pl Colorado Springs, CO 80908-4780

#### Carby Lane



Roads at each end of this segment of Briargate Parkway: Black Forest Roads and Volmer Roads are designated urban roadways. Wilson & Company Report to increase the ROW to 168 feet by taking an additional 24 feet from properties on each side of the current 120 ft ROW leads to a future six lane roadway. Six lanes is not on any public Future Roadway Plan for here. In addition, there is no need for a highway on both sides of Briargate Parkway through our neighborhoods. Even though the current Engineering Criteria Manual (ECM) now specifies 130' for an urban four lane principle arterial roadway, the 120 foot ROW from the previous edition of the ECM still serves its purpose, and should rule. Providing no notice of the County's intent in this manner is poor public policy. We want to emphasize that the 168' ROW contemplated by the Wilson

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10/12/2023





## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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Steve Jacobs

Briargate Parkway crosses Cottonwood Creek in a FEMA flood zone that has potential Preble's mouse habitat. Contrary to the Wilson and Co. Report that there are "no Preble's mouse in this area", a brand-new study for the mouse is likely required by Federal Wildlife officials. The upstream overflow spillway converges at the creek at this location. A bridge crossing is likely to be required instead of the box culvert proposed by Wilson and Co. The expense of a bridge designed for future 6 lane traffic is not warranted in our neighborhood. Safety matters. Fire danger is year-round. The Highland Park pond immediately south of the Briargate Parkway Corridor is the on-site supply of water for fire-fighting purposes for over 100 homes in that neighborhood. Preservation of fire fighting capacity is the primary consideration when reconstructing this pond for detention and water quality measures for the runoff from the Briargate Parkway. Construction of any initial phase of the Briargate Parkway Corridor is a good time to extend a large water main from the City limits to the west (currently at Black Forest Road) past the Eagle Wing/Highland Park 1,2,3/Eagle Rising Subdivisions, as the Corridor goes to the City limits to the east (the Jaynes' property immediately west of Vollmer Road).

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3:21 PM  
10/12/2023

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BRIARGATE-STAPLETON  
Project for Mobility

COMMUNITY Q & A  
Comments posted on the Interactive Map are posted here along with answers from the Project Team.

9728 Kilmiver Ct Colorado Springs, CO 80908-4785



Jon

The cost of this project is unrealistically low. The \$4,300,000 initial budget is unrealistic for Phase 1 of the Briargate Parkway Corridor between Black Forest Road and the larger property west of Volante Road. For 147.23 acre property border this segment of the Briargate Parkway Corridor. The additional 48 feet proposed in this study requires Eminent Domain takings from all 47 owners - not just vacant land but the added costs of moving mature trees, uproot leach fields, extensive earthen berms, Century Link cables, and our large dam and overflow spillway. Plus the cost of the Cottonwood Creek bridge - bridge, not just a box culvert is needed for that location. PPRTA and El Paso County need to budget more; times the amount for construction as detailed by the Wilson Company for just this segment of Briargate Parkway. The \$38,000,000 used in the PPRTA budget for Briargate-Stapleton seems low.

2023-09-11 10:27:23




## BRIARGATE-STAPLETON

Project for Mobility



COMMUNITY Q & A  
Comments posted on the Interactive Map are posted here along with answers from the Project Team.



Steve Jacobs

There is no reason to install a full movement intersection where Briargate Parkway intersects with Loch Lomsh Place, let alone an intersection with a traffic signal. A full intersection for "field access" to the north does not make sense. The Wilson and Co. Report is wrong in not citing the accepted Development Plan for Eagle Rising (the property to the north) that demonstrates no access to Briargate Parkway and no future need for access to this northern property. Very little traffic will turn left from west-bound Briargate Parkway to access the three blocks of Loch Lomsh Place in the Highland Park neighborhood. Very few trips from Highland Park will turn left onto westbound Briargate Parkway. A traffic signal at this location does not justify the more than \$350,000 installation expense, nor the light pollution in this dark-sky neighborhood, nor the stop-and-go traffic noise in this quiet neighborhood. A traffic signal in this location will never meet its required warrants. Loch Lomsh Pl. currently terminates in a cul-de-sac turn around. The best solution is to keep the cul-de-sac turnaround with no intersection of Loch Lomsh Place with Briargate Parkway Corridor. The cul-de-sac turn around is superior to a right-in right-out - even without costly acceleration and deceleration lanes. Do place a traffic signal at the intersection of Volante and Burgess, which remains a very dangerous intersection with numerous crashes and fatalities.

2023-09-15 10:12:12

69°F Mostly sunny 3:21 PM 10/12/2023





## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.

Amy Phillips

Comments on existing Plan The existing plan indeed connects Curtis Road to I-25, but I believe its efficiency can be improved and its liability risks to the regional partners can be reduced. As the Briargate Stapleton alignment is drawn, several neighborhoods will have a major arterial running through their neighborhoods. If it is all accomplished through surface streets, there will be a lot of congestion at each intersection. If it is a highway unto itself, such as Powers Blvd north of Woodmen, it will be very loud and disruptive to the surrounding neighborhoods. And in either case, approximately 2 miles of land will have to be condemned for the new roads. Congestion at intersections creates a less-than-ideal way to make what supposed to be an efficient connection between the southeastern reaches of the city to northbound I-25, which is the stated goal of the plan. With numerous intersections, one might as well just use Powers all the way up to Briargate Parkway and then enter I-25 from there. Or, simply, get on I-25 N further south. The current plan dumps the Curtis Road traffic onto Briargate Parkway via Stapleton Drive well to the east, meaning it will clog both Stapleton and Briargate all the way to Powers. As shown in the map, it looks like numerous residential streets will intersect with the S-B alignment, causing lots of stops on a road that should run faster. Why not consider a plan that efficiently takes the Curtis Road traffic over to Powers Blvd and then to Briargate, to streamline the connection to I-25 North and avoid unnecessary congestion and the taking of private land? Alternative Plan Connect Curtis Road to Woodmen via the Falcon Highway and Meridian Road. Improve Woodmen between Meridian and Powers Blvd to allow freeway style traffic on Woodmen (no intersections on Woodmen, just on and off ramps) all the way to Powers. Improve Powers between Woodmen and Briargate to allow freeway style traffic on Powers up to the Briargate Powers intersection. None of this requires the condemnation of raw land, with the possible exception of adding a lane in each direction to Woodmen to allow for the added traffic load. This plan will require some modifications to the existing intersections along Woodmen. Here is a list of the intersections where Woodmen, Powers and Briargate need to pass over the intersections, with only exit entrance ramps, so that the intersections with lights are below the Woodmen, Powers, and Briargate overpasses. □ Meridian at Hwy 24 □ Woodmen at Meridian □ Woodmen at Golden Sage Road □ Woodmen at Mohawk Road □ Woodmen at Markshelbel □ Woodmen at Black Forest Rd □ Woodmen at Sky Ridge Dr (not sure this one is needed) □ Woodmen at Tuft Blvd □ Woodmen at Rustic Lane □ Woodmen westbound-to-Powers northbound; additional exit-only lane to eliminate traffic stop for westbound Woodmen traffic entering northbound Powers traffic. □ Powers at Research Parkway □ Powers at Briargate □ Briargate at all intersections between Powers and I-25 (I assume that is already in the plan, otherwise Briargate could get overloaded and be less than ideal between Powers and I-25). Pros: \* Requires less new ROW to be purchased. Woodmen already connects to Hwy 24 and does not require as much destruction of raw land as Stapleton and Briargate will need. \* Takes advantage of existing roadways. Woodmen already connects Meridian to Powers and is already much wider than Stapleton Drive or Briargate east of Black Forest Road. \* Moves traffic more efficiently. \* Reduces Regional Partners' liability risk by avoiding putting a major arterial through residential areas. existing B-S plan risks causing serious devaluation of the existing and future homes in these neighborhoods. \* Achieves same goals as draft plan, and does it better. \* Streamlines traffic for faster movement, allows vehicles to maintain higher speeds safely. \* Better gas mileage since there are no stops required after Curtis Road connects to Woodmen Cms. \* Change of plan - not a problem for the existing residents, but planners won't like that. \* Road construction interruptions (both schemes have that)

2022-06-24 12:07:43



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.

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2022-06-24 12:07:43

September 16, 2022

Highland Park Neighborhood Association 1  
Highland Park Neighborhood Association 2  
Highland Park Home Owners Association 3  
Eagle Rising Owners Association  
Eagle Wing Estates Homeowner's Association, Inc.

El Paso County Board of County Commissioners  
Centennial Hall  
200 South Cascade Ave., Suite 100  
Colorado Springs, CO 80903

Re: Extending Briargate Parkway from Black Forest Road to Vollmer Road / Wilson and Company

Dear Commissioners;

We five Home Owner Associations (HOAs) directly affected by the extension of Briargate Parkway, want to bring to your attention several errors and problems with the Wilson & Company plan for extending Briargate Parkway through our neighborhood from Black Forest Rd. to the underdeveloped Jaynes property further east extending to Vollmer Rd. We urge you to not accept the Wilson & Company Briargate-Stapleton Studies without reducing the right-of-way (ROW) design to the current 120 feet adjacent to our homes, eliminating the interchange at Loch Linneh Pl. and adding a major Colorado Springs Utilities water main through the Briargate Parkway corridor.

