

## E.4. Public Responses

The following are responses sent via email to individuals that provided comments at the second Highway 83 Access Study virtual meeting and the project team determined that an email response was appropriate with no additional follow up.

Dear Brett Gardner,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in July of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (i.e., experience a significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

**You provided the following comments/questions about the study:**

- Will your study also consider growing noise pollution along Hwy 83? This is especially relevant for residents along Hwy 83 in the Flying Horse community where I live. Specifically, in the area just south of Flying Horse Club Drive to Old Northgate Blvd. This is where the largest concentration of homes is located along the 83 corridor being studied. If you're going to study safety and access points, you should also consider noise pollution as an issue that should be addressed, as it's only getting worse (my perception).
- Traffic and noise pollution in this area has increased exponentially over the last few years, which is annoying and makes this wonderful community a less desirable place to live. Perhaps this will be somewhat alleviated when the Powers extension to I25 is completed one day, and also when the I25 Gap construction project is completed in the next two years, which may take away some traffic from 83 since many people don't like to take I25 due to construction and prefer to use 83 as a way around going north and south to COS, Castle Rock and Denver.
- I'd like to offer a few suggestions to possibly help with the growing noise pollution problem in this segment of Hwy 83 adjacent to Flying Horse (just south of Flying Horse Club Dr. to Old Northgate Blvd):
  - Pave the road with a low noise surface, like rubberized asphalt.
  - Install sound walls along the west side of 83 along this road segment.
  - Restrict large truck traffic from using 83.
  - Install sound meters along this segment with traffic cameras that would record the license plates of noise offensive vehicles, and issue warnings or fines in the mail to the individuals or companies operating loud, noisy vehicles (construction trucks and semi's are the worst offenders in this area of Hwy 83).
  - Study what other States or countries are doing to proactively reduce road noise pollution.

**In response to your comment:**

- The purpose of the access study is to determine where access should be allowed on Highway 83. This study does not look into issues such as noise, speeding, or design elements.
- CDOT recognizes the significant increase in traffic volumes on State Highway 83 as a result of the GAP project on I-25 and a 17% increase in Colorado's population since 2010. Several comments suggested that CDOT should restrict trucks on State Highway 83. State Statutes require that all state highways be open to truck traffic as the state highway system provides regional connectivity to various parts of the State. If trucks are restricted on State Highway, they will use more local and county roads.
- Engine compression brake devices, "Jake" brakes, reduce the load on foundation brakes, which helps prevent dangerous brake overheating. This keeps brakes available for emergencies. All commercial vehicles operating on any public roadway in Colorado equipped with an engine compression brake device are required by law to have mufflers. Even with proper use of mufflers, engine braking still produces a distinct sound. Because they are a safety device, the use of engine brakes is not prohibited on state highways. Prohibiting engine brakes would attempt to solve a noise problem without addressing the real cause, which is that some trucks have improperly muffled exhaust systems. CDOT does install signs stating "engine brake mufflers required" in our region if the local authorities, County Sheriff or City Police commit to enforcement of the sign. As of this point the El Paso County Sheriff does not enforce such signs.
- Thank you for the additional input on your concerns regarding noise levels on the corridor. When CDOT increases the capacity of the highway (such as widening a segment from two to four lanes), a noise study will be completed as part of the environmental clearance requirements for that project. Currently, CDOT does not have a Type II noise program—which means, CDOT does not retrofit existing roadways to mitigate for noise impacts unless capacity improvements or substantial physical changes to the highway geometry modify the existing highway. Noise impacts and abatement (berms and noise walls) are analyzed in accordance with both Federal and State guidelines, but this only occurs when a capacity or major geometric improvement occurs on the highway.

**In summary:**

- An access study does not investigate issues such as noise along the highway.
- State Statutes require that all state highways be open to truck traffic as the state highway system provides regional connectivity to various parts of the State.
- A traffic signal will only be installed if the intersection experiences poor traffic operations, there is a safety issue that can be corrected through the addition of adding a traffic signal, or if a traffic study is performed that indicates a traffic signal is warranted.
- Prohibiting engine brakes would attempt to solve a noise problem without addressing the real cause, which is that some trucks have improperly muffled exhaust systems. CDOT does install signs stating "engine brake mufflers required" in our region if the local authorities, County Sheriff or City Police commit to enforcement of the sign. As of this point the El Paso County Sheriff does not enforce such signs.
- CDOT appreciates your thoughts on additional mitigation measures that might help with sound issues along the highway, however, addressing such concerns would occur as part of the

environmental clearance process for a capacity or major geometric improvement project, and CDOT does not consider noise abatement without these criteria being met.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very Respectfully,

Valerie Vigil  
Colorado Department of Transportation, Permits Manager  
[Valerie.Vigil@state.co.us](mailto:Valerie.Vigil@state.co.us)

Victoria Chavez  
El Paso County, Principal Transportation Planner  
[VictoriaChavez@elpasoco.com](mailto:VictoriaChavez@elpasoco.com)

Jennifer Irvine  
El Paso County, County Engineer  
[JenniferIrvine@elpasoco.com](mailto:JenniferIrvine@elpasoco.com)

David Sprague, PE  
Consultant Project Manager  
[David.Sprague@atkinsglobal.com](mailto:David.Sprague@atkinsglobal.com)

Dear Brian Pickle,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in July of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (i.e., experience a significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

**You provided the following comments/questions about the study:**

- After "fixing" the intersection of Hwy 83 and Stagecoach they did not make a north bound left turn lane going west on Stagecoach. A person has to STOP in the main lane of the highway, so they get rear-ended often.
- We have no right-side turn lane to safely exit into our driveway and traffic goes way too fast. We also have to stop highway traffic to exit, and risk being rear-ended! The posted speed should be 45 mph from Northgate to Hodgen because of the narrow, winding two-lane road. Or just widen the road to 4-lanes.
- Lots of traffic from I-25 is coming over to Hwy 83 due to the construction, meaning lots of oversized trucks, large equipment haulers, semi-trailers, tandem trailers; all going way too fast to make turning or exiting safe. We have an at-risk elderly lady living here and we are very afraid that sooner or later she will be injured or killed trying to enter or exit our property. We need relief and we need it soon.

**In response to your comment:**

- The purpose of the access study is to determine where access should be allowed on Highway 83. This study does not make recommendations for changing the design of the roadway, to include auxiliary turn lanes at driveways or intersections. However, the Colorado Department of Transportation (CDOT) evaluates highways each year to determine the need for improvements to address safety and operational issues. There have been several concerns raised at the Stagecoach/CO 83 intersection and CDOT is currently working with the local property owners and the County to develop a solution that will address the safety concerns, including the potential need for additional auxiliary lanes. The Colorado Department of Transportation (CDOT) uses the proposed Access Control Plan as one of many steps to improving highway safety. Reconfiguring access locations and providing proper auxiliary lanes is a key factor to improving

the highway safety. This plan will be used to continually make highway improvements as new development occurs in this portion of El Paso County or as roadway projects emerge from State and County Planning efforts.

- It should be noted, CDOT recognizes the significant increase in traffic volumes on State Highway 83 as a result of the GAP project on I-25 and a 17% increase in Colorado's population since 2010. Several comments suggested that CDOT should restrict trucks on State Highway 83. State Statutes require that all state highways be open to truck traffic as the state highway system provides regional connectivity to various parts of the State, so that is not feasible as long as CO 83 is a State Highway.
- One of the most frequently heard complaints on this corridor is the speed of traffic. It's a common belief of the public's that lower speed limits are the solution to many crash and traffic problems. Studies have shown that most people will drive the speed at which they perceive the conditions to be safe and thus the Colorado State Statutes control how the speed limits are set on all public roadways. This Statute requires that speed limits shall not be higher or lower than the prima facie speed limits. Prima facie speed limits are those, which "at first appearance" are reasonable and prudent under normal roadway conditions. An appropriate, or "prima facia" speed limit will result in the maximum number of vehicles traveling at about the same speed, thus reducing conflicts caused by speed differentials. CDOT uses the 85<sup>th</sup> percentile speed, that speed at or below which 85% of the traffic is moving, as widely accepted as being closest to that "prima facia" speed limit.

**In summary:**

- CDOT is working with the local property owners and the County to address the safety concerns at Stagecoach Road.
- State Statutes require that all state highways be open to truck traffic as the state highway system provides regional connectivity to various parts of the State.
- CDOT uses the 85<sup>th</sup> percentile speed, that speed at or below which 85% of the traffic is moving, as widely accepted as being closest to that "prima facia" speed limit.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very Respectfully,

Valerie Vigil

Colorado Department of Transportation, Permits Manager

[Valerie.Vigil@state.co.us](mailto:Valerie.Vigil@state.co.us)

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El Paso County, Principal Transportation Planner

[VictoriaChavez@elpasoco.com](mailto:VictoriaChavez@elpasoco.com)

Jennifer Irvine

El Paso County, County Engineer

[JenniferIrvine@elpasoco.com](mailto:JenniferIrvine@elpasoco.com)

David Sprague, PE

Consultant Project Manager  
[David.Sprague@atkinsglobal.com](mailto:David.Sprague@atkinsglobal.com)



Dear Chuck and Kim Kruger,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in July of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (i.e., experience a significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

**You provided the following comments/questions about the study:**

- Once again presented via virtual on-line only; even after specifically telling committee the last time that this is NOT effective communication especially with the older community in Black Forest. COVID is over so an in-person Open House MUST be done so all impacted property owners are aware. Physical Open House with notifications in the paper; over the local news is needed unless misinformation and miscommunication is your objective.
- Yes, you will either be closing our access to our only property egress or making right in-out only; forcing us to go WAY out of our way in order to go south into town/work; even though we're only a block from Northgate; de-valuing our property and cutting down the forest in the process. You refuse to implement simple changes including reducing speed-limits, limiting truck traffic, providing alternate routes for re-routed I-25 construction traffic, additional police enforcement-thru lack of action CDOT is literally forcing dangerous scenarios.
- We provided numerous comments previously and spoke with project team. No changes made so our input is evidently not important. We need to work together to come to a solution that benefits homeowners and CDOT. This current approach only appears to have a positive outcome for you and the developers. We will lose property, de-value our property, and destruction of the beauty of the Black Forest. Very sad and disappointing. You MUST have a real open house, where real people can talk to real people and voice concerns; feeling that their opinions really are important. Your current approach gives the appearance of being underhanded and deceptive. We would hope for better. Please work more closely with the Black Forest community for a positive outcome for all.

**In response to your comment:**

- CDOT considered the possibility to conduct an open house in-person instead of using the virtual format. All parties agree that in person communication would have been the preferred option.

However, CDOT, in agreement with El Paso County, made the decision to use the virtual format again due to so many individuals that are still afraid to participate in an indoor event with crowds. We understand your concerns and wishes to have an in-person meeting but unfortunately due to the times and concerns for all public participants, and members of the project team, this project will proceed forward to conclusion without conducting an in-person meeting.

- The purpose of the access study is to determine where access should be allowed on Highway 83. CDOT recognizes the significant increase in traffic volumes on State Highway 83 as a result of the GAP project on I-25 and a 17% increase in Colorado's population since 2010. Several comments suggested that CDOT should restrict trucks on State Highway 83. State Statutes require that all state highways be open to truck traffic as the state highway system provides regional connectivity to various parts of the State, so that is not feasible as long as CO 83 is a State Highway.
- One of the most frequently heard complaints on this corridor is the speed of traffic. It's a common belief of the public's that lower speed limits are the solution to many crash and traffic problems. Studies have shown that most people will drive the speed at which they perceive the conditions to be safe and thus the Colorado State Statutes control how the speed limits are set on all public roadways. This Statute requires that speed limits shall not be higher or lower than the prima facie speed limits. Prima facie speed limits are those, which "at first appearance" are reasonable and prudent under normal roadway conditions. An appropriate, or "prima facia" speed limit will result in the maximum number of vehicles traveling at about the same speed, thus reducing conflicts caused by speed differentials. CDOT uses the 85<sup>th</sup> percentile speed, that speed at or below which 85% of the traffic is moving, as widely accepted as being closest to that "prima facia" speed limit.
- CDOT and the project team take each comment seriously and we fairly evaluated the merit of the comment before responding or making changes to the plan. Your comments are no different and were given serious consideration as is apparent when we reached out to hold a phone conversation to hear your thoughts and discuss them in more detail.
  - As stated during our phone call, the purpose of the Access Control Plan is to develop a long-term solution to access conditions along Highway 83. There are no planned projects at the current time that would result in changes to your access now or in the near future.
  - The plan does show ultimate closure of your driveway; however, the plan also makes it clear that such a closure would only occur if you redevelop your property or sell your property to another owner that then redevelops the land, and if alternate access is available from another property. If you do not sell your property and you do not redevelop, then your driveway will not be closed. It will remain open in its current location.
  - The plan also makes it clear that your driveway may be restricted to less than full movement, such as a right-in, right-out, but only if:
    - A safety or operational issues occurs. Should it become too difficult or unsafe for you to turn left out of your driveway then your driveway may be restricted for your own safety to make you go right to a location where you can turn around safely and then travel south on Highway 83, or

- If a project adds a median to the highway, and at that time, if it is not possible to provide you with a safe way to turn left then your driveway will be restricted to right-in, right-out.
- The plan does show shared access between your property and adjacent properties. If redevelopment of one of the adjacent properties occurs that would enable access, drivers from your property would be able to access to Highway 83 from a traffic signal, which is safer than an unsignalized access.
  - However, CDOT nor the County can require you to share access unless you agree to pursue such an option.
  - The shared access concepts are intended to show that if your property is redeveloped or if the property next to you is redeveloped, then other access options should be investigated to ensure that your property is provided with the best and safest possible access options.