Many of our homes are immediately adjacent to the Briargate Parkway roadway and were planned and constructed relying on the current platted 120' ROW. In the 1990's El Paso County accepted the Preliminary Plan and Final Plat for Highland Park Subdivision submitted by Ken and Doug Barber's development company, Rawhide Real Estate. At that time the 120 foot right of way (ROW) was platted for future Briargate Blvd. This 120 ft ROW met the Engineering Criteria for the four lane principal arterial roadway planned for the future specified in the 2040 Major Transportation Corridor Plan (MTCP). This is the same ROW that exists today, yet Wilson & Company plan to increase the ROW to 168 ft. by taking an additional 24 ft. from properties on each side of the current 120 ft ROW. Our neighborhood of 2 1/2 acre lots, while larger than many urban city lots, are more akin to urban city lots than to large rural parcels without homes adjacent to the roadway. The current Engineering Criteria Manual (ECM) specifies 130' for an urban four lane principle arterial roadway so the 120 ft ROW still serves its purpose. We want to emphasize that the 168' ROW contemplated by the Wilson engineers is not appropriate adjacent to our homes, nor are 6 lanes in the future. With proper mitigation of noise, light, air and water pollution problems created by principle arterial roadways, we can live with the current 120' ROW. 120 ft is the ROW we have been counting on for over 30 years and residents that have bought properties as recently as this month have accounted for only 120 ft.

Increasing the current 120' ROW will require Eminent Domain taking of 24' from each of our 40 properties. Loss of this area renders each property out of compliance with the RR2.5 zoning. There are many of our septic leach fields that are in this zone of taking. Many of us planted trees to mitigate the



noise, dust and the view of traffic anticipated when the Briargate roadway is constructed. Many of these mature trees are in the zone of taking. On one property, the taking may involve reconstructing a dam. The expenses to the County from taking our property by Eminent Domain are not warranted. Given the high value of properties along the Briargate Parkway extension, the cost of taking the 24 feet could be in excess of \$10 million. Providing us notice of the County's intent in this manner is poor public policy.

A roadway that allows traffic to speeds in excess of 70 mph on Briargate is not safe in our neighborhood. While the speed limit is likely to be 45 mph, 70 mph and faster is commonly observed on similar roadways. Briargate will separate our now quiet neighborhood. The roadway should not also be dangerous and deadly. Briargate traffic is not only dangerous for pedestrians crossing to connect with neighbors, but Cottonwood Creek is also a significant wildlife corridor. Deer crossing Briargate will be dangerous and deadly to drivers. Please, take strong measures to slow traffic.

Wilson & Company asserts that there is no Preble's mouse habitat on Cottonwood Creek in the area of contemplated construction. Reports to the contrary exist and a study will be required by Federal officials. Preble's mouse is only one of several reasons why a bridge, not the box culvert Wilson & Company specify could be required for the Cottonwood Creek crossing, which is within the FEMA flood zone. The expense of a bridge designed for future 6 lane traffic is not warranted in our neighborhood.


The traffic signal planned for the Briargate Parkway intersection with Lochlinneh Pl. is not justified as it will never meet the required warrants. There is no reason to preserve a full movement intersection in this location. The accepted Development Plan for Eagle Rising, the property to the north, demonstrates no access to Briargate Blvd. Very little traffic will turn left from west bound Briargate to access three blocks of the Highland Park neighborhood. Very few trips from Highland Park will turn left onto westbound Briargate Parkway. A traffic signal at this location does not justify the more than \$350,000 installation expense, nor the light pollution in this dark sky neighborhood, nor the stop-and-go traffic noise in this quiet neighborhood. Loch Linneh currently terminates in a cul-de-sac turn around. This traffic solution is superior to a right-in/right-out with costly acceleration and deceleration lanes. We ask that you place this traffic signal at the intersection of Volmer and Burgess, which remains a very dangerous intersection after numerous crashes and fatalities.

We thank you for your time and attention to this matter and appreciate your continued support in protecting the rights of Homeowners in Colorado Springs. Again we urge you to not accept the Wilson & Company Briargate-Stapleton product without reducing the ROW design to the current 120 feet adjacent to our homes, eliminating the interchange at Loch Linneh and adding a major Colorado Springs Utilities water main through the Briargate Parkway Corridor.

Respectfully submitted,

  
Dana King, President  
Highland Park 1&2 Neighborhood Association

  
Clarence Adams, President  
Eagle Wing Estates Homeowner's Association, Inc.

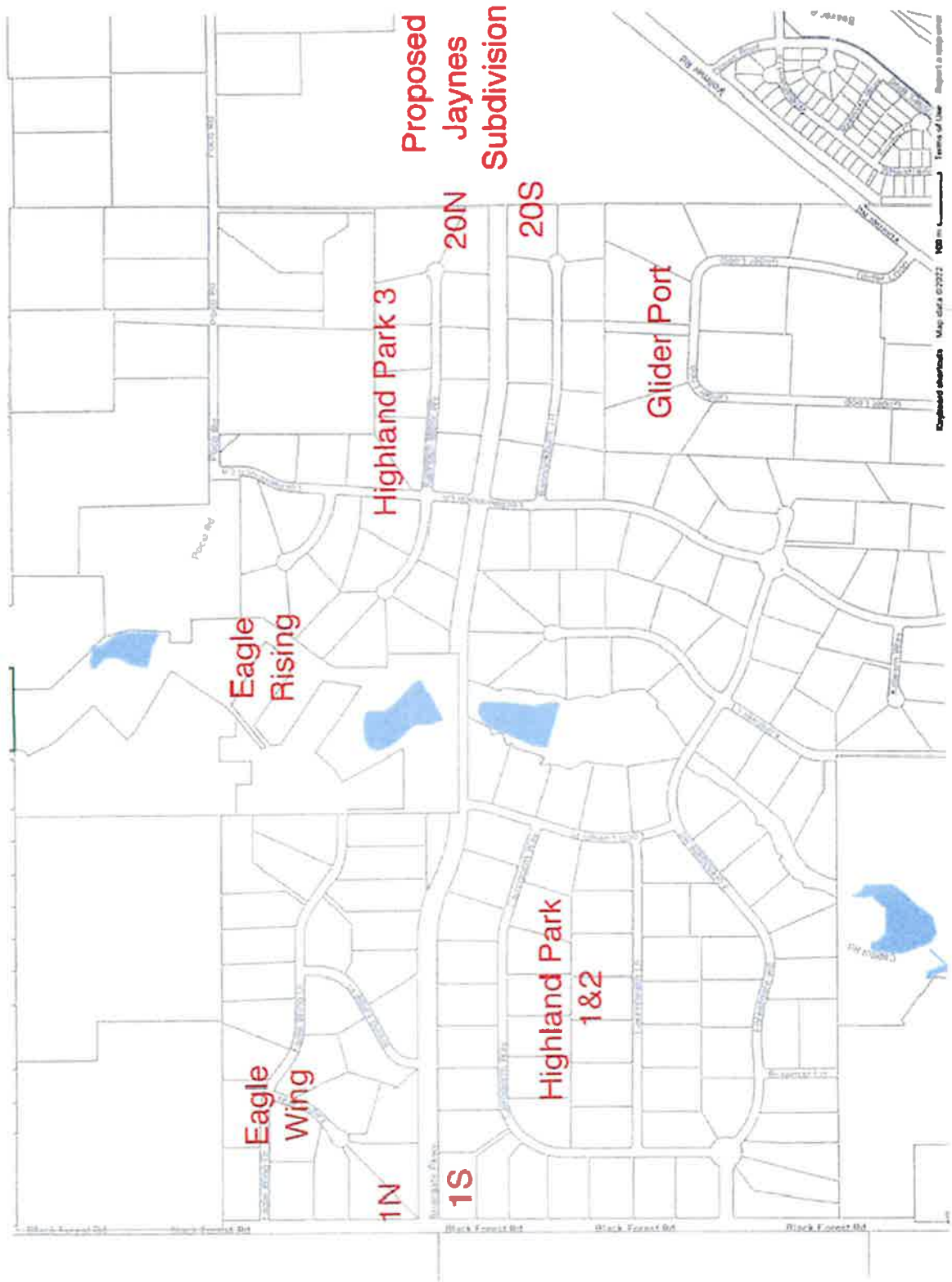
  
Stephen Jacobs, President  
Eagle Rising Owners Association

  
Tim Cerniglia, President  
Highland Park 3 Neighborhood Association



# El Paso County - Community: Property Search

Schedule Number: 5229003007



**From:** Holly Williams hollywilliams@elpasoco.com  
**Subject:** Re: updated letter from 5 HOA rejecting Wilson and Company Report  
**Date:** September 19, 2022 at 4:41 PM  
**To:** Steve Jacobs s2j1@me.com



Thank you -- I have sent this over to the planning department and the Department of Public Works, I think it involves an open application.

***Commissioner Holly Williams***

200 S Cascade, Suite 100  
Colorado Springs, CO 80903  
(719) 520-6411 (office)  
(719) 374-0856 (cell)

---

**From:** Steve Jacobs <s2j1@me.com>  
**Sent:** Sunday, September 18, 2022 8:50 AM  
**To:** Holly Williams <HollyWilliams@elpasoco.com>  
**Subject:** updated letter from 5 HOA rejecting Wilson and Company Report

**CAUTION: This email originated from outside the El Paso County technology network. Do not click links or open attachments unless you recognize the sender and know the content is safe. Please call IT Customer Support at 520-6355 if you are unsure of the integrity of this message.**

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Dear Commissioner Williams,

Please, see the 3 attachments comprising the updated letter.