**In summary:**

- Due to the safety and public health concerns for all participants of the Open House, the decision was made to conduct the last public meeting in the virtual format instead of in-person.
- State Statutes require that all state highways be open to truck traffic as the state highway system provides regional connectivity to various parts of the State.
- CDOT uses the 85<sup>th</sup> percentile speed, that speed at or below which 85% of the traffic is moving, as widely accepted as being closest to that "prima facie" speed limit.
- CDOT and the project team take each comment, including yours and those that you previously submitted, seriously and we fairly evaluate the merit of the comment before responding or making changes to the plan.
  - The plan makes it clear that closing your access would only occur if you redevelop your property or sell your property to another owner that then redevelops the land. If you do not sell your property and you do not redevelop, then your driveway will not be closed. It will remain open in its current location.
  - The plan also makes it clear that your driveway may be restricted to less than full movement, such as a right-in, right-out, but only if:
    - A safety or operational issues occurs. Should it become too difficult or unsafe for you to turn left out of your driveway then your driveway may be restricted for your own safety to make you go right to a location where you can turn around safely and then travel south on Highway 83, or
    - If a project adds a median to the highway, and at that time, if it is not possible to provide you with a safe way to turn left then your driveway will be restricted to right-in, right-out.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very Respectfully,

Valerie Vigil

Colorado Department of Transportation, Permits Manager

[Valerie.Vigil@state.co.us](mailto:Valerie.Vigil@state.co.us)

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El Paso County, County Engineer  
[JenniferIrvine@elpasoco.com](mailto:JenniferIrvine@elpasoco.com)

David Sprague, PE  
Consultant Project Manager  
[David.Sprague@atkinsglobal.com](mailto:David.Sprague@atkinsglobal.com)

Dear Curtis Dicke,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in July of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

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**You provided the following comments/questions about the study:**

- Will the killer curves be removed on 83?
- Will the very loud truckers/motorcycles/speeding cars still rampage up and down this stretch?

**In response to your comment:**

- The purpose of the access study is to determine where access should be allowed on Highway 83. This study does not make recommendations for changing the design of the roadway, to include auxiliary turn lanes at driveways/intersections, road widening, or realignment of the road to eliminate curves. However, the Colorado Department of Transportation (CDOT) evaluates highways each year to determine the need for improvements to address safety and operational issues. The Colorado Department of Transportation (CDOT) uses the proposed Access Control Plan as one of many steps to improving highway safety. Reconfiguring access locations and providing proper auxiliary lanes is a key factor to improving the highway safety. This plan will be used to continually make highway improvements as new development occurs in this portion of El Paso County or as roadway projects emerge from State and County Planning efforts.
- CDOT recognizes the significant increase in traffic volumes on State Highway 83 as a result of the GAP project on I-25 and a 17% increase in Colorado's population since 2010. Several comments suggested that CDOT should restrict trucks on State Highway 83. State Statutes require that all state highways be open to truck traffic as the state highway system provides regional connectivity to various parts of the State. If trucks are restricted on State Highway, they will use more local and county roads.
- One of the most frequently heard complaints on this corridor is the speed of traffic. It's a common belief of the public's that lower speed limits are the solution to many crash and traffic problems. Studies have shown that most people will drive the speed at which they perceive the conditions to be safe and thus the Colorado State Statutes control how the speed limits are set

on all public roadways. This Statute requires that speed limits shall not be higher or lower than the prima facie speed limits. Prima facie speed limits are those, which "at first appearance" are reasonable and prudent under normal roadway conditions. An appropriate, or "prima facia" speed limit will result in the maximum number of vehicles traveling at about the same speed, thus reducing conflicts caused by speed differentials. CDOT uses the 85<sup>th</sup> percentile speed, that speed at or below which 85% of the traffic is moving, as widely accepted as being closest to that "prima facia" speed limit.

- Engine compression brake devices, "Jake" brakes, reduce the load on foundation brakes, which helps prevent dangerous brake overheating. This keeps brakes available for emergencies. All commercial vehicles operating on any public roadway in Colorado equipped with an engine compression brake device are required by law to have mufflers. Even with proper use of mufflers, engine braking still produces a distinct sound. Because they are a safety device, the use of engine brakes is not prohibited on state highways. Prohibiting engine brakes would attempt to solve a noise problem without addressing the real cause, which is that some trucks have improperly muffled exhaust systems. CDOT does install signs stating "engine brake mufflers required" in the region IF the local authorities, County Sheriff or City Police commit to enforcement of the sign. As of this point the El Paso County Sheriff does not enforce such signs.

**In summary:**

- The purpose of the access study is to determine where access should be allowed on Highway 83. This study does not make recommendations for changing the design of the roadway, to include auxiliary turn lanes at driveways/intersections, road widening, or realignment of the road to eliminate curves.
- State Statutes require that all state highways be open to truck traffic as the state highway system provides regional connectivity to various parts of the State.
- CDOT uses the 85<sup>th</sup> percentile speed, that speed at or below which 85% of the traffic is moving, as widely accepted as being closest to that "prima facia" speed limit.
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Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very Respectfully,

Valerie Vigil

Colorado Department of Transportation, Permits Manager

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Jennifer Irvine

El Paso County, County Engineer

[JenniferIrvine@elpasoco.com](mailto:JenniferIrvine@elpasoco.com)

David Sprague, PE  
Consultant Project Manager  
[David.Sprague@atkinsglobal.com](mailto:David.Sprague@atkinsglobal.com)

Dear Gary and Carol Cox,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in July of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (i.e., experience a significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

**You provided the following comments/questions about the study:**

- There is no grey bar reflecting where the new road will be to exit at 79. Second, why isn't the section line being used to give straight access to Evergreen Rd. This would be the only straight road to Roller Coaster Rd.

**In response to your comment:**

- First, the maps do not include gray lines depicting the location of future roads, unless they appear on a State or County level planning document. The recommendation to have a new access (#79) just north of Access #31 assumes future re-development would occur to one or more of the adjacent properties. If and when that redevelopment occurs, Access #31 would be closed, and the new access (#79) would be constructed. If re-development of these parcels does not happen, Access #31 will remain open. In addition, the actual location and roadway design of any new access, such as #79, would be determined by the developer (and would be submitted to CDOT and the County) when the project is designed. At that time, the design of Access #79 would take into consideration sight distance and other safety factors to ensure the best location is selected and the appropriate design is constructed.
- Extending Evergreen Road from the west over to Highway 83 was an improvement option discussed by the project team. However, the accesses west of CO 83 are currently shared driveways on privately owned land. This means that in order for Evergreen Road to be extended, the County would need to purchase a significant amount of right-of-way from property owners, and this improvement is not identified as part of the County's long-term roadway improvement plans. It was determined that due to the significant costs, the impacts to existing homes that are near where the road would be, and terrain issues, that this was not a feasible option to carry forward. Furthermore, if Evergreen Road was to extend to Highway 83 it would not change any of the recommendations for Access #31 or #79.



**In summary:**

- Access #31 will remain open until redevelopment of the adjacent properties occurs, at which time a new access (#79) may be considered.
- The extension of Evergreen Road is not currently being considered by the County as a possible future project due to the high costs and impacts to property owners that would be required.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very Respectfully,

Valerie Vigil  
Colorado Department of Transportation, Permits Manager  
[Valerie.Vigil@state.co.us](mailto:Valerie.Vigil@state.co.us)

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El Paso County, Principal Transportation Planner  
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El Paso County, County Engineer  
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David Sprague, PE  
Consultant Project Manager  
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Dear Gary Helfeldt,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in July of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (i.e., experience a significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

**You provided the following comments/questions about the study:**

- I am a property owner in the Flying Horse neighborhood along CO 83. If this the appropriate place to comment on the CO 83 Access Study, I would like to offer a recommendation for consideration. At access point #6, add access on the West side of 83 (at Shoop Rd) to the dirt/fill farm to provide route for commercial dump trucks that does not travers residential areas that are not designed to accommodate the weight or length of high-volume commercial truck traffic. Heavy commercial traffic has long been traversing the Flying Horse neighborhoods West of 83 where children and families play, skateboard, ride bicycles, etc. The commercial dump trucks may be exceeding allowed residential decibel levels (informal testing), and continue to inflict damage to roadways, curbs, sidewalks, traffic circles, and street signs. Adding an appropriate access way for commercial dirt hauling equipment would improve residential safety and restore traffic patterns to roadway design specs, while utilizing and improving upon a mature CO 83 intersection. Access point #6 is already a 3-way intersection with a traffic light, and looks to be immediately adjacent to the fill dirt park via a portion of land currently owned or controlled by the State of Colorado

**In response to your comment:**

- Although the property west of Highway 83, at Shoup Road, is owned by CDOT, CDOT does not develop local roadways. The development of an additional leg to this intersection that would go west would need to be a local project done by either a developer or the County. At the current time there are no plans to add a fourth leg to the Shoup Road intersection. In addition, the property west of Highway 83 has a significant drainage easement that would significantly increase the cost and difficulty in adding a roadway to this property.

**In summary:**

- Shoup Road will remain a three-leg intersection.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very Respectfully,

Valerie Vigil  
Colorado Department of Transportation, Permits Manager  
[Valerie.Vigil@state.co.us](mailto:Valerie.Vigil@state.co.us)

Victoria Chavez  
El Paso County, Principal Transportation Planner  
[VictoriaChavez@elpasoco.com](mailto:VictoriaChavez@elpasoco.com)

Jennifer Irvine  
El Paso County, County Engineer  
[JenniferIrvine@elpasoco.com](mailto:JenniferIrvine@elpasoco.com)

David Sprague, PE  
Consultant Project Manager  
[David.Sprague@atkinsglobal.com](mailto:David.Sprague@atkinsglobal.com)

Dear John Budnella,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in July of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

**You provided the following comments/questions about the study:**

- As to the situation with Highway 83 from Northgate to Hodgen Road, I am amazed that the entities involved actually think the way it is now is safe. I am assuming that Atkins is involved with the design of the intersection at Stagecoach and 83. While this may fly in Dubai or China it is a disaster here. Numerous accidents have already occurred mainly because of the volume of traffic on a road that is woefully insufficient to handle it. While somebody was thinking by putting a deceleration lane southbound, they must only have used one side of the brain as there is nothing northbound. This creates an issue for anyone turning left to go home on the original Stagecoach Road that existed here since the 70's.
- It is obvious to anyone that safety is not the concern with government and developers involved. What is of concern to these entities is MONEY and only Money. As I said before I grew up here. As is standard the developer comes in, builds whatever, lines their pockets with gold and silver and waves goodbye. Then the taxpayers are left with the aftermath of whatever corners have been cut, whatever issues have been overlooked or ignored. Broadmoor Bluffs is a good example. Houses sliding away and the city has to buy back million-dollar homes. The developer is somewhere on a beach drinking pina coladas.
- Also this shows where the State concerns lie. Again Money. I'm sure that this would not be the case should this be Aspen, Vail, Boulder or Evergreen. The gap project is a good example of that, adding a toll lane that will only be available at certain times instead of adding an additional lane each direction.
- A simple solution to all this is a deceleration lane northbound at Stagecoach Road, a light, flashing lights at driveways and smaller roads, limit usage between Powers and Highway 105 to vehicles under 20k gross weight, and lowering the speed limit to 45 mph.
- I have said my piece I am sure this will fall on deaf ears. Maybe if I attach a check then my opinion will matter.

**In response to your comment:**

- CDOT has acknowledged the safety concerns at Stagecoach Road. While Atkins is the consultant on this study, Atkins was not involved in the design of the current intersection and that project is completely unrelated to this study. CDOT is working with the local property owners and El Paso County to address the safety concerns at this intersection and hopes to have a decision that will be included as part of this project's final plan.
- CDOT and El Paso County consider safety for all roadway users a top priority when developing projects such as this access control plan.
- CDOT does not control or make decisions regarding development along a highway. Those decisions are made by the local planning agency, which in this case is El Paso County.
- The purpose of the access study is to determine where access should be allowed on Highway 83. This study does not make recommendations for changing the design of the roadway, to include auxiliary lane at intersections. Those decisions are done under separate projects.
- CDOT recognizes the significant increase in traffic volumes on State Highway 83 as a result of the GAP project on I-25 and a 17% increase in Colorado's population since 2010. Several comments suggested that CDOT should restrict trucks on State Highway 83. State Statutes require that all state highways be open to truck traffic as the state highway system provides regional connectivity to various parts of the State, so that is not feasible as long as CO 83 is a State Highway.
- The Colorado Department of Transportation (CDOT) uses the proposed Access Control plan as one of many steps to improving highway safety. Reconfiguring access locations and providing proper auxiliary lanes is a key factor to improving the highway safety. This plan will be used to continually make highway improvements as new development occurs in this portion of El Paso County or as roadway projects emerge from State and County Planning efforts.
- One of the most frequently heard complaints on this corridor is the speed of traffic. It's a common belief of the public's that lower speed limits are the solution to many crash and traffic problems. Studies have shown that most people will drive the speed at which they perceive the conditions to be safe and thus the Colorado State Statutes control how the speed limits are set on all public roadways. This Statute requires that speed limits shall not be higher or lower than the prima facie speed limits. Prima facie speed limits are those, which "at first appearance" are reasonable and prudent under normal roadway conditions. An appropriate, or "prima facia" speed limit will result in the maximum number of vehicles traveling at about the same speed, thus reducing conflicts caused by speed differentials. CDOT uses the 85<sup>th</sup> percentile speed, that speed at or below which 85% of the traffic is moving, as widely accepted as being closest to that "prima facia" speed limit.

**In summary:**

- State Statutes require that all state highways be open to truck traffic as the state highway system provides regional connectivity to various parts of the State.
- CDOT uses the 85<sup>th</sup> percentile speed, that speed at or below which 85% of the traffic is moving, as widely accepted as being closest to that "prima facia" speed limit.
- CDOT is currently working with the local property owners and El Paso County to address safety concerns at Stagecoach Road and hopes to have a decision about changes that will be included in this project's final plan.

- Safety for all travelers and users of the highway is and always will be the top priority for CDOT and El Paso County.
- The purpose of the access study is to determine where access should be allowed on Highway 83. This study does not make recommendations for changing the design of the roadway, to include auxiliary lane at intersections. Those decisions are done under separate projects.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very Respectfully,

Valerie Vigil  
Colorado Department of Transportation, Permits Manager  
[Valerie.Vigil@state.co.us](mailto:Valerie.Vigil@state.co.us)

Victoria Chavez  
El Paso County, Principal Transportation Planner  
[VictoriaChavez@elpasoco.com](mailto:VictoriaChavez@elpasoco.com)

Jennifer Irvine  
El Paso County, County Engineer  
[JenniferIrvine@elpasoco.com](mailto:JenniferIrvine@elpasoco.com)

David Sprague, PE  
Consultant Project Manager  
[David.Sprague@atkinsglobal.com](mailto:David.Sprague@atkinsglobal.com)

Dear John Godsey,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in July of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (i.e., experience a significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

**You provided the following comments/questions about the study:**

- (1) The first concern is traffic volume itself. This highway has far more traffic traveling on it seemingly each year. Although some is due to construction concerns at the GAP on I25, it is not the primary reason as we know how volume due to growth is driving the increase. Naturally, we cannot really mitigate the volume, but must do what we can to facilitate the expeditious flow of traffic. Very slow-moving trucks traffic can reduce the speed of vehicles to as slow as 10 to 15 mph for MILES. Of course, this is in clear violation of Colorado Statutes. In the recent past, I have counted as many as 52 vehicles stacking up behind these different trucks that are apparently incapable of carrying their loads, yet nothing is done about it. It is much worse in the Spring and Summer. I am not against moving construction and commercial materials, but it has to be done responsibly. Since enforcement is unlikely, perhaps development of passing areas or mandatory truck turn outs would help? I have witnessed many instances of impatient drivers passing in dangerous situations all along the multi-mile NO PASSING areas of 83 to County Line Road (and well into Douglas County).
- (2) Hopefully all the curves will be opened up for better visibility by simply removing all trees within the full easements. Inattentive driving has gotten progressively worse, and vehicles are constantly lane drifting. This is much more concerning especially on the many curves from Old North Gate Road north and Stagecoach Road traveling south. Improving visibility on these curves will help approaching vehicles a better opportunity to see for what's ahead and some private driveways entering 83 are nearly blind.
- (3) Noise. Noise. Noise. While I would not advocate for any kind of noise wall, perhaps different materials could be used during asphalt repairs and overlays? General traffic is just loud, but add the mix of all the larger trucks to that their unlawful jake braking, bad exhaust systems, etc.
- (4) Improved Signage. Two recommendations here. (a) Improve the lane merge at North Gate Road. Extend the lane if possible, but add arrows on the pavement and additional signage that

the lane is ending! Traffic constantly continues in the outside lane , apparently oblivious that the lane is ending until it's upon them. This routinely creates a hazard for traffic in the inside lane. Indications that the lane is ending posted south of North Gate Road may help, along with pavement arrows directing vehicles over. (b) Signage needs to be added on 83 for northbound traffic as they near Hodgen/Baptist Road warning of stopped traffic. Sometimes traffic may be backed up and drivers need to prepare to stop. Approaching this intersection is generally safe with moderate traffic, however northbound traffic can get backed up at the signal light and is not visible until almost too late as drivers crest the slight ridge south of the intersection. I have seen many instances of vehicles serving off the roadway to avoid rear end collisions during the Spring and Summer and at high traffic times during the day.

- (5) I see the plan shows some possible improvement concerning Walden Way, but I am unsure how the U turn ability would solve the problem associated with both right and left access turns onto and off of 83. Deceleration/acceleration lanes at a minimum perhaps?

**In response to your comment:**

- (1) The purpose of the access study is to determine where access should be allowed on Highway 83. This study does not make recommendations for changing the design of the roadway, to include passing lanes. However, the Colorado Department of Transportation (CDOT) evaluates highways each year to determine the need for passing lanes. In fact, CDOT has plans for the addition of passing lanes on the highway in the future, which may address some of your concerns. It should be noted, CDOT recognizes the significant increase in traffic volumes on State Highway 83 as a result of the GAP project on I-25 and a 17% increase in Colorado's population since 2010. Several comments suggested that CDOT should restrict trucks on State Highway 83. State Statutes require that all state highways be open to truck traffic as the state highway system provides regional connectivity to various parts of the State. If trucks are restricted on State Highway, they will use more local and county roads.
- (2) CDOT recognizes that improving sight distance has the potential benefit of improving safety for highway travelers. Unfortunately, making recommendations to remove trees from the CDOT right-of-way is beyond the scope of the current project. CDOT has been made aware of your comments and will take them under advisement as they consider future project funding along the highway that may include removal of trees within CDOT right-of-way. It should be noted, many of the trees along the highway are located on private property and the removal of these trees by CDOT would not be possible without participation and cooperation by the landowners.
- (3) Engine compression brake devices, "Jake" brakes, reduce the load on foundation brakes, which helps prevent dangerous brake overheating. This keeps brakes available for emergencies. All commercial vehicles operating on any public roadway in Colorado equipped with an engine compression brake device are required by law to have mufflers. Even with proper use of mufflers, engine braking still produces a distinct sound. Because they are a safety device, the use of engine brakes is not prohibited on state highways. Prohibiting engine brakes would attempt to solve a noise problem without addressing the real cause, which is that some trucks have improperly muffled exhaust systems. CDOT does install signs stating "engine brake mufflers required" in our region IF the local authorities, County Sheriff or City Police commit to enforcement of the sign. As of this point the El Paso County Sheriff does not enforce such signs.



- (4) Again, your improved signage comments have value and will be taken into consideration by CDOT as future funding and projects are developed.
- (5) The Colorado Department of Transportation (CDOT) uses the proposed Access Control plan as one of many steps to improving highway safety. Reconfiguring access locations and providing proper auxiliary lanes is a key factor to improving the highway safety. This plan will be used to continually make highway improvements as new development occurs in this portion of El Paso County or as roadway projects emerge from State and County Planning efforts.

**In summary:**

- It is beyond the scope of this study to make the recommendation for changes in roadway design to include additional lanes, upgraded signage, passing lanes, and improved sight distance. However, all of your comments have merit and CDOT will give each additional consideration as they plan future projects along the highway.
- The highway must allow truck traffic and enforcement of trucks being equipped with engine brake mufflers is the responsibility of the local authorities, County Sheriff or City Police. As of this point the El Paso County Sheriff does not enforce such requirements along Highway 83.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very Respectfully,

Valerie Vigil  
Colorado Department of Transportation, Permits Manager  
[Valerie.Vigil@state.co.us](mailto:Valerie.Vigil@state.co.us)

Victoria Chavez  
El Paso County, Principal Transportation Planner  
[VictoriaChavez@elpasoco.com](mailto:VictoriaChavez@elpasoco.com)

Jennifer Irvine  
El Paso County, County Engineer  
[JenniferIrvine@elpasoco.com](mailto:JenniferIrvine@elpasoco.com)

David Sprague, PE  
Consultant Project Manager  
[David.Sprague@atkinsglobal.com](mailto:David.Sprague@atkinsglobal.com)

Dear Linda Famula,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in July of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (i.e., experience a significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

**You provided the following comments/questions about the study:**

- We moved here four years ago, and the volume of traffic has increased greatly. Within a matter of eight months, I have heard of three people getting killed on 83. The first accident on November 5, 2020, involved a stolen van crossing into oncoming traffic killing two people. High speed, reckless driving was shown to be the case with the driver. On June 29, 2021, a female driver in a truck got killed also crossing into oncoming traffic just south of North Gate Blvd hitting two other trucks and seriously injuring another driver. At least three times someone has headed toward me crossing illegally on 83 because they are too impatient. Has any consideration been given to putting up a guard rail in at least the "Expressway" section?
- That road cannot take the volume of traffic that now accesses it daily, and it's been made worse by the construction on I-25 travelling on Highway 83 instead of the interstate.
- Also, the traffic light at 83 to turn north & North Gate Blvd. seems unusually slow. I was wondering if it has been purposely made longer with the construction currently happening on North Gate Blvd? Cars behind you become impatient, and I'd hate to see someone try to turn left out of desperation. I also think the blinking yellow light at this intersection to turn onto North Gate Blvd. is dangerous.

**In response to your comment:**

- The purpose of the access study is to determine where access should be allowed on Highway 83. This study does not make recommendations for changing the design of the roadway, to include such items as guardrail to prevent center line crossover by vehicles. However, the Colorado Department of Transportation (CDOT) evaluates highways each year to determine the need for improvements to address safety and operational issues. The section of Highway 83 between Highway 21 and Old North Gate Road is considered an expressway. The addition of safety measures such as guardrail in the median is a possible solution to prevent future cross over

crashes. CDOT must give all highways segments within the region that have expressway designations with an equal level of consideration. From this, CDOT will develop a list of needed improvements and that list will be prioritized to develop a short- and long-range plan for highway improvement projects. Once the list is developed, CDOT must identify necessary funding to implement the appropriate improvements to eliminate or reduce the potential for further incidents.

- CDOT recognizes the significant increase in traffic volumes on State Highway 83 as a result of the GAP project on I-25 and a 17% increase in Colorado's population since 2010. The expectation is for traffic volumes to decrease upon the completion of the I-25 project and other improvements in the area such as the extension of Powers Boulevard to I-25. However, increased development along Highway 83 will continue to result in additional traffic using the highway. Development decisions and planning is not controlled by CDOT but is left to the local jurisdiction, in this case El Paso County.
- CDOT monitors traffic signals to ensure that they operate properly and adjusts the timing when an issue is identified. CDOT appreciates your comments and will investigate and adjust the timing if necessary. The flashing yellow arrow has been implemented across the state at numerous traffic signals because of the proven safety benefits that such a device brings to an intersection.

**In summary:**

- The purpose of the access study is to determine where access should be allowed on Highway 83. This study does not make recommendations for changing the design of the roadway, to include such items as guardrail to prevent center line crossover by vehicles. State Statutes require that all state highways be open to truck traffic as the state highway system provides regional connectivity to various parts of the State.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very Respectfully,

Valerie Vigil  
Colorado Department of Transportation, Permits Manager  
[Valerie.Vigil@state.co.us](mailto:Valerie.Vigil@state.co.us)

Victoria Chavez  
El Paso County, Principal Transportation Planner  
[VictoriaChavez@elpasoco.com](mailto:VictoriaChavez@elpasoco.com)

Jennifer Irvine  
El Paso County, County Engineer  
[JenniferIrvine@elpasoco.com](mailto:JenniferIrvine@elpasoco.com)

David Sprague, PE  
Consultant Project Manager  
[David.Sprague@atkinsglobal.com](mailto:David.Sprague@atkinsglobal.com)

Dear Robert and Linda Hutchinson,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in July of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (i.e., experience a significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

**You provided the following comments/questions about the study:**

- We are concerned about dividing our property and completely ruining it's monetary and aesthetic value. We do understand the need to address safety.
- The speed limit is too high.
- There are no driveway/shoulder turnouts.