Thank you,

Steve Jacobs

The letter signed by Dana King and Stephen Jacobs regarding the Briargate-Stapleton corridor states the following:

#	Comment	Evaluation/Response
1	Many of our homes were planned and constructed relying on the current platted 120' ROW.	The subdivision filing documents for Highland Park and Eagle Rising show a 120' wide ROW for Briargate Parkway and two thirty-foot-wide public utility easements located adjacent to the platted ROW on the north and the south for a total of 180'. This total width is twelve feet more than the 168' total width shown in the report exhibits. Although the exhibits are labeled as ROW, the full width shown in the illustrative typical sections includes both roadway infrastructure and public utility easements. All typical section exhibits are conceptual and illustrate a progression of the roadway from a rural setting to a potential future urban setting. The illustrative ultimate (future) typical section includes urban drainage infrastructure (curb & gutter to replace the drainage swales), four 11-foot-wide travel lanes, two 6-foot-wide shoulders (a carryover from El Paso County standards), a six-foot-wide detached sidewalk that is separated from the travel lanes by a seven-foot-wide buffer, a 12-foot-wide bike trail (located in the utility corridor on one side), and two 25-foot-wide utility corridors. The back-of-curb to back-of-curb roadway width in the illustrative ultimate typical section is 92'. The detached sidewalk and seven-foot-wide buffer bring the total typical section width to 105'. Were a detached sidewalk added to the other side of the roadway as an alternative to a bike trail, the roadway section width would increase to 118'. Were the trail relocated, adjacent to the travel lanes in lieu of a second detached sidewalk, the roadway section would increase to 124', four feet wider than the platted ROW.
2	We want to emphasize that the 168' ROW contemplated by the Wilson engineers is not appropriate adjacent to our homes, nor are six lanes in the future.	The ultimate (future) conceptual typical roadway section included in the report is consistent with the platted 120-foot-wide ROW and two adjacent thirty-foot-wide public utilities easements. Widening of Briargate Parkway to six lanes is not planned. Widening of the illustrative ultimate typical section to six lanes would require additional ROW and significant throw-away and reconstruction.
3	Increasing the current 120' ROW will require eminent domain taking from each of our 40 properties.	Acquisition of ROW in addition to that already platted is not needed to accommodate the illustrative four-lane ultimate typical section for Briargate Parkway.
4	A roadway that allows traffic to speeds in excess of 70 mph on Briargate is not safe for our neighborhood.	Per the El Paso County Engineering Design Criteria, a Major Arterial class roadway is designed to operate safely with an 85 <sup>th</sup> percentile operating speed of 45 mph. Data from local speed studies for existing roadways of similar configuration do not support the assertion that traffic would reach speeds in excess of 70 mph.

5	There is no reason to preserve a full-movement intersection in this location (Loch Linneh Place).	It was assumed that the existing neighborhoods would desire access at this location. Reducing this access to RRBO or eliminating this access would be desirable from an access management standpoint as it would improve access spacing, bringing it into better compliance with optimal spacing.
6	We ask that you place this traffic signal (Loch Linneh Place) at the intersection of Volmer and Burgess, which remains a very dangerous intersection after many crashes.	The Vollmer/Burgess intersection is not part of this study. The County recently completed the El Paso County Roadway Safety Plan ( <a href="https://www.epcsaferroads.com">https://www.epcsaferroads.com</a> ). The Plan prioritized intersections and roadway segments for additional analysis and identified strategies to improve safety at these locations. Signalization the Vollmer/Burgess intersection is one strategy that could be implemented to improve safety, but only if signal warrants, including traffic volumes through the intersection, are met. Similarly, a signal at a future Loch Linneh Place/Briargate Parkway intersection, or any other future corridor intersection could only be installed when signal warrants are met.
7	Wilson & Company asserts that there is no Preble's mouse habitat on Cottonwood Creek in the area.	<p>The statement is not true. Perhaps the commenter does not understand the difference between ordinary habitat and critical habitat.</p> <p>Page 20 of the report states that there is no habitat designated as <u>critical</u> by the U.S. Fish and Wildlife Service in the Briargate-Stapleton corridor. See Federal Register of December 15, 2010, at: <a href="https://www.govinfo.gov/content/pkg/FR-2010-12-15/pdf/2010-30571.pdf">https://www.govinfo.gov/content/pkg/FR-2010-12-15/pdf/2010-30571.pdf</a></p> <p>For a USFWS description of Designated Critical Habitat, see: <a href="https://www.fws.gov/sites/default/files/documents/critical-habitat-fact-sheet.pdf">https://www.fws.gov/sites/default/files/documents/critical-habitat-fact-sheet.pdf</a></p> <p>Apart from the issue of critical habitat, the report indicates that the Preble's Meadow Jumping Mouse (PMJM) uses riparian habitat (along streams), and that our biologist identified 13 streams with riparian habitat that would be crossed by the project. See Figure 5.6 in the report. This means that there IS potential PMJM habitat in the project area.</p>
8	Reports to the contrary exist and a study will be required by Federal officials.	See comment above. The report indicates that there IS potential PMJM habitat in the project area. So, yes – it is recognized that assessment of any PMJM impacts will be needed in order to get environmental clearance for the project.
9	Preble's mouse is only one of several reasons why a bridge, not the box culvert Wilson & Company specify could be required for the Cottonwood Creek crossing, which is within the FEMA flood zone.	Figure 5.1 of the report indeed shows the FEMA flood designation for Cottonwood Creek. Any new structure over this drainage would be designed in accordance with FEMA requirements. Additionally, a bridge generally is more compatible with wildlife needs than a culvert, if the impacts of building the bridge are not highly adverse.

10	The expense of a bridge designed for the future six lane traffic is not warranted in our neighborhood.	A bridge, if built, would not be intended to be used only by any one neighborhood, but for the benefit of all corridor users of the roadway.
11	Again, we urge you to not accept the Wilson & Company Briargate-Stapleton product without reducing the ROW design to the current 120 feet adjacent to our homes, eliminating the interchange at Loch Linnech and adding a major Colorado Springs Utilities water main through the Briargate Parkway corridor.	The conceptual typical roadway sections included in the report are consistent with the platted 120'-wide ROW and two adjacent thirty-foot-wide public utilities easements. The future signalized intersection at Loch Linnech Place was included in the belief that the existing neighborhoods would want access to Briargate Parkway at this location; the access will be removed. El Paso County cannot extend a CSU water main within the county but is providing a utility corridor as part of the plan to accommodate utility extension within the corridor. CSU, as part of stakeholder coordination has expressed the desire to extend gas in the corridor.





# BRIARGATE-STAPLETON

Project for Mobility

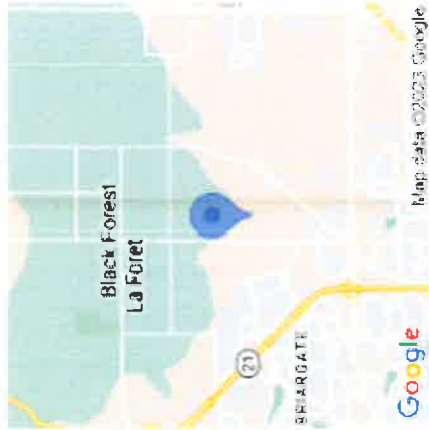


## COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.

9799 Loch Linnech Pl Colorado Springs, CO 80908-4780

Cathy Lane



120 feet is the correct and appropriate, and historically established, width of the right-of-way (ROW) for Briargate Parkway Corridor between Black Forest Road and the Jaynes' property west of Vollmer Rd. This ROW was established more than 20 years ago and remains consistent with future Major Transportation Corridor Plan (MTCP) Roadway Plans for 2040 and 2060. This 120 foot ROW met the Engineering Criteria Manual definition for the four lane Urban Principal Arterial Roadway planned for the future at the time of planning then platting Highland Park Subdivision which dedicated the ROW. 120 feet is the correct width for this 4 lane, urban principle arterial roadway which borders Forty (40) 2.5 acre properties, most with homes. Roads at each end of this segment of Briargate Parkway, Black Forest Roads and Vollmer Roads are designated urban roadways. Wilson & Company Report to increase the ROW to 168 feet by taking an additional 24 feet from properties on each side of the current 120 ft ROW leads to a future six lane roadway. Six lanes is not on any public Future Roadway Plan for here. In addition, there is no need for a bikeway on both sides of Briargate Parkway through our neighborhood. Even though the current Engineering Criteria Manual (ECM) now specifies 130' for an urban four lane principle arterial roadway, the 120 foot ROW from the previous edition of the ECM still serves its purpose, and should rule. Providing us notice of the County's intent in this manner is poor public policy. We want to emphasize that the 168' ROW contemplated by the Wilson



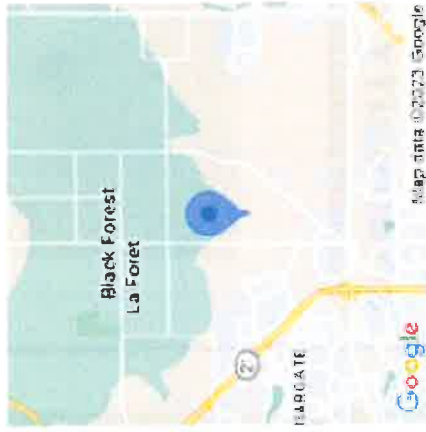
# BRIARGATE-STAPLETON

Project for Mobility



## COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.



Steve Jacobs

Briargate Parkway crosses Cottonwood Creek in a FEMA flood zone that has potential Preble's mouse habitat. Contrary to the Wilson and Co. Report that there are "no Preble's mouse in this area", a brand-new study for the mouse is likely required by Federal Wildlife officials. The upstream overflow spillway converges at the creek at this location. A bridge crossing is likely to be required instead of the box culvert proposed by Wilson and Co. The expense of a bridge designed for future 6 lane traffic is not warranted in our neighborhood. Safety matters. Fire danger is year-round. The Highland Park pond immediately south of the Briargate Parkway Corridor is the on-site supply of water for fire-fighting purposes for over 100 homes in that neighborhood. Preservation of fire fighting capacity is the primary consideration when reconstructing this pond for detention and water quality measures for the runoff from the Briargate Parkway. Construction of any initial phase of the Briargate Parkway Corridor is a good time to extend a large water main from the City limits to the west (currently at Black Forest Road) past the Eagle Wing Highland Park 1,2,3 Eagle Rising Subdivisions, as the Corridor goes to the City limits to the east (the Jaynes' property immediately west of Vollmer Road).