**In response to your comment:**

- The current recommendations include closing your access (#38) only if Arena Road is realigned to pass through your property and connect with High Forest Road. This would require full cooperation from you to provide such easement for the roadway to pass through your property or you would have to sell your property so the future owner could put the roadway through. Should you decide against allowing such easement or if you do not sell your property, then your access (#38) will remain open.
- One of the most frequently heard complaints on this corridor is the speed of traffic. It's a common belief of the public's that lower speed limits are the solution to many crash and traffic problems. Studies have shown that most people will drive the speed at which they perceive the conditions to be safe and thus the Colorado State Statutes control how the speed limits are set on all public roadways. This Statute requires that speed limits shall not be higher or lower than the prima facie speed limits. Prima facie speed limits are those, which "at first appearance" are reasonable and prudent under normal roadway conditions. An appropriate, or "prima facia" speed limit will result in the maximum number of vehicles traveling at about the same speed, thus reducing conflicts caused by speed differentials. CDOT uses the 85<sup>th</sup> percentile speed, that speed at or below which 85% of the traffic is moving, as widely accepted as being closest to that "prima facia" speed limit.

- The purpose of the access study is to determine where access should be allowed on Highway 83. This study does not make recommendations for changing the design of the roadway, to include auxiliary turn lanes at driveways or intersections. However, the Colorado Department of Transportation (CDOT) evaluates highways each year to determine the need for improvements to address safety and operational issues. The Colorado Department of Transportation (CDOT) uses the proposed Access Control Plan as one of many steps to improving highway safety. Reconfiguring access locations and providing proper auxiliary lanes is a key factor to improving the highway safety. This plan will be used to continually make highway improvements as new development occurs in this portion of El Paso County or as roadway projects emerge from State and County Planning efforts.

**In summary:**

- The extension of Arena Road through your property would not occur without your willingness to provide the necessary easement for such a road, you sell your entire property, or your property redevelops.
- Your access may be restricted to less than full movement should a safety issue at your driveway arise, a roadway improvement project adds a median to the highway, or if you were to redevelop your property. All of this information is contained in the maps that were displayed during the meeting.
- CDOT uses the 85<sup>th</sup> percentile speed, that speed at or below which 85% of the traffic is moving, as widely accepted as being closest to that "prima facie" speed limit.
- The purpose of the access study is to determine where access should be allowed on Highway 83. This study does not make recommendations for changing the design of the roadway, to include auxiliary turn lanes at driveways/intersections, road widening, or realignment of the road to eliminate curves.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very Respectfully,

Valerie Vigil  
Colorado Department of Transportation, Permits Manager  
[Valerie.Vigil@state.co.us](mailto:Valerie.Vigil@state.co.us)

Victoria Chavez  
El Paso County, Principal Transportation Planner  
[VictoriaChavez@elpasoco.com](mailto:VictoriaChavez@elpasoco.com)

Jennifer Irvine  
El Paso County, County Engineer  
[JenniferIrvine@elpasoco.com](mailto:JenniferIrvine@elpasoco.com)

David Sprague, PE  
Consultant Project Manager  
[David.Sprague@atkinsglobal.com](mailto:David.Sprague@atkinsglobal.com)

Dear Shannon Baker,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in July of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

**You provided the following comments/questions about the study:**

- I own property in Flying Horse (Encore Subdivision) that is alongside CO Highway 83 so am very interested in voicing a recommendation. Studying the information, at access point #6, it would be extremely beneficial to add access on the West side of 83 (at Shoop Road) to the massive dirt fill/landsite. This would provide a much better route for the many commercial dump trucks (regular dump trucks and the very large dirt haulers) to go in and out of this dirt pit off of CO 83 than coming through our residential Flying Horse neighborhoods. Our roads and roundabouts were not built to capacitate the weight and size of these haulers. This heavy commercial traffic is also very dangerous to our neighborhoods. We have families, children, pets, playing in the area (walking, biking, skateboarding) and it's a hazard. The trucks drive fast (we should have speed bumps to slow them down) and are extraordinarily loud. I have a neighbor that has tested the decibel levels of these trucks and he believes they exceed the allowed residential levels. These trucks have also damaged the roads, our beautiful roundabouts, the curbs, sidewalks and even street signs. If you were able to add a better access way for commercial dirt hauling equipment that would improve our residential safety and restore traffic patterns to roadway design specs, that would be extremely helpful. I'll directly quote a fellow neighbor of mine here, "Access point #6 is already a 3-way intersection with a traffic light, and looks to be immediately adjacent to the fill dirt park via a portion of land currently owned or controlled by the State of Colorado".

**In response to your comment:**

- Although the property west of Highway 83, at Shoop Road, is owned by CDOT, CDOT does not develop local roadways. The development of an additional leg to this intersection that would go west would need to be a local project done by either a developer or the County. At the current time there are no plans to add a fourth leg to the Shoop Road intersection. In addition, the

properly west of Highway 83 has a significant drainage easement that would significantly increase the cost and difficulty in adding a roadway to this property.

**In summary:**

- Shoup Road will remain a three-leg intersection.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very Respectfully,

Valerie Vigil  
Colorado Department of Transportation, Permits Manager  
[Valerie.Vigil@state.co.us](mailto:Valerie.Vigil@state.co.us)

Victoria Chavez  
El Paso County, Principal Transportation Planner  
[VictoriaChavez@elpasoco.com](mailto:VictoriaChavez@elpasoco.com)

Jennifer Irvine  
El Paso County, County Engineer  
[JenniferIrvine@elpasoco.com](mailto:JenniferIrvine@elpasoco.com)

David Sprague, PE  
Consultant Project Manager  
[David.Sprague@atkinsglobal.com](mailto:David.Sprague@atkinsglobal.com)

Dear Susan Gindhart,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in July of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (i.e., experience a significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

**You provided the following comments/questions about the study:**

- I believe those homes with driveways directly off of 83 may be benefited by a shared drive, however, there is no reason for shared drive to my parcel. I access off of Outlook and then Kaessner (at mile marker 24) to get to 83. Don't understand the reasoning to appoint a shared drive from the back of my property when my drive is right off of Outlook. Who do you expect to pay for extending driveways and accessing and maintaining such long driveways? There is also confrontations when sharing drives as to whose expense it is.
- Highway 83 is a real mess especially when traffic is diverted off from I-25 or in the case of the Black Forest fire, as this is the alternate route. It would be helpful to make turn lanes into the already established roadways off of 83. People ride your tail when trying to turn. I could see recommending shared drives for those that are only single driveways directly off of 83, but otherwise it will pose additional problems. Are additional lanes being planned?
- The highway needs to be widened - it is heavily used, and we've seen more and more accidents. This is the alternate route when I-25 is closed or when there is a football game. It gets very congested and is harder to get out of Kaessner (access 25) just to make a right turn because of the heavy traffic. A much-needed traffic light would be beneficial with warning signals prior to the light in both directions.

**In response to your comment:**

- The shared access on the back of your property is shown in the plan for the purpose of providing options should the adjacent properties redevelop. During the redevelopment process all access options will be investigated and that may include the ability to work with you or the future owner of your property to gain access to Outlook Drive and eventually Kaessner Lane to an intersection with a potential traffic signal. If redevelopment does not occur, then this shared access will not occur. In addition, as long as you own your property and do not prefer to allow



any shared access through your property, then such access will not happen. It should be noted that if and when any shared access is constructed it would be at the expense of the property owners that share the access.

- The purpose of the access study is to determine where access should be allowed on Highway 83. This study does not make recommendations for changing the design of the roadway, to include auxiliary turn lanes at driveways/intersections or for widening the roadway. However, the Colorado Department of Transportation (CDOT) evaluates highways each year to determine the need for improvements to address safety and operational issues. The Colorado Department of Transportation (CDOT) uses the proposed Access Control plan as one of many steps to improving highway safety. Reconfiguring access locations and providing proper auxiliary lanes is a key factor to improving the highway safety. This plan will be used to continually make highway improvements as new development occurs in this portion of El Paso County or as roadway projects emerge from State and County Planning efforts.
- The plan does show that a future traffic signal may be added at the Kaessner Lane intersection and that a new roadway may be constructed on the east side of Highway 83 to align with Kaessner Lane. However, a traffic signal will only be installed if the intersection experiences poor traffic operations, there is a safety issue that can be corrected through the addition of adding a traffic signal, or if a traffic study is performed that indicates a traffic signal is warranted.

**In summary:**

- Shared access locations are intended to provide options for future property owners should redevelopment occur, or the need arise to provide options in gaining access to Highway 83. As long as you continue to own your property and have no desire to allow such shared access then it will not happen.
- The purpose of the access study is to determine where access should be allowed on Highway 83. This study does not make recommendations for changing the design of the roadway, to include auxiliary turn lanes at driveways/intersections or for widening the roadway.
- A traffic signal will only be installed if the intersection experiences poor traffic operations, there is a safety issue that can be corrected through the addition of adding a traffic signal, or if a traffic study is performed that indicates a traffic signal is warranted.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very Respectfully,

Valerie Vigil

Colorado Department of Transportation, Permits Manager

[Valerie.Vigil@state.co.us](mailto:Valerie.Vigil@state.co.us)

Victoria Chavez

El Paso County, Principal Transportation Planner

[VictoriaChavez@elpasoco.com](mailto:VictoriaChavez@elpasoco.com)

Jennifer Irvine

El Paso County, County Engineer

[JenniferIrvine@elspasoco.com](mailto:JenniferIrvine@elspasoco.com)

David Sprague, PE

Consultant Project Manager

[David.Sprague@atkinsglobal.com](mailto:David.Sprague@atkinsglobal.com)

## E.5. Presentation to Elected Officials

## CO 83 ACCESS STUDY

# PROJECT SUMMARY PRESENTATION AUGUST 18, 2021

ATKINS



**COLORADO**  
Department of Transportation

### The purpose/goal of access control

- Recommend a long-range plan for ultimate access conditions that address existing spacing deficiencies
- Provide adequate access to adjacent properties while better utilizing the local roadway system
- Improve mobility while considering safety for all users
- Enhance the highway aesthetics to improve the overall experience of those that reside in the area, visitors, and those conducting business
- Provide the County, City, and CDOT with a tool to help:
  - Make access decisions during development and/or redevelopment
  - Streamline the access permitting process

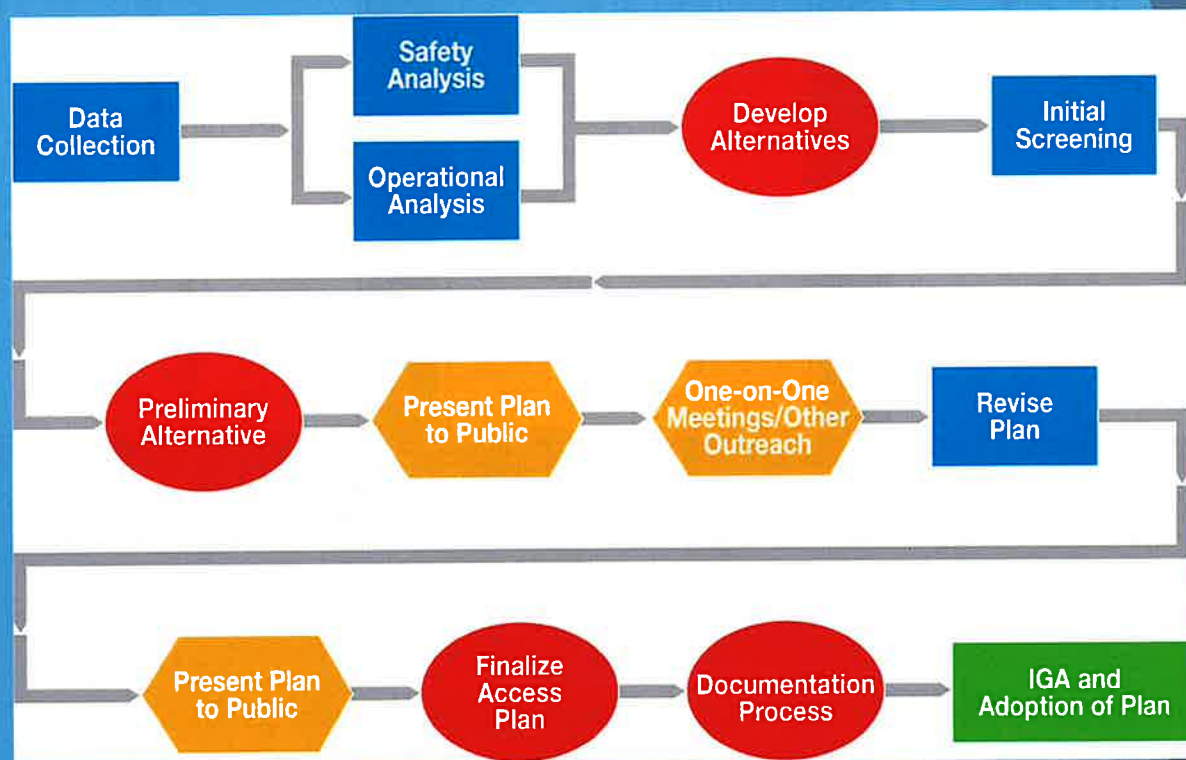
## CO 83 ACCESS STUDY

The access control plan was developed by the Colorado Department of Transportation in collaboration with El Paso County and the City of Colorado Springs.



## CO 83 ACCESS STUDY

### How the plan was developed



## CO 83 ACCESS STUDY

### Existing access conditions



- Study Limits: CO 83 between Powers Boulevard (CO 21) and County Line Road (Palmer Divide Road) or 9.85 miles
- Contains 72 individual access locations (driveways, field accesses, curb cuts, roads)
  - 30% public streets and 70% private driveways
- Most access locations allow full movement (no turn restrictions)



## CO 83 ACCESS STUDY

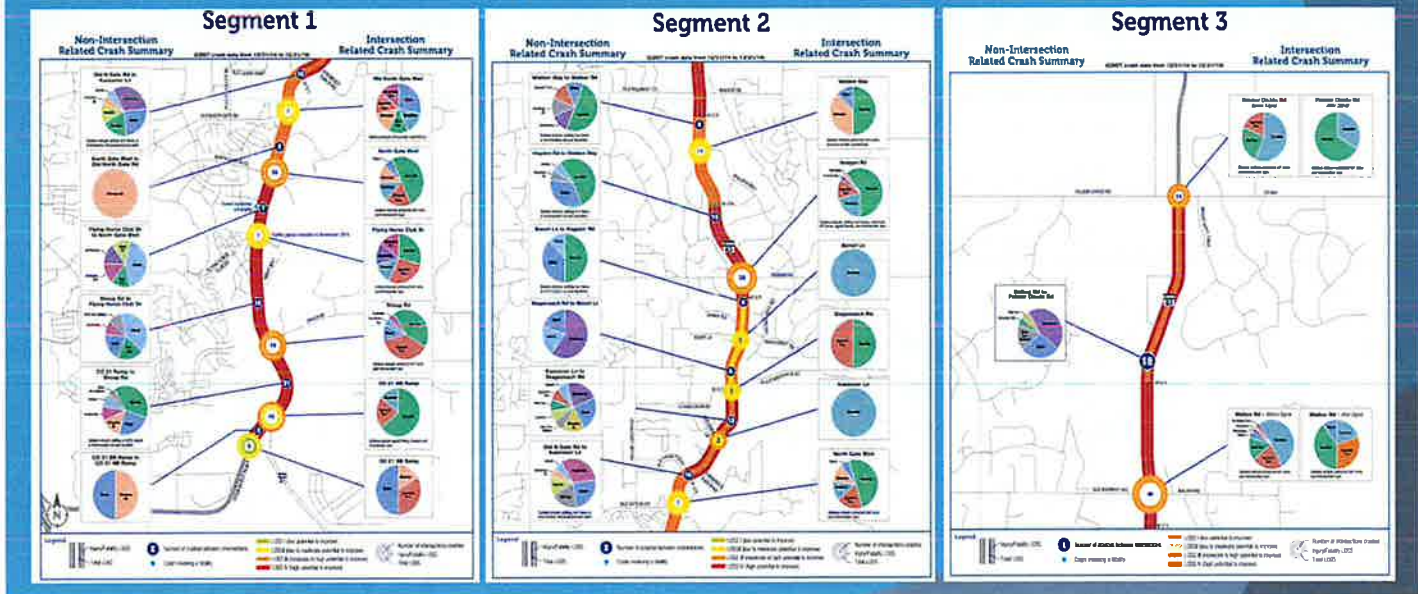
### Access categories

- ⦿ Expressway (Powers Blvd to Old North Gate Rd)
  - Focus on traffic mobility over access to properties
  - Direct access only if alternate is not available
  - Signals spaced at least ½ mile apart
- ⦿ Regional Highway (Old North Gate Road to County Line Road)
  - Focus on traffic mobility
  - Low priority for direct access to adjacent properties
  - Signals spaced at least ½ mile apart

## CO 83 ACCESS STUDY

### Safety conditions

- Crashes from 12/31/14 to 12/31/19 (CDOT data for reported crashes)
- 333 crash events involving vehicles
  - No pedestrian or bicycle crashes
  - 1 fatality between Flying Horse Club Drive and North Gate Boulevard



## CO 83 ACCESS STUDY

### Safety conditions

- Look for crashes that are typically a result of access conditions and identify solutions (For example - broadside, approach turn, rear end, and head-on)
- Some crashes are not a result of access conditions and should be addressed outside the ACP process (For example – animal, object, and overturning)
- Most intersections have a low to moderate potential for safety improvements
- In between intersections, the highway sections typically have a moderate to high potential for safety improvements
- Future safety improvements should be made in line with the recommendations of the ACP
- Traffic growth without access control may result in an increase in the frequency and severity of crashes on CO 83
- Optimization of the number and type of accesses will reduce the number of conflict points and improve safety



## CO 83 ACCESS STUDY

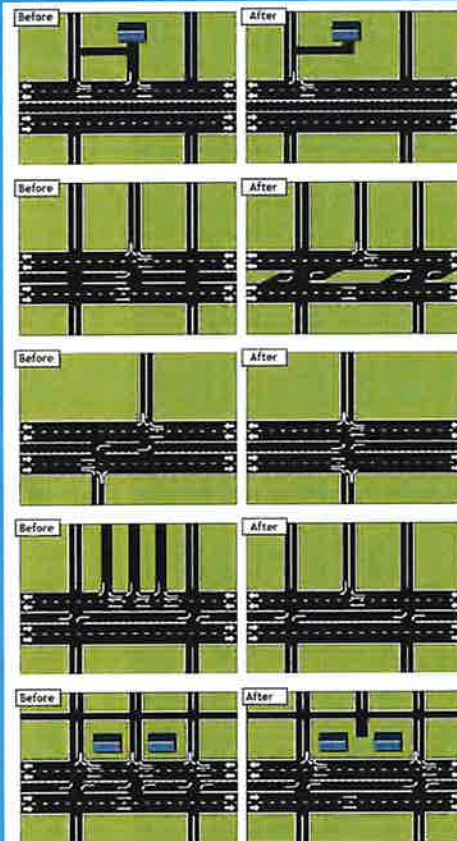
### Mobility conditions

- Eight intersections in the project limits with existing traffic signals all operate acceptably
- Unsignalized intersections operate acceptably
  - Some difficulty for vehicles attempting to turn onto CO 83 from the side street approaches
- Existing traffic operations are considered good overall
  - No need for immediate changes
  - Conditions are likely to degrade as development occurs and traffic volumes increase
- Future analysis without access control indicates
  - Many intersections will fail
  - Vehicles on side streets will face increased difficulty entering the highway
  - Overall mobility for vehicles will deteriorate
- Supports the need to consider optimizing the number, location, and design of access points on CO 83 for the long term

## CO 83 ACCESS STUDY

### Develop alternatives

- Methods to optimize access
- Consider current and future development and their access needs
- Consider possible future highway improvement projects
- Look at appropriate spacing of full movement intersections (potential for signals)



#### Use Local Streets

- Access to local properties through secondary roads
- Consolidate number of access locations where vehicles may enter or exit the highway
- Reduces the number of conflict points

#### Addition of Median Treatment

- Limit turning movements to locations with a dedicated left turn lane
- Reduces the number of conflicts between left turning vehicles and through vehicles on the highway

#### Realignment

- Align opposite approaches
- Creates a more familiar intersection design

#### Consolidation

- Consolidate adjacent access points into fewer locations
- The number of conflict points are reduced

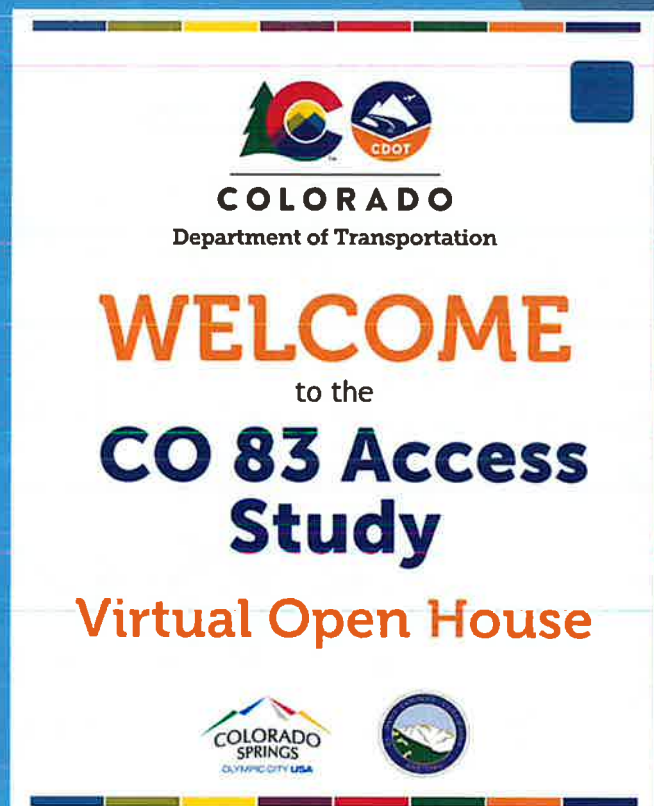
#### Alternate Access Route

- Provide access to properties via an improved/new alternate access road
- Reduces the number of access points along the highway

## CO 83 ACCESS STUDY

### Stakeholder/public outreach efforts

- Monthly project team meetings
  - CDOT, County, and City staff invited to participate
- Conducted two virtual open houses
  - February 2021
    - Present draft plan, receive input from public
  - June 2021
    - Present final plan
  - Received total of 44 comments from public
- One-on-one meetings with property owners
  - Conducted a total of 6 meetings with citizens





## CO 83 ACCESS STUDY

### Public comment concerns

- ◉ Speed of vehicles
- ◉ Noise from large trucks
- ◉ Number of large trucks and volume of traffic overall
- ◉ Posted speed limit
- ◉ Lack of turn lanes
- ◉ Safety in the area around the newly constructed Stagecoach Road intersection
- ◉ Need for more traffic signals
- ◉ Sight distance through curves
- ◉ How does process to have shared access work

## CO 83 ACCESS STUDY

### What the final plan does

- Create a long term (2045 and beyond) plan for access
- Optimize the location, number, and type of access in order to help promote safety and mobility (along and across CO 83)
- Support the long-term plans for CO 83
- Provide the appropriate level of access to adjacent properties
- Meet the requirements of the State Highway Access Code
- Address concerns raised by stakeholders
- Outline the conditions that must be satisfied before a change in access will occur (see example on next slide)



## CO 83 ACCESS STUDY

The final plan does not

- Identify specific projects
- Establish a timeline for when changes will occur
- Include design details (such as turn lanes) of potential access, mobility, safety, or capacity improvements within the project limits (done as part of future projects/studies)
- Preclude current projects planned for CO 83 including future widening
- Prohibit future amendments to the plan's final recommendations
- Preclude future development or redevelopment along CO 83

## CO 83 ACCESS STUDY

### Conditions that must be satisfied for changes to occur

**Access Control Plan Table<sup>1, 2</sup>**

**Colorado State Highway 83 (El Paso County)**

**August 5, 2021**

Access # (Map #)	Milepost <sup>3</sup>	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change <sup>4</sup>
11 (4)	22.946	East	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	Access may be restricted to right-in, right-out or ¾ movement if: <ul style="list-style-type: none"> <li>Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and</li> <li>The adjacent property(ies) redevelops; or</li> <li>An operational and/or safety issues are identified through the completion of a traffic study, or</li> <li>As part of roadway improvement project that adds capacity or a median to CO 83.</li> </ul> <p>Access will be closed if:</p> <ul style="list-style-type: none"> <li>A cross access easement is obtained with adjacent property(ies); and</li> <li>Internal connectivity to/from Access #9 or Access #13 is developed.</li> </ul>
<b>Milepost 23</b>							
12 (4)	23.124	West	Old North Gate Road	Transportation (Public Roadway)	Full movement (un-signalized)	Full Movement <sup>5</sup>	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.
13 (4)	23.131	East	Private Driveway	Rural Residential	Full movement (un-signalized)	Full Movement <sup>5</sup>	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remains signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

## CO 83 ACCESS STUDY

### Implementation of the plan

- Phased approach (will not occur as a single project)
  - The plan represents a long-range vision for the highway
  - Currently, there is no identified state or federal funding to implement the improvements
  - There are no identified projects to implement the plan's full recommendations
- Triggers for implementation include:
  - Traffic operational issues
  - Increase in safety concerns
  - As a result of a roadway improvement project
  - Part of the development or redevelopment process



## CO 83 ACCESS STUDY

### Next steps

- Adopt/sign Intergovernmental Agreement (IGA) between County and CDOT
- Provide County and CDOT with project documentation
- Coordination between the County and CDOT to ensure proper implementation of the plan
- Amend the plan in the future if conditions change, unexpected development occurs, future projects occur, or better solutions are identified

### ACCESS STUDY PROCESS



THANK YOU  
QUESTIONS?