2022-09-15 10:19:51







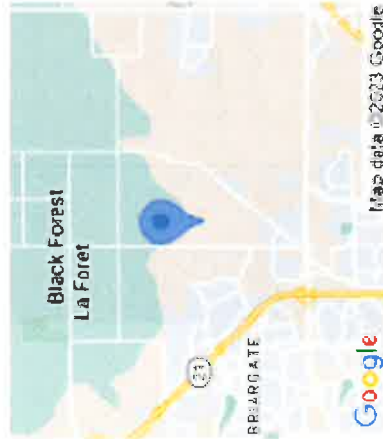
# BRIARGATE-STAPLETON

Project for Mobility



## COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.



Steve Jacobs

There is no reason to install a full movement intersection where Briargate Parkway intersects with Loch Linneth Place, let alone an intersection with a traffic signal. A full intersection for "field access" to the north does not make sense. The Wilson and Co. Report is wrong in not citing the accepted Development Plan for Eagle Rising (the property to the north) that demonstrates no access to Briargate Parkway and no future need for access to this northern property. Very little traffic will turn left from west-bound Briargate Parkway to access the three blocks of Loch Linneth Place in the Highland Park neighborhood. Very few trips from Highland Park will turn left onto westbound Briargate Parkway. A traffic signal at this location does not justify the more than \$350,000 installation expense, nor the light pollution in this dark-sky neighborhood, nor the stop-and-go traffic noise in this quiet neighborhood. A traffic signal will never meet its required warrants. Loch Linneth Pl. currently terminates in a cul-de-sac turn around. The best solution is to keep the cul-de-sac turnaround with no intersection of Loch Linneth Place with Briargate Parkway Corridor. The cul-de-sac turn around is superior to a right-in right-out - even without costly acceleration and deceleration lanes. Do place a traffic signal at the intersection of Vollmer and Burgess, which remains a very dangerous intersection with numerous crashes and fatalities.

2023-09-15 20:12:12



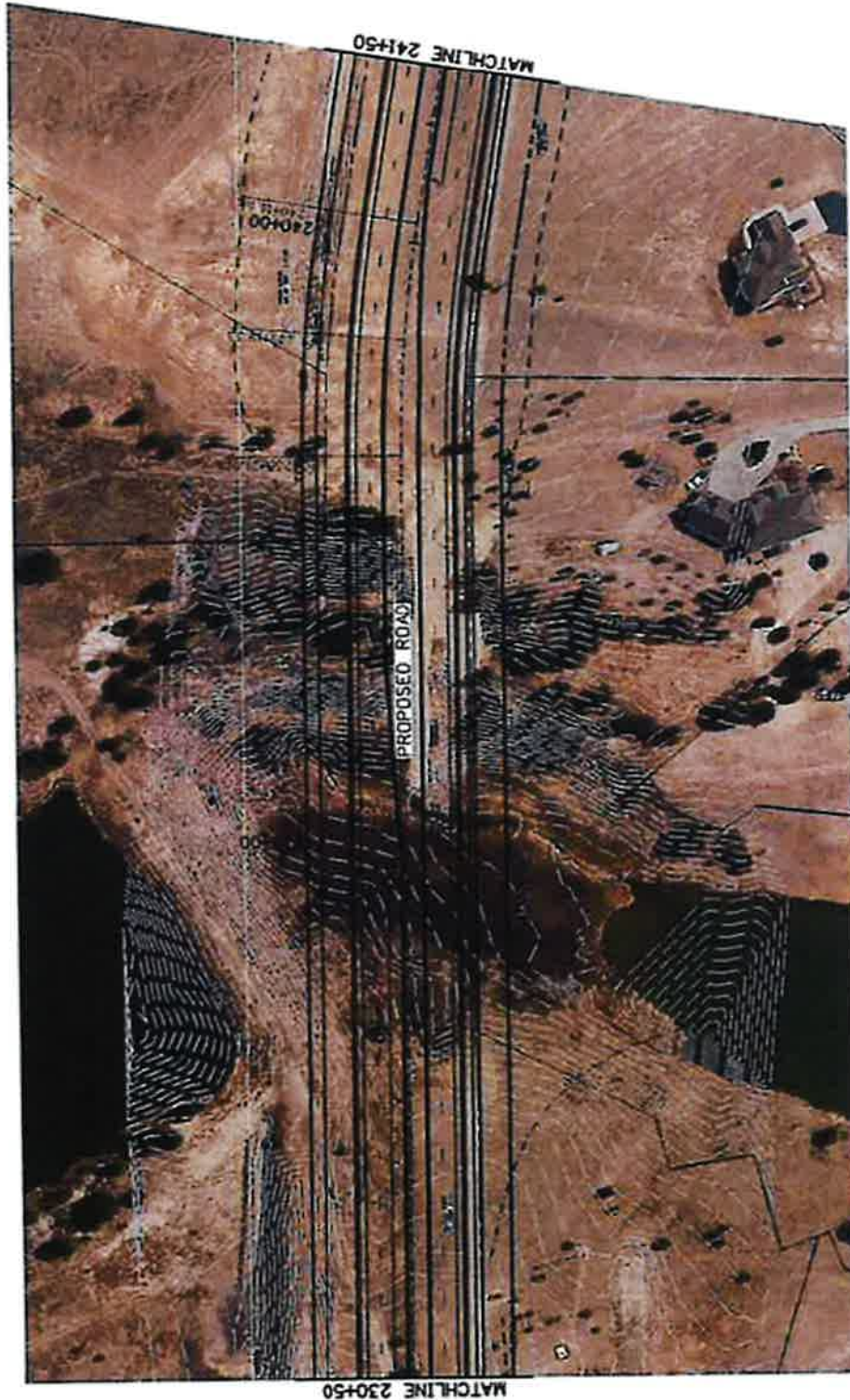


Know what's below.  
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Print Date: 11/27/2021 File Name: 0000003_Plan-Access.dwg Horiz. Scale: 1"=50' Unit: Feet		0000		Sheet Revisions <table border="1"> <thead> <tr> <th>Date</th> <th>Comments</th> <th>Rev.</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>		Date	Comments	Rev.													Wilson & Company 5155 West Oakley Blvd. Suite 220 Phoenix, AZ 85029 Phone: 602-997-0000 Fax: 602-997-0001		Map Revisions: President: Vice: Designer: Detailer: Checker: Survey: Title: Date: Scale: Project: Sheet: of:		ACCESS PLAN STA 219+50 TO STA 230+50		Project No./Code Sheet Number	
Date	Comments	Rev.																										



[illegible]



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.

Amy Phillips

Comments on existing Plan The existing plan indeed connects Curtis Road to I-25, but I believe its efficiency can be improved and its liability risks to the regional partners can be reduced. As the Briargate Stapleton alignment is drawn, several neighborhoods will have a major arterial running through their neighborhoods. If it is all accomplished through surface streets, there will be a lot of congestion at each intersection. If it is a highway unto itself, such as Powers Blvd north of Woodmen, it will be very loud and disruptive to the surrounding neighborhoods. And in either case, approximately 2 miles of land will have to be condemned for the new roads. Congestion at intersections creates a less-than-ideal way to make what supposed to be an efficient connection between the southeastern reaches of the city to northbound I-25, which is the stated goal of the plan. With numerous intersections, one might as well just use Powers all the way up to Briargate Parkway and then enter I-25 from there. Or simply get on I-25 N further south. The current plan dumps the Curtis Road traffic onto Briargate Parkway via Stapleton Drive well to the east, meaning it will clog both Stapleton and Briargate all the way to Powers. As shown in the map, it looks like numerous residential streets will intersect with the S B alignment, causing lots of stops on a road that should run faster. Why not consider a plan that efficiently takes the Curtis Road traffic over to Powers Blvd and then to Briargate, to streamline the connection to I-25 North and avoid unnecessary congestion and the taking of private land? Alternative Plan Connect Curtis Road to Woodmen via the Falcon Highway and Meridian Road. Improve Woodmen between Meridian and Powers Blvd to allow freeway style traffic on Woodmen (no intersections on Woodmen, just on and off ramps) all the way to Powers. Improve Powers between Woodmen and Briargate to allow freeway style traffic on Powers up to the Briargate Powers intersection. None of this requires the condemnation of raw land, with the possible exception of adding a lane in each direction to Woodmen to allow for the added traffic load. This plan will require some modifications to the existing intersections along Woodmen. Here is a list of the intersections where Woodmen, Powers



69°F Mostly sunny



3:19 PM  
10/12/2023



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.

possible exception of adding a lane in each direction to Woodmen to allow for the added traffic load. This plan will require some modifications to the existing intersections along Woodmen. Here is a list of the intersections where Woodmen, Powers, and Briargate need to pass over the intersections, with only exit entrance ramps, so that the intersections with lights are below the Woodmen, Powers, and Briargate overpasses: □ Meridian at Hwy 24 □ Woodmen at Meridian □ Woodmen at Golden Sage Road □ Woodmen at Mohawk Road □ Woodmen at Marksheffel □ Woodmen at Black Forest Rd □ Woodmen at Sky Ridge Dr (not sure this one is needed) □ Woodmen at Tuft Blvd □ Woodmen at Rustic Lane □ Woodmen westbound-to-Powers northbound: additional exit-only lane to eliminate traffic stop for westbound Woodmen traffic entering northbound Powers traffic. □ □ Powers at Research Parkway □ Powers at Briargate □ □ Briargate at all intersections between Powers and I-25 (I assume that is already in the plan; otherwise Briargate could get overloaded and be less than ideal between Powers and I-25). Pro's: \* Requires less new ROW to be purchased; Woodmen already connects to Hwy 24 and does not require as much destruction of raw land as Stapleton and Briargate will need \* Takes advantage of existing roadways; Woodmen already connects Meridian to Powers and is already much wider than Stapleton Drive or Briargate east of Black Forest Road \* Moves traffic more efficiently \* Reduces Regional Partners' liability risk by avoiding putting a major arterial through residential areas; existing B'S plan risks causing serious devaluation of the existing and future homes in those neighborhoods \* Achieves same goals as draft plan, and does it better \* Streamlines traffic for faster movement; allows vehicles to maintain higher speeds safely \* Better gas mileage since there are no stops required after Curtis Road connects to Woodmen Cons: \* Change of plan - not a problem for the existing residents, but planners won't like that \* Road construction interruptions (both schemes have that)

2022-08-26 15:07:08



69°F Mostly sunny



3:19 PM  
10/12/2023

Miranda Benson2

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**From:** Miranda Benson2  
**Sent:** Monday, October 23, 2023 7:45 AM  
**To:** PCD Hearings  
**Subject:** FW: Request for Response to all Briagate-Stapleton Q&A Public Comments on Project Website  
**Attachments:** Missing Response Comments on Briagate-Stapleton website 10.12.23.pdf

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**From:** Stephen Jacobs <[strijlejacobs@gmail.com](mailto:strijlejacobs@gmail.com)>  
**Sent:** Thursday, October 19, 2023 10:19 AM  
**To:** [Maureen.PazdeAraujo@wilsonco.com](mailto:Maureen.PazdeAraujo@wilsonco.com)  
**Cc:** Kari Parsons <[kariparsons@elpasoco.com](mailto:kariparsons@elpasoco.com)>  
**Subject:** Request for Response to all Briagate-Stapleton Q&A Public Comments on Project Website

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Dear Maureen Paz de Araujo,

When will all of the Public comments from the Briargate-Stapleton website Q&A be responded to by the Project Team on the project website?