# Final Plan Recommendations

## CO 83 ACCESS STUDY



CO-83 Access Control Plan Page 1 of 14

0 200 400 800 Feet

### Legend

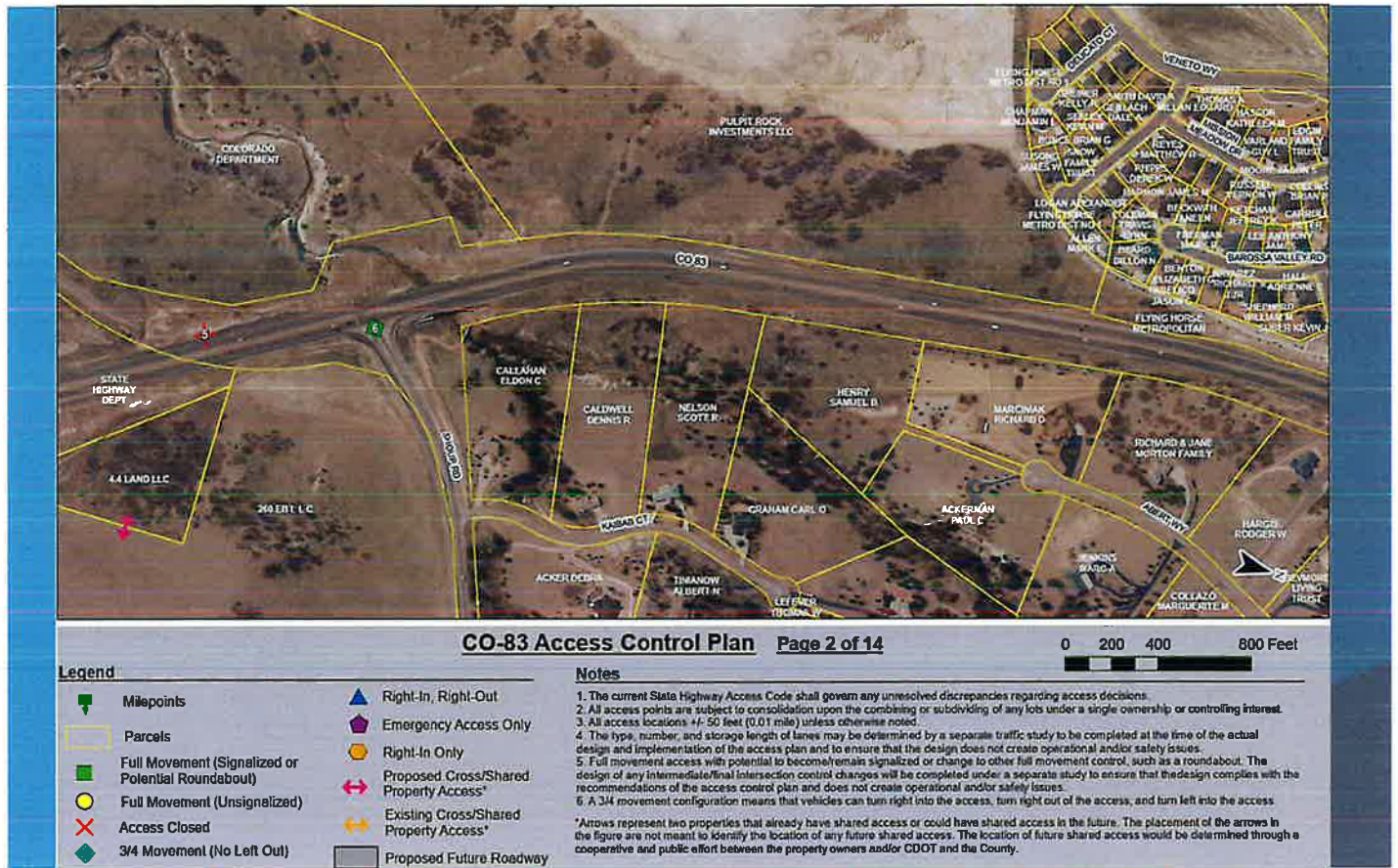
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|--|--|--|--|
|  | Milepoints   |  | Right-In, Right-Out                    |
|  | Parcels  |  | Emergency Access Only                  |
|  | Full Movement (Signalized or Potential Roundabout) |  | Right-In Only                          |
|  | Full Movement (Unsignalized)                       |  | Proposed Cross/Shared Property Access* |
|  | Access Closed                                      |  | Existing Cross/Shared Property Access* |
|  | 3/4 Movement (No Left Out)                         |  | Proposed Future Roadway                |

### Notes

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  6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.
- \*Arrows represent two properties that already have shared access or could have shared access in the future. The placement of the arrows in the figure are not meant to identify the location of any future shared access. The location of future shared access would be determined through a cooperative and public effort between the property owners and/or CDOT and the County.



## CO 83 ACCESS STUDY



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Department of Transportation





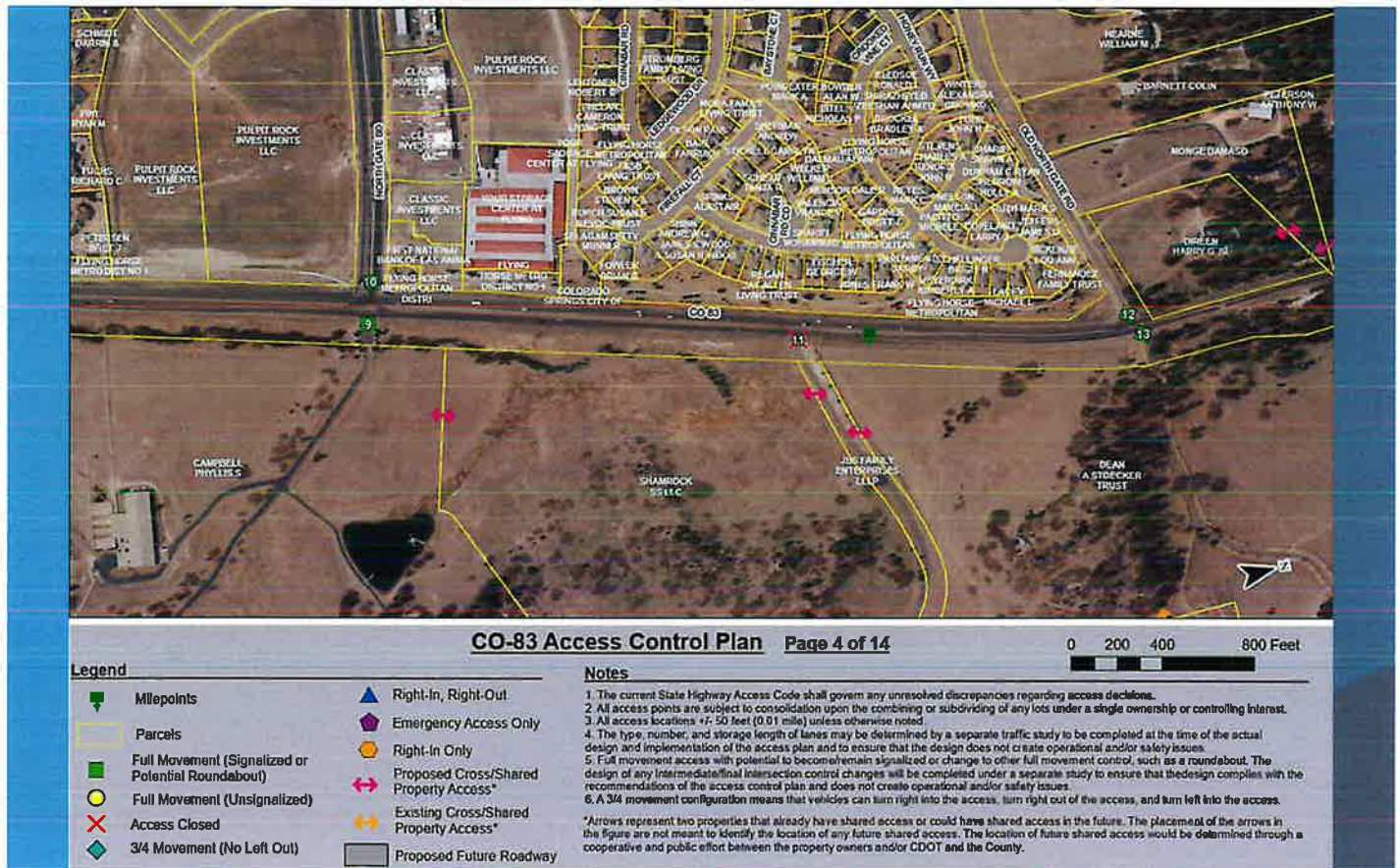
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- ## Notes

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## CO 83 ACCESS STUDY



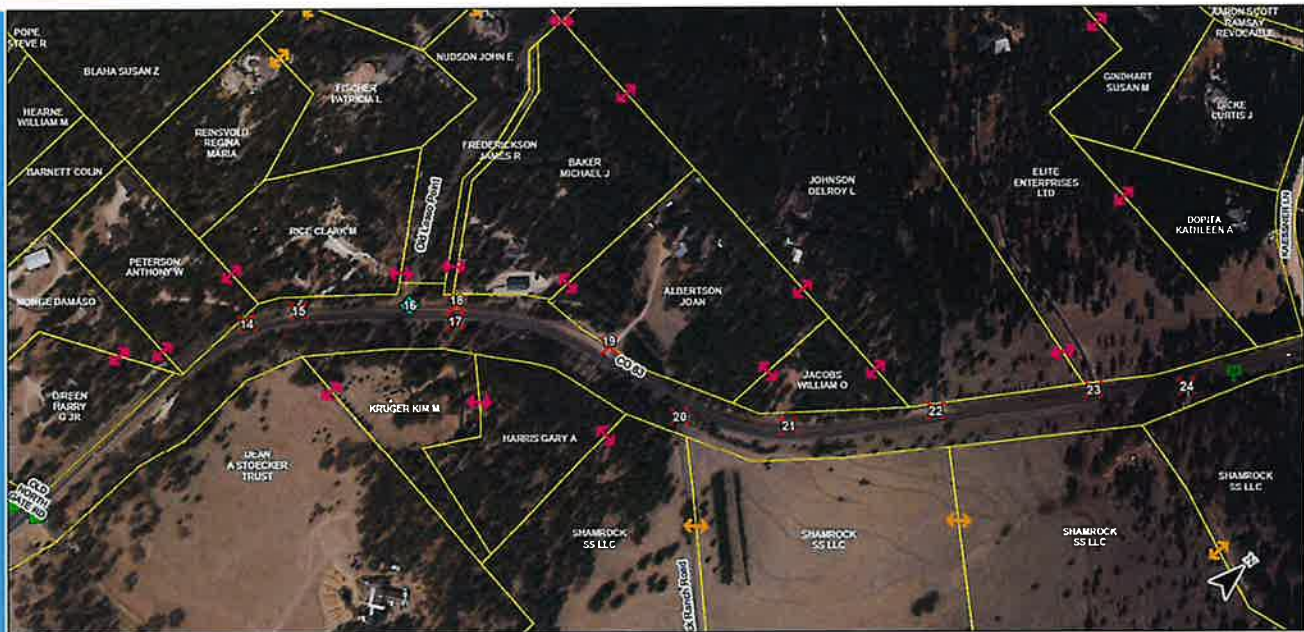
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## CO 83 ACCESS STUDY