<https://www.briargate-stapleton.com/community-q-a>

The last "Project Team" comment response on the Q&A portion of the website was on 7/8/2021. Since then, there have been twenty seven (27) additional public comments, with the last public comment made on 9/26/2021.

See Missing Response Comments attachment with date stamps.

Thank you,  
Stephen Jacobs Jr.





## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.



Anonymous

Please do not override the decision to NOT connect Falcon Meadow to Woodmen Hills Drive. We are a rural neighborhood that is not set up nor designed to have thousands of additional car trips per day through our neighborhood. Please keep Falcon Meadow a neighborhood road and do not destroy our neighborhood and property values. We have no sidewalks, shoulders or anything. Our road is chip and seal and is not designed to handle thousands of additional cars. Please do not connect Falcon Meadow.

2022-08-12 15:41:37

Anonymous  
Concur!

**ANDREW RANNEY**

Falcon Meadows will have to be greatly improved to handle traffic from the Ranch to Woodmen Rd. The positioning of the new power lines will mean realigning Falcon Meadows to prevent accidents. The cost to rebuild Falcon Meadows to allow increased traffic flow can be eliminated by not opening access to the ranch. Rebuilding the road plus buying right of ways to widen the road will be an expensive.

69°F Mostly sunny

3:28 PM  
10/12/2023





## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.



10253 Accipiter Dr Peyton, CO 80831-7020

Anonymous

I encourage planners to keep the Meadows a rural neighborhood so the people who have bought and live this 'rural' lifestyle can continue to do so without fear of the safety issues which come with increased traffic, damage to the existing roads, etc. Additionally, the roads in this neighborhood (Tercel, Accipiter, Falcon Meadows) are not designed to carry more traffic and would rapidly deteriorate.

2022-08-13 11:06:08



8227 Falcon Meadows Blvd Peyton, CO 80831

Anonymous



69°F Mostly sunny



3:16 PM  
10/12/2023



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.



8227 Falcon Meadows Blvd Peyton, CO 80831

Anonymous

How much of the property on each side of Falcon Meadow will be take from the current property owners to accommodate the expansion of the road that will be required once there are thousands of additional car trips per day? The properties on the East side already do not have usable access to about a third of the 5 acres due to the approval and building of the high voltage power lines. How much more is the county going to require the property owners to lose to accommodate the high density developments? This does not have to happen- the connections to this neighborhood are the only roads in the area that will be right in the middle of a neighborhood. No other road will be built to handle thousands of cars in the middle of a rural residential area. There is

a better way since the high density developments have not been built yet. Keep the heavily traveled roads in those developments and plan for them accordingly.

2022-08-13 16:33:32

High winds soon

3:16 PM  
10/12/2023



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.

2022-08-13 16:33:32



8277 Towner Ave Peyton, CO 80831-6958

Anonymous

Please do not connect Towner to Falcon Meadow. This will increase traffic exponentially and destroy the rural nature of the neighborhood. It is not equitable to have only 1 neighborhood pay the price of increased traffic through the middle of their neighborhood.

2022-08-13 16:53:51

9045 Towner Ave Peyton, CO 80831-6965



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.

Google Map data ©2023



9045 Townner Ave Peyton, CO 80831-6965

Kevin Curry

The overlay identified as "The Meadows" is incorrectly labeled. It should be identified as "Elkhorn Estates". The area in the overlay is just one filing of a development known as The Meadows. Originally called "The Meadows Filing 3", it was later officially renamed as "Elkhorn Estates" (Submitted by Kevin Curry, current President of the Elkhorn Estates Homeowners Association Board of Directors).

2022-08-14 16:35:56

8854 Townner Ave Peyton, CO 80831-6981



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.

8854 Towner Ave Peyton, CO 80831-6981

Anonymous

Coming west off of the intersection with Towner Ave, Stapleton Road should not dip so sharply downwards. Traffic flow, safety, and compatibility with surrounding large properties would all be improved by aligning it more to the Northern part of The Ranch development, closer to the boundary with Grace Community Church property.

2022-08-14 16:40:32

8955 Raygor Rd Peyton, CO 80831



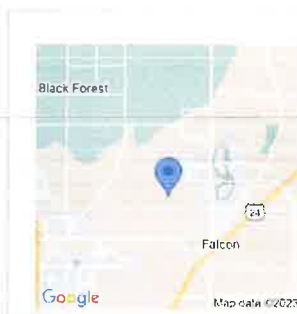
## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.



8955 Raygor Rd Peyton, CO 80831

Anonymous

Please ensure this section of Stapleton through The Ranch is initially completed as a four lane road iaw the MITCP. The increased traffic flow will immediately strain a two lane design, and funding priorities will mean the needed expansion is not completed until long later.

2022-08-14 16:45:24

9650 Vollmer Rd Colorado Springs, CO 80908





## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.



Jim Woudstra

According to the El Paso County Zone Map 523 from the Development Services Department, the area south of Poco Rd and west of Vollmer Rd is zoned as RR-5. The entire area south, north and west of this triangular section has been developed into acreages ranging in size from 2.5 acres to over 10 acres. It would be very offensive to the current acreage owners in that area to turn this area into some sort of commercial development. The project plan states: "anticipated commercial development to the north and south of the future Briargate - Stapleton Road" and includes a proposed commercial collector intersection. Just because this area has not yet been bought up by developers and turned into residential lots and so is the only

available land is not an appropriate justification to turn it into commercial property. Those of us living west of Vollmer Road on Poco Road have already had the quality of our rural area negatively affected by the development occurring on the east side of Vollmer Road in spite of our serious opposition. Now you are proposing that there be some type of commercial development right in the middle of our properties. This would negatively affect our rural quality of life and lower property values. I hope that you will seriously consider our concerns and keep this area zoned as RR-5. If you need commercial development, why not put it in the middle of Sterling Ranch!!!

2022-08-16 19:00:35

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10/12/2023



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.

2022-08-16 19:00:38

8473 Poco Rd Colorado Springs, CO 80908-4728

Lori Yoder

We chose to live in this area to be away from commercial businesses and heavy traffic. It's a rural area and we want it to remain rural! Putting in what is proposed will be detrimental to our home values and our rural lifestyle. Please reconsider!

2022-08-18 22:57:12



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10/12/2023



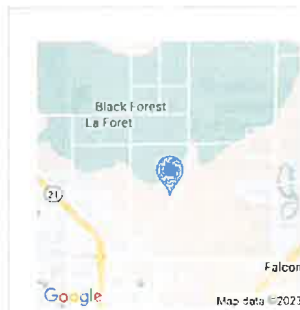
## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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9648 Vollmer Rd Colorado Springs, CO 80908

Tracy Cerniglia

Increased development along Vollmer is already increasing criminal activity in Highland Park filings 1-3 which border the proposed Briargate-Stapleton road. If this section bordering Vollmer and Poco becomes a commercial development, crime activity is going to soar, noise levels and light pollution will go through the roof, the peaceful enjoyment and property values of homeowners will be harmed significantly, and the County is going to have to take land away from private citizens to shove this through. If that land is developed at all - if the property owners allow it - it should be residential, large acreage lots similar to Highland Park to the west. Any road through this area requires calming features such as roundabouts because the police simply do not enforce the speed limits so the unofficial speed limit on Briargate Parkway will be 70mph just like on Woodmen, and the County is going to have to erect large sound proofing walls. Keep it quiet, keep it residential, keep it country.

2023-08-21 10:34:32



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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9644 Vollmer Rd Colorado Springs, CO 80908

Chris Johnson

My property would back the Briargate and to think of cars driving within 50-100 feet of my house and backyard is a lot to think about. We are building here to avoid a lot of people and traffic. If this project continues it would be a must to put up a large sound wall and also features to keep traffic slow. If you want an example go to Briargate entering Wolf Ranch and you will see people driving 75 MPH in a 35. The rural feeling is why we bought in Highland Park and to have a commercial development next door would defeat everything this part of the county represents. This must not be included in the future development. Please do not include these changes in future zoning. Thank you!

2022-08-22 16:10:16

Anonymous

Please be kind in planning for our rural neighborhood! Thank you!