CO-83 Access Control Plan Page 5 of 14

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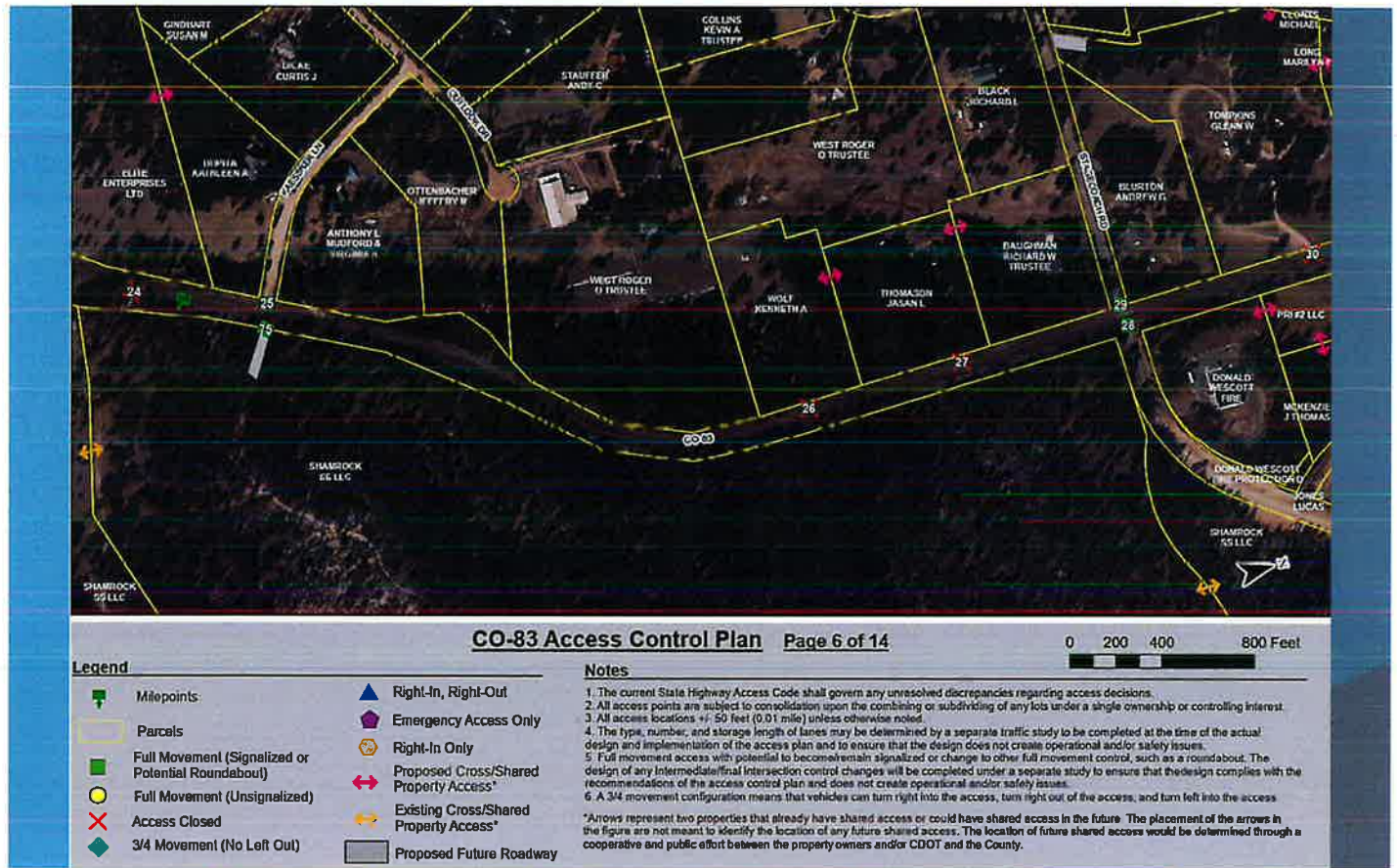
### Legend

- Milepoints
- Parcels
- Full Movement (Signalized or Potential Roundabout)
- Full Movement (Unsignalized)
- Access Closed
- 3/4 Movement (No Left Out)
- Right-In, Right-Out
- Emergency Access Only
- Right-In Only
- Proposed Cross/Shared Property Access\*
- Existing Cross/Shared Property Access\*
- Proposed Future Roadway

### Notes

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## CO 83 ACCESS STUDY



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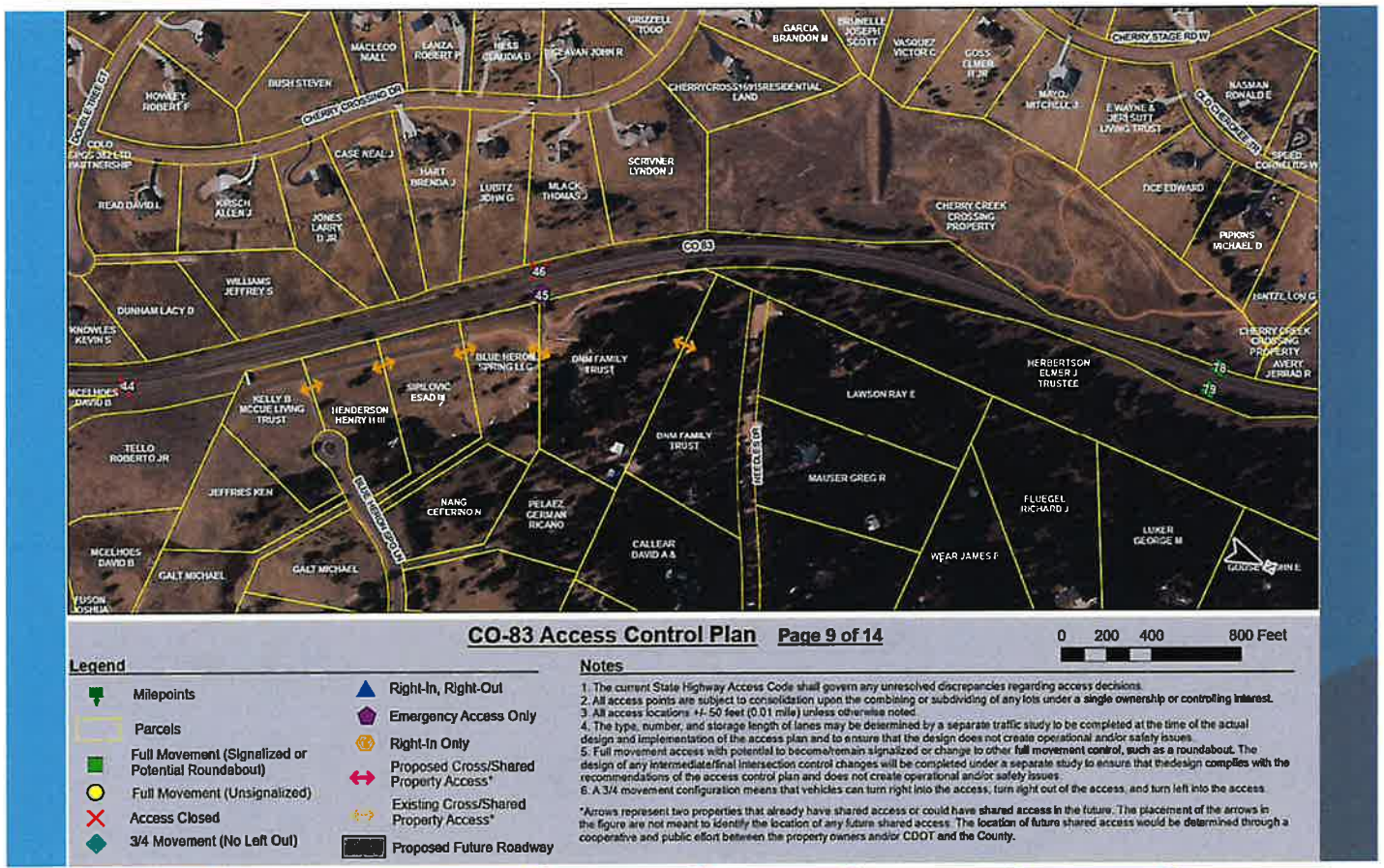








## CO 83 ACCESS STUDY

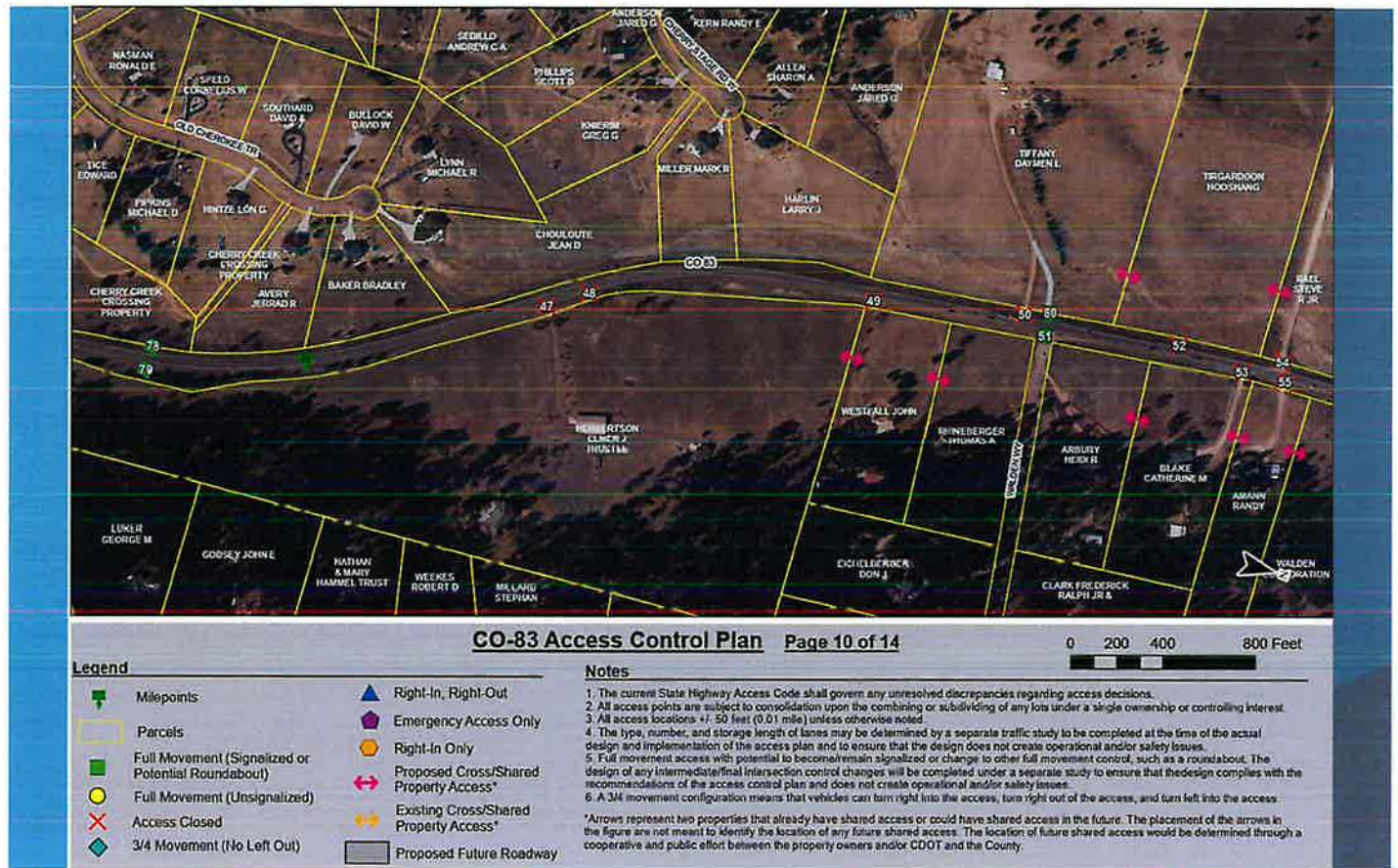


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## CO 83 ACCESS STUDY



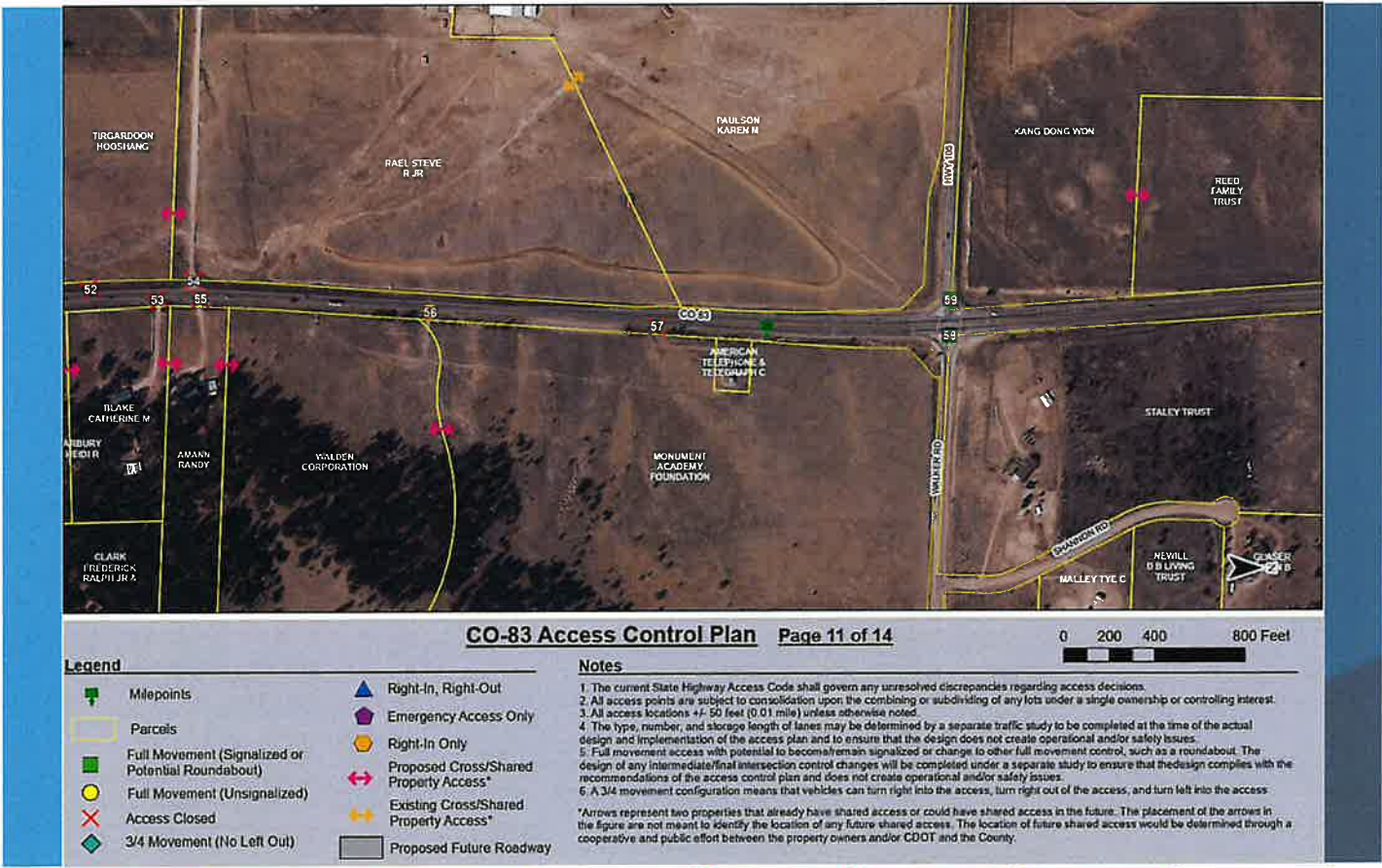
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CO 83 ACCESS STUDY