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10/12/2023



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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Amy Phillips

Comments on existing Plan The existing plan indeed connects Curtis Road to I-25, but I believe its efficiency can be improved and its liability risks to the regional partners can be reduced. As the Briargate Stapleton alignment is drawn, several neighborhoods will have a major arterial running through their neighborhoods. If it is all accomplished through surface streets, there will be a lot of congestion at each intersection. If it is a highway unto itself, such as Powers Blvd north of Woodmen, it will be very loud and disruptive to the surrounding neighborhoods. And in either case, approximately 2 miles of land will have to be condemned for the new roads. Congestion at intersections creates a less-than-ideal way to make what supposed to be an efficient connection between the southeastern reaches of the city to northbound I-25, which is the stated goal of the plan. With numerous intersections, one might as well just use Powers all the way up to Briargate Parkway and then enter I-25 from there. Or simply get on I-25 N further south. The current plan dumps the Curtis Road traffic onto Briargate Parkway via Stapleton Drive well to the east, meaning it will clog both Stapleton and Briargate all the way to Powers. As shown in the map, it looks like numerous residential streets will intersect with the S-B alignment, causing lots of stops on a road that should run faster. Why not consider a plan that efficiently takes the Curtis Road traffic over to Powers Blvd and then to Briargate, to streamline the connection to I-25 North and avoid unnecessary congestion and the taking of private land? Alternative Plan Connect Curtis Road to Woodmen via the Falcon Highway and Meridian Road. Improve Woodmen between Meridian and Powers Blvd to allow freeway style traffic on Woodmen (no intersections on Woodmen, just on and off ramps) all the way to Powers. Improve Powers between Woodmen and Briargate to allow freeway style traffic on Powers up to the Briargate Powers intersection. None of this requires the condemnation of raw land, with the possible exception of adding a lane in each direction to Woodmen to allow for the added traffic load. This plan will require some modifications to the existing intersections along Woodmen. Here is a list of the intersections where Woodmen, Powers

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## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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possible exception of adding a lane in each direction to Woodmen to allow for the added traffic load. This plan will require some modifications to the existing intersections along Woodmen. Here is a list of the intersections where Woodmen, Powers, and Briargate need to pass over the intersections, with only exit entrance ramps, so that the intersections with lights are below the Woodmen, Powers, and Briargate overpasses: ☐ Meridian at Hwy 24 ☐ Woodmen at Meridian ☐ Woodmen at Golden Sage Road ☐ Woodmen at Mohawk Road ☐ Woodmen at Markscheffel ☐ Woodmen at Black Forest Rd ☐ Woodmen at Sky Ridge Dr (not sure this one is needed) ☐ Woodmen at Tuft Blvd ☐ Woodmen at Rustic Lane ☐ Woodmen westbound-to-Powers northbound: additional exit-only lane to eliminate traffic stop for westbound Woodmen traffic entering northbound Powers traffic. ☐ Powers at Research Parkway ☐ Powers at Briargate ☐ Briargate at all intersections between Powers and I-25 (I assume that is already in the plan, otherwise Briargate could get overloaded and be less than ideal between Powers and I-25). Pro's: \* Requires less new ROW to be purchased, Woodmen already connects to Hwy 24 and does not require as much destruction of raw land as Stapleton and Briargate will need \* Takes advantage of existing roadways: Woodmen already connects Meridian to Powers and is already much wider than Stapleton Drive or Briargate east of Black Forest Road \* Moves traffic more efficiently \* Reduces Regional Partners' liability risk by avoiding putting a major arterial through residential areas; existing B S plan risks causing serious devaluation of the existing and future homes in those neighborhoods \* Achieves same goals as draft plan, and does it better \* Streamlines traffic for faster movement; allows vehicles to maintain higher speeds safely \* Better gas mileage since there are no stops required after Curtis Road connects to Woodmen Cons: \* Change of plan - not a problem for the existing residents, but planners won't like that \* Road construction interruptions (both schemes have that)

2022-08-26 15:07:06

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## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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6858 Briargate Pkwy Colorado Springs, CO 80908

Jack Ogren

El Paso County Planning Commission published a Your El Paso Master Plan (MP-21-001) on May 26 2021. The plan among other things outlines where future major transportation corridors are to be planned. In the AREAS OF CHANGE, the map provided shows that the major corridor between Volmer road and Black Forest Road is North of the Eagle Wing Community not the current Briargate Blvd – Stapleton Road corridor. Is this influencing your Project Planning Study?

2022-08-27 16:46:34

**Rob Taylor**

We reside at 7010 Eagle Wing Dr. We are the original home owners and had planned on a quiet low traffic noise level away from the city living in Eagle Wing Estates. Now you are bringing in a major thoroughfare in the middle of our neighborhood. Please reconsider other options away from our neighborhoods. There is plenty of open land between our communities for you to consider. Thank you





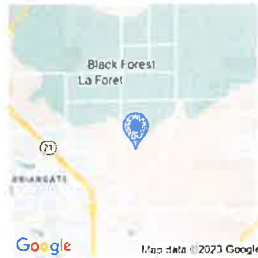
## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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9799 Loch Linnehl PI Colorado Springs, CO 80908-4780

Cathy Lane

120 feet is the correct and appropriate, and historically established, width of the right-of-way (ROW) for Briargate Parkway Corridor between Black Forest Road and the Jaynes' property west of Vollmer Rd. This ROW was established more than 20 years ago and remains consistent with future Major Transportation Corridor Plan (MTCP) Roadway Plans for 2040 and 2060. This 120 foot ROW met the Engineering Criteria Manual definition for the four lane Urban Principal Arterial Roadway planned for the future at the time of planning then platting Highland Park Subdivision which dedicated the ROW. 120 feet is the correct width for this 4 lane, urban principle arterial roadway which borders Forty (40) 2.5 acre properties, most with homes.

Roads at each end of this segment of Briargate Parkway, Black Forest Roads and Vollmer Roads are designated urban roadways. Wilson & Company Report to increase the ROW to 168 feet by taking an additional 24 feet from properties on each side of the current 120 ft ROW leads to a future six lane roadway. Six lanes is not on any public Future Roadway Plan for here. In addition, there is no need for a bikeway on both sides of Briargate Parkway through our neighborhood. Even though the current Engineering Criteria Manual (ECM) now specifies 130' for an urban four lane principle arterial roadway, the 120 foot ROW from the previous edition of the ECM still serves its purpose, and should rule. Providing us notice of the County's intent in this manner is poor public policy. We want to emphasize that the 168' ROW contemplated by the Wilson

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## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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roadway which borders Forty (40) 2.5 acre properties, most with homes. Roads at each end of this segment of Briargate Parkway, Black Forest Roads and Vollmer Roads are designated urban roadways. Wilson & Company Report to increase the ROW to 168 feet by taking an additional 24 feet from properties on each side of the current 120 ft ROW leads to a future six lane roadway. Six lanes is not on any public Future Roadway Plan for here. In addition, there is no need for a bikeway on both sides of Briargate Parkway through our neighborhood. Even though the current Engineering Criteria Manual (ECM) now specifies 130' for an urban four lane principle arterial roadway, the 120 foot ROW from the previous edition of the ECM still serves its purpose, and should rule. Providing us notice of the County's intent in this manner is poor public policy. We want to emphasize that the 168' ROW contemplated by the Wilson & Company engineers is not appropriate adjacent to our homes. With proper mitigation of safety, noise, light, air and water pollution problems created by principal arterial roadways, we can live with the current 120' ROW. 120 feet is the ROW we have been counting on for over 30 years. Increasing the current 120' ROW will require Eminent Domain taking of 24' from each of the Forty (40) properties. Loss of additional land creates property out of compliance with the RR2.5 zoning. There are many septic leach fields in this zone. Many planted trees to mitigate the noise, dust and the view of traffic anticipated when the Briargate Corridor is constructed. Mature trees are in the zone of taking. On one property, the taking may involve reconstructing a substantial dam and overflow spillway. The expenses to the County from taking our property by Eminent Domain are not warranted, nor welcome. The cost could exceed Ten Million Dollars (\$10,000,000.00). While you may wish Briargate Corridor for this segment has been planned for six lanes medians bikeways sidewalks roundabouts, it was not. 120 feet is the correct and appropriate width of the right-of-way (ROW) for Briargate Parkway Corridor between Black Forest Road and the Jaynes property west of Vollmer Road.

2022-09-15 10:05:35

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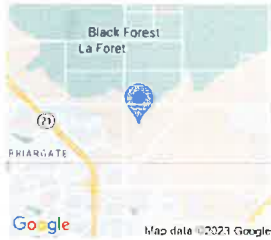
## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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Steve Jacobs

There is no reason to install a full movement intersection where Briargate Parkway intersects with Loch Linneh Place, let alone an intersection with a traffic signal. A full intersection for "field access" to the north does not make sense. The Wilson and Co. Report is wrong in not citing the accepted Development Plan for Eagle Rising (the property to the north) that demonstrates no access to Briargate Parkway and no future need for access to this northern property. Very little traffic will turn left from west-bound Briargate Parkway to access the three blocks of Loch Linneh Place in the Highland Park neighborhood. Very few trips from Highland Park will turn left onto westbound Briargate Parkway. A traffic signal at this location does

not justify the more than \$350,000 installation expense, nor the light pollution in this dark-sky neighborhood, nor the stop-and-go traffic noise in this quiet neighborhood. A traffic signal in this location will never meet its required warrants. Loch Linneh Pl. currently terminates in a cul-de-sac turn around. The best solution is to keep the cul-de-sac turnaround with no intersection of Loch Linneh Place with Briargate Parkway Corridor. The cul-de-sac turn around is superior to a right-in/right-out - even without costly acceleration and deceleration lanes. Do place a traffic signal at the intersection of Vollmer and Burgess, which remains a very dangerous intersection with numerous crashes and fatalities.

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10/12/2023



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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Steve Jacobs

Briargate Parkway crosses Cottonwood Creek in a FEMA flood zone that has potential Preble's mouse habitat. Contrary to the Wilson and Co. Report that there are "no Preble's mouse in this area", a brand-new study for the mouse is likely required by Federal Wildlife officials. The upstream overflow spillway converges at the creek at this location. A bridge crossing is likely to be required instead of the box culvert proposed by Wilson and Co. The expense of a bridge designed for future 6 lane traffic is not warranted in our neighborhood. Safety matters. Fire danger is year-round. The Highland Park pond immediately south of the Briargate Parkway Corridor is the on-site supply of water for fire-fighting purposes for over 100 homes in that neighborhood. Preservation of fire fighting capacity is the primary consideration when reconstructing this pond for detention and water quality measures for the runoff from the Briargate Parkway. Construction of any initial phase of the Briargate Parkway Corridor is a good time to extend a large water main from the City limits to the west (currently at Black Forest Road) past the Eagle Wing Highland Park 1,2,3 Eagle Rising Subdivisions, as the Corridor goes to the City limits to the east (the Jaynes' property immediately west of Vollmer Road).

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10/12/2023



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

Comments posted on the Interactive Map are posted here along with answers from the Project Team.



9728 Kilnwiner Ct Colorado Springs, CO 80908-4785

Jon

The cost projection is unrealistically low. The \$1,300,000 initial budget is unrealistic for Phase 1 of the Briargate Parkway Corridor between Black Forest Road and the Jaynes' property west of Vollmer Road. Forty (40) 2.5 acre properties border this segment of the Briargate Parkway Corridor. The additional 48 feet proposed in this Study requires Eminent Domain takings from all 40 owners - not just vacant land but the added costs of moving mature trees, septic leach fields, extensive earthen berms, Century Link cables, and one large dam and overflow spillway. Plus the cost of the Cottonwood Creek bridge - bridge, not just a box culvert is needed for that location. PPRTA and El Paso County need to budget many times the amount for construction as detailed by the Wilson Company for just this segment of Briargate Parkway. The \$38,000,000 cited in the PPRTA budget for Briargate-Stapleton seems low.

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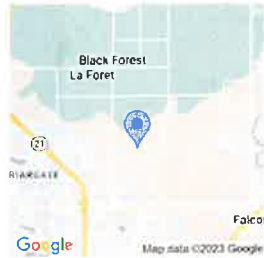
## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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Christine Mohr

All I had ever wanted and hoped for was a "peaceful piece of property" to help provide balance in my life. I spend the entire day serving the community of El Paso County. My husband and I both provide medical and mental health care to the forgotten community members, who most turn a blind eye to. Instead of being able to come home to peace and quiet, I will be coming home to the fear of others ruining what my husband and I worked so hard to achieve. The Briargate-Stapleton project will undoubtedly have negative effects on our mental and physical health. Most studies show that the addition or expansion of roads have short-lived, if any positive effects, for the community. We chose to live in the county and exclusively outside of city limits. We made the decision to buy the house we live in due to it specifically being outside of the city limits, allowing access to water from the Denver Aquifer, having wildlife around the house, enjoying fresh air, and the peace and quiet that came from within Highland Park 3. Although you have considered pollutants, it seems there is no consideration for those who chose to live in the county (outside of the urban city) and now the plan is to force these homeowners to just "adapt" to the urbanness that they did not choose to live around in the first place. I do not see any recent studies that have occurred to assess the total pollution and greenhouse gas emissions that will negatively affect the homeowners in Highland Park 3. There are also concerns that the road will prevent proper drainage in the floodplain area we are located in. Thus, this road could potentially cause the loss of our house by flooding, fire, traffic accidents, and many other hazards posed by increased people

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## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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Black Forest, where are the natural grasslands and wide spaces for the antelopes to live on? Given the numerous houses built in Sterling Ranch, this has added at least 10 minutes onto my daily commute to work at the El Paso County Jail; your proposed plan of adding a 2 lights (to get to Vollmer Road) or 3 lights (to get to Black Forest Road) significantly and negatively impacts my daily commute. Furthermore, there will be an estimated 35,000 to 40,000 cars per day traveling through my back yard. This will expose myself, family, neighbors, and wildlife to significant air pollution, noise pollution, and light pollution. This will also negatively impact the tree health due to roads requiring salt in the winter. Given the absence of noise barriers, it will be impossible to have a conversation with another person 6-feet apart in my driveway. There is significant concern of the high-rate of speed outside of my house and the risk of traffic accidents ruining my land and house. Moreover, there are significant risks of pedestrian deaths. The proposed benefits of this plan do not outweigh the negative impacts on the health, safety, and peace of the residents in Highland Park 3. There is significant concern about erosion mitigation and fire mitigation. I am proposing the following as alternatives: 1. Cease this project. 2. Conduct an on-site evaluation of the wetlands specifically between Highland Park 3. 3. Instead of traffic lights place roundabouts at the Locumnoch, Loch linnch, and Black Forest intersections of Briargate. 4. Under no circumstances incorporate the land in Highland Park 3 as city and allow it to remain in the county. 5. Evaluate the negative impact on the antelopes in the area that require open safe land to graze on. 6. Consider that Woodmen Road is a shorter and more direct route between highways 21 and 24. Consider alternative routes, or a HOV lane on this road. 7. Conduct new noise, light, air pollution studies to the individuals living in Highland Park 3. 8. Based upon the Soil Survey, it appears there is expected significant erosion to our land as a direct result of this road being built. I would like a new and current update to the drainage plan evaluation.

2022-09-16 10:52:02

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## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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Comments made in response to the 3/10/2022 survey, it appears there is expected significant erosion to our land as a direct result of this road being built. I would like a new and current update to the drainage plan evaluation.

2022-09-16 10:52:02



7732 Bannockburn Trl Colorado Springs, CO 80908-4845

Christine Mohr

There are concerns that if you live on this street it will take a minimum of 6 traffic lights to get to Woodmen. It will create significant delays (at least 15 minutes) to just get out of the development.

2022-09-16 10:54:15





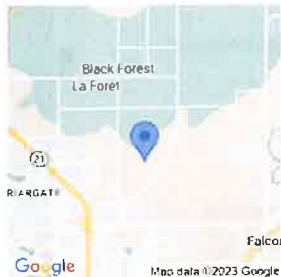
BRIARGATE-STAPLETON

Project for Mobility



COMMUNITY Q & A

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Christine Mohr

I currently live at 7712 Bannockburn Trail Colorado Springs 80908, and have recently learned of the plans to put in a 4 lane divided highway through my backyard. When we purchased this property, there was a rumor of an expansion road going through the neighborhood and that this road was going to be a 2 lane non divided road if a road was even going to be constructed. Before purchasing, many calls were made to planning departments in an attempt to get information and never were any answers or returned calls placed to give us the information needed to finish the purchase of our property, so we believed in good faith and moved forward with the purchase. Now moving forward two years, information is circulating about the road and that the county/city is not showing any care for the citizens of this neighborhood because "they all knew a road was going in before now." This road is going to increase crime, noise, pollution all within our neighborhood. Walls will need to be built and speed bumps installed to slow the traffic to a safe speed. The side streets of our neighborhood will be over flooded with the 2500 plus estimated cars per day using this new expansion road. The road will be mere feet from our driveway and our land will be taken by this project

2022-09-16 10:54:57



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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9727 Kilniver Ct Colorado Springs, CO 80908-4785

Brad

I second most of the other comments regarding the proposed change to the Briargate Pkwy extension. Taking additional land from the 40 owners will require invoking Eminent Domain and perhaps a lengthy legal battle. The proposal offers little reasoning for the extension and as others have noted, the estimated costs are unreasonably low (a box culvert won't cut it, trees and other fixtures will have to be moved, etc.). There are clearly other ways to accomplish these goals without further destroying residential properties and it would be nice to see Woodmen modified like Amy commented.

2022-09-16 10:54:57

2022-09-16 11:43:47



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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As a resident of Eagle Wing, I oppose putting a "primary artery" in my back yard. When I moved here, like others, I expected a rural experience with fresh air, quite, wildlife, and low traffic. I agree with others that recommend to divert new traffic via Woodman. I've seen a number of Project Team responses to 2021 questions stating "plans have been in place for decades." Well, 20 years ago this area was cow pastures, not well established neighborhoods. On a personal note, since recovering from Covid, I am highly sensitive to pollution and dealing with lowered oxygen levels. The current plans have vehicles approximately 50' away from my back deck and I'm concerned with high levels of vehicle exhaust increasing the AQI to

unacceptable levels on my property. I have been monitoring AQI for at least 2 years, and will be able to identify increased pollution that may affect my health. To bear living in my own home, will probably have to be burdened with additional cost of adding HEPA filtration. Also, the current plans remove approximately 1/3 of my leach field. Is this project adding sewage system to replace leach fields?? I have a friend that lives 1.4 mi from I25, and during the day his noise levels are 63 db. What will mine be at 50' away...probably unbearable. The noise issue should be addressed in the initial plans and not towards the end of the project. My whole property is well within the 500' noise buffer. Can you answer where the expected funding sources are for this project? Developers? PPTRA? Other sources? Will there be an initial 2 lane road installed before the 4 lane proposed project, to connect Briargate to Vollmer? Finally, I agree with other commenters that if this project has to proceed that it be reduced back down to the original 120' agreement and not 168'.



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## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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Michael

This decades old plan would have made sense decades ago, but it is woefully unwelcome. This would have a catastrophic effect on our tranquil community. Beyond the fundamental safety and noise concerns, we're really talking about the destruction of a way of life, not just for people, but for nature. I would encourage the planners to consider alternatives less disruptive to established neighborhoods. The blowback from this will not just be environmental and political – could this action could trigger class action lawsuits? I think that's a distinct possibility. We need a better plan that's smarter and mindful of impact to our people and environment.

2022-09-16 16:47:53

Anonymous

I personally think you would get almost unanimous agreement on a class action lawsuit sometime in the future. Who would oppose and say "I demand a freeway in my backyard" :) Took me a minute to understand another commenters B.S. reference....oh...Briargate Stapleton. Too Funny....STOP BS, STOP BS!!! what a slogan.

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3:24 PM  
10/12/2023



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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Tony

This parcel of Jaynes' property was zoned RR-5 by the County for many years till now for a reason, because it is in the rural area of the Black Forest. Many of us who worked all of life and spent all of our life savings to move to Highland Park to retire and hoping to live out the remainder of our life in peace, tranquility, nature, and safety. We are older, tired, and can't afford to move again. Now some greedy developers (Classic Homes) want to make more money, like they don't already have enough, are proposing to destroy the beauty and peaceful living of many of us in this rural area with a high density housing development plan, in turn bringing more traffic and crimes into this area and depleting our limited water source, and of course, would bring in more tax revenues for the County. Yes, money talks, sadly!!! Sterling Ranch on the west side of Vollmer and the new development east of Black Forest from Research, both are already doing a good job of turning the bottom part of Black Forest into a typical part of busy Colorado Springs city life with high density housing. We are praying that the County Planning Dept and the Commissioner would have the heart and care for many (about 200 families) of our old retirees wishing to live out our old age in a peaceful, quiet, and safe rural area with beautiful landscapes, will not approve this high density housing development plan for the remainder of west Vollmer and south of Poco Road. It is more sensible and kind to current Highland Park, Poco and Glider Loop residents to not allow any housing development for less than 2.5 acres per lot (RR-2.5). It will be challenging enough when Briargate would make its track through Highland Park, so a high density housing development would definitely destroy our way of life here. There are other areas that already have high density

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3:24 PM  
10/12/2023



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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into this area and depleting our limited water source, and of course, would bring in more tax revenues for the County. Yes, money talks, sadly!!! Sterling Ranch on the west side of Vollmer and the new development east of Black Forest from Research, both are already doing a good job of turning the bottom part of Black Forest into a typical part of busy Colorado Springs city life with high density housing. We are praying that the County Planning Dept and the Commissioner would have the heart and care for many (about 200 families) of our old retirees wishing to live out our old age in a peaceful, quiet, and safe rural area with beautiful landscapes, will not approve this high density housing development plan for the remainder of west Vollmer and south of Poco Road. It is more sensible and kind to current Highland Park, Poco and Glider Loop residents to not allow any housing development for less than 2.5 acres per lot (RR-2.5). It will be challenging enough when Briargate would make its track through Highland Park, so a high density housing development would definitely destroy our way of life here. There are other areas that already have high density housing that would be more compatible to Classic Homes' plan like west of Sterling Ranch. Thank you for your kind and caring consideration.

2022-09-16 20:11:45

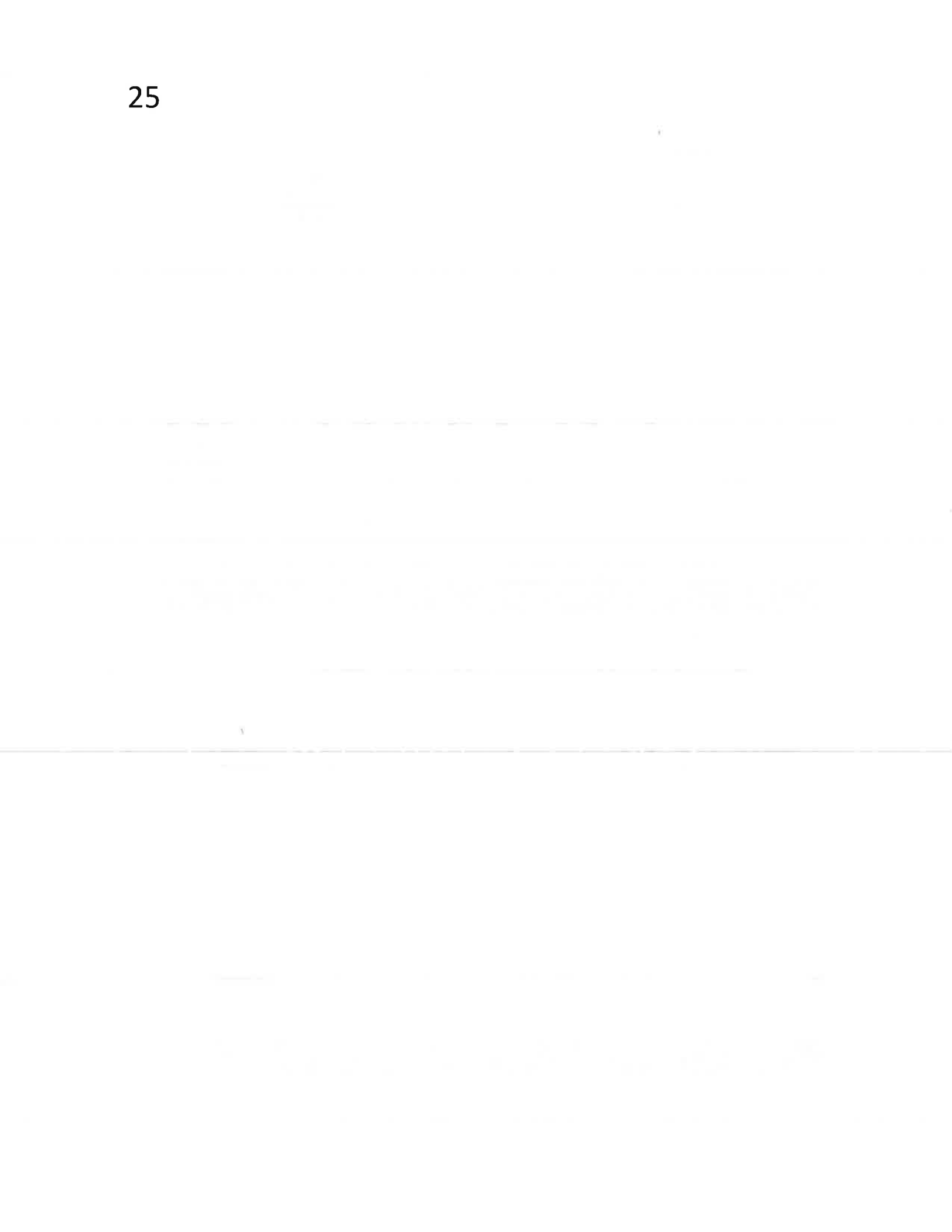
Anonymous

I meant East of Sterling Ranch (not west).

9792 Lochwinnoch Ln Colorado Springs, CO 80908-4844

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3:24 PM  
10/12/2023







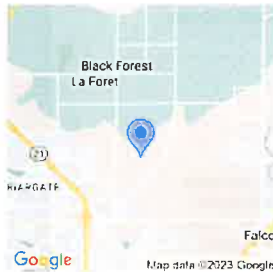
## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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Mark VanHanehan

As a property owner of a corner lot directly adjacent to this proposed Briargate-Stapleton project at Lochwinnoch and Briargate, all I can do is vehemently echo all my fellow homeowners' concerns, their extremely appropriate comments, and proposed remediations. As a disabled veteran, I spent most of my adult life serving this country. All we wanted was to finally put down roots where there is some peace and quiet. We bought and are building in Highland Park to avoid the sprawl, people, and traffic that now appears throughout Colorado Springs. The rural feeling is why we bought in Highland Park; the noise, the light pollution caused by the stop-and-go traffic, and the obviously excessive speed limit (which we all know will not

be observed) will destroy this quiet, dark-sky covenanted community. This study's plans do not adequately address any of those issues (Highland Park's neighborhood covenant) or the associated environmental impacts, safety concerns and traffic pressure on Lochwinnoch, Poco, or Forrestgate. It appears from this proposal that there will be no impacts. And not just post-completion, but no impacts from the entire process, from implementation, to construction through completion and beyond. This does not seem to consider the Highland Park community at all; this plan is proposing major construction in an existing, established, mature community. The bottom line is this will negatively impact so much more than any proposed benefits it supposedly will accomplish. Looking at this plan objectively, an appropriate comparison to the Briargate-Stapleton stretch of proposed road from Black Forest Rd to Volmer through Highland Park is Research Parkway from

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## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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"solution" on top of an existing, established community with little integration to the existing community or regard for those that live there and will have to live with the consequences of this plan. Extending the ROW 48 feet as this study proposes, involves "Eminent Domain takings" from all affected owners in this proposed corridor. This is fundamentally wrong as there are other alternatives to this plan pointed out by others' comments (not completing this is a viable alternative), and the Highland Park Subdivision was formed and built based on the planning and platting outlined by the local government. Others have pointed out, this isn't vacant land; owners have matured property (trees, etc.), there's existing infrastructure, and there is wildlife that lives here and roams freely. Additionally, there is no need for sidewalks or bike lanes along the proposed road; there are already trails located throughout Highland Park that support foot and bike traffic which also reflect the residential (non-commercial) nature of this community. Introducing sidewalks bike lanes along a stretch of road with a speed limit of 45mph, no traffic circles, and the amount of traffic that this study anticipates is inherently dangerous. As Cathy Lane stated, "with proper mitigation of safety, noise, light, air and water pollution problems created by principal arterial roadways," the current 120' ROW is acceptable. However, this plan, as presented, is not acceptable. Also unacceptable is finding out about this plan in this manner- only through the due diligence of a concerned HOA member. It's as if the local government is trying to sneak something past those that this plan affects the most- the property owners of the community directly impacted by it. As the government moves forward, I request (and sincerely hope) that they communicate with the Highland Park community directly and transparently, informing us of updates, timelines, public meetings, pretty much anything associated with this project. This is not too much to ask of our public servants considering the extreme impacts and the number of people affected by this project in Highland Park.

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10/12/2023



## BRIARGATE-STAPLETON

Project for Mobility



### COMMUNITY Q & A

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2022-09-16 12:34:40

7625 Rannoch Moor Way Colorado Springs, CO 80908



Anonymous

These plans might have "been in place for decades", but there were not many (if any) homes built in this area at that time. Certainly, phase 3 of Highland Park was not around when this was planned. That's where we bought (Phase 3 is the northern most section of Highland Park) because we wanted peace and quiet...not more traffic noise and dangers (like everyone else in this neighborhood that will be ruined). There has already been construction on Woodmen Road, so that should be relied on for faster access to the interstate highway. We The People don't buy the "need" for ever more construction and traffic. Destroying our peaceful neighborhood with this plan is not acceptable to those of us who live here. We will fight this eminent domain in court.

2023-09-26 09:30:20