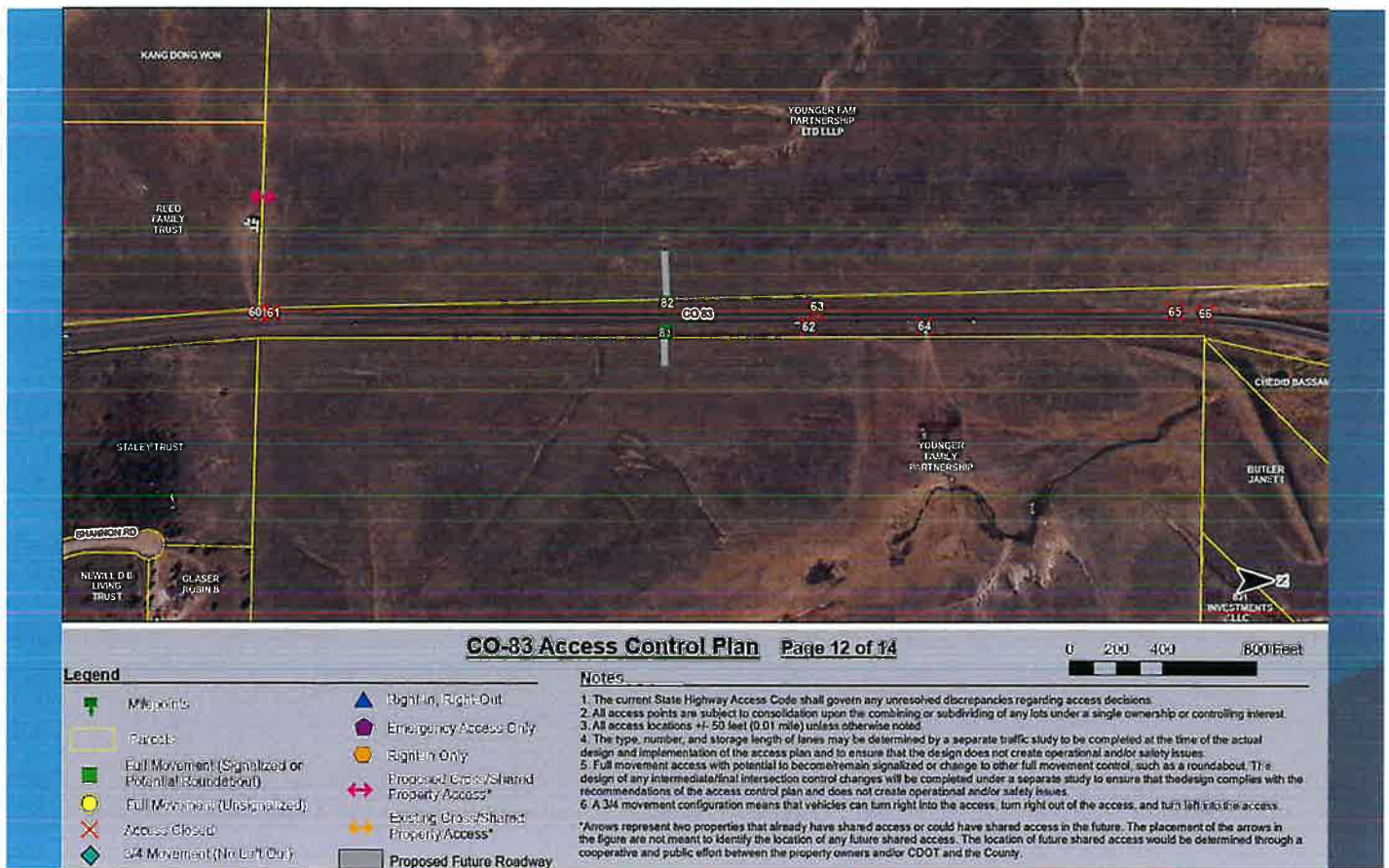


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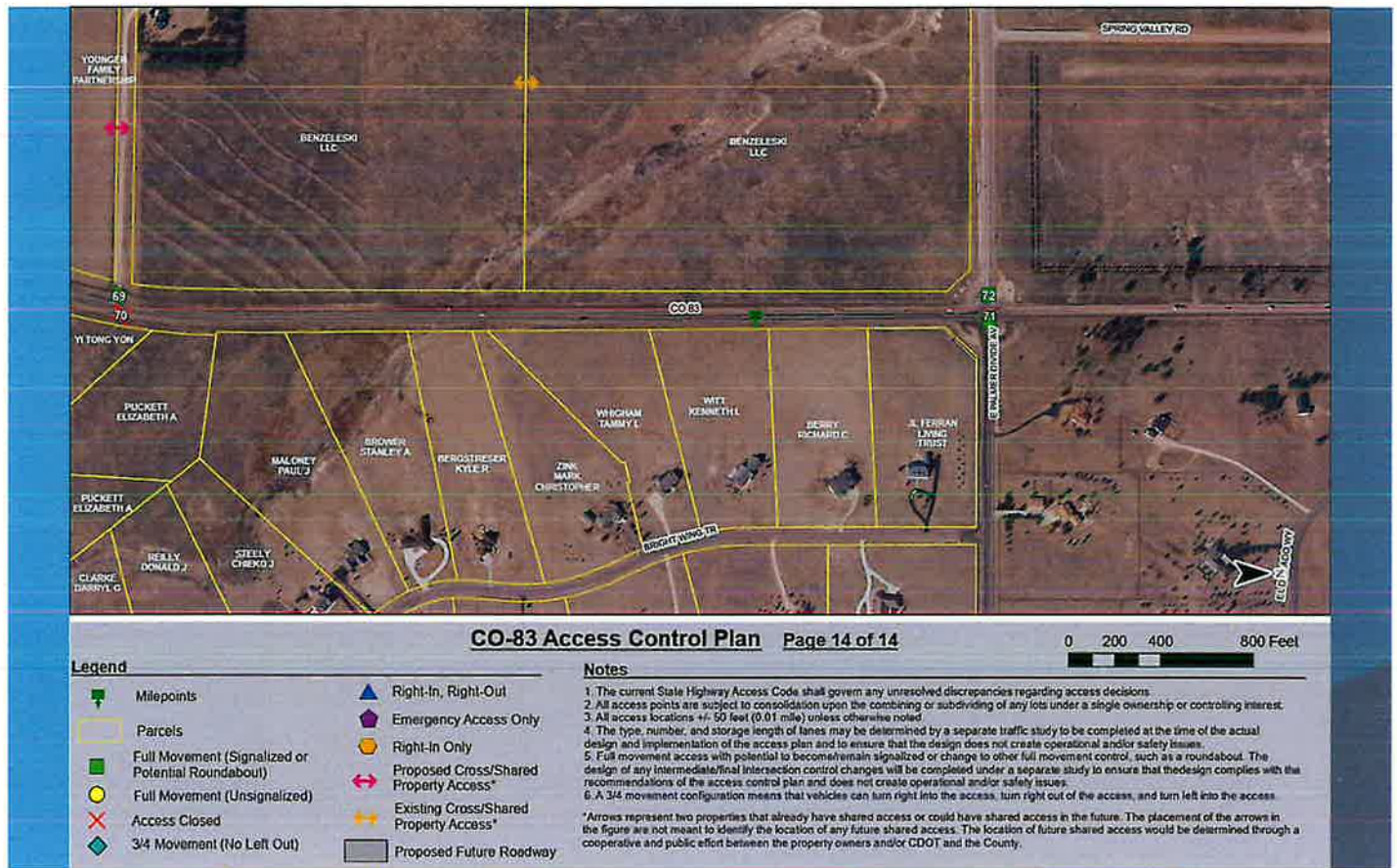
## CO 83 ACCESS STUDY







## CO 83 ACCESS STUDY



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## AFFIDAVIT OF PUBLICATION

STATE OF COLORADO  
COUNTY OF El Paso

I, Lorre Cosgrove, being first duly sworn, deposes and says that she is the Legal Sales Representative of The Colorado Springs Gazette, LLC., a corporation, the publishers of a daily/weekly public newspapers, which is printed and published daily/weekly in whole in the County of El Paso, and the State of Colorado, and which is called Colorado Springs Gazette; that a notice of which the annexed is an exact copy, cut from said newspaper, was published in the regular and entire editions of said newspaper **1 time(s) to wit 11/25/2023**

That said newspaper has been published continuously and uninterruptedly in said County of El Paso for a period of at least six consecutive months next prior to the first issue thereof containing this notice; that said newspaper has a general circulation and that it has been admitted to the United States mails as second-class matter under the provisions of the Act of March 3, 1879 and any amendment thereof, and is a newspaper duly qualified for the printing of legal notices and advertisement within the meaning of the laws of the State of Colorado.



Lorre Cosgrove  
Sales Center Agent

Subscribed and sworn to me this 11/27/2023, at said City of Colorado Springs, El Paso County, Colorado.  
My commission expires June 23, 2026.



Karen Hogan  
Notary Public



Document Authentication Number  
20224024441-713251



Miranda Benson2

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**From:** Larry Lee <larry@rawlanddetailing.com>  
**Sent:** Thursday, November 16, 2023 3:12 PM  
**To:** PCD Hearings  
**Subject:** CO 83 Access Control Plan

**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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Only comment at this point is under "Enhance mobility with a focus on safety".

The traffic control in many areas of El Paso County and especially the city of Colorado Springs is confusing, not correct information, not removed when no longer needed and the car parts and broken glass does not get cleaned up and no apparent focus on safety.

Which to me indicates the plan is not working, lack of knowledge in approving the TCP's or no supervision/monitoring from the city or county on the set up, ongoing use or take downs. \

Larry D.Lee / President

RAW LAND DETAILING, INC.

--  
RAW LAND DETAILING, INC.

10475 Accipiter Dr.

Peyton, CO 80831

719-661-4499

719-495-7770



ADOPTION OF AN EL PASO COUNTY MASTER PLAN (RECOMMEND APPROVAL)

\_\_\_\_\_ moved that the following Resolution be adopted:

BEFORE THE PLANNING COMMISSION

OF THE COUNTY OF EL PASO

STATE OF COLORADO

ADOPTION OF THE CO 83 ACCESS CONTROL PLAN INTO THE EL PASO COUNTY MASTER PLAN  
RESOLUTION NO. MP233

WHEREAS, The El Paso County Department of Public Works in conjunction with Colorado Department of Transportation (CDOT) and the City of Colorado Springs requests adoption of the CO 83 Access Control Plan into the El Paso County Master Plan. With adoption, this Plan will become the principal plan for further planning and development of the access for CO 83 corridor within unincorporated El Paso County and the City of Colorado Springs on this CDOT owned highway. The Plan area begins at CO 83 at Powers Boulevard (CO 21). The terminus of the Plan area is along and County Line Road (Palmer Divide Road) or 9.85 miles; and

WHEREAS, C.R.S. § 30-28-108 provides that a County Planning Commission may adopt, amend, extend, or add to the County Master Plan; and

WHEREAS, CDOT in conjunction with DPW and the City of Colorado Springs engaged in a lengthy and extensive process to develop this Access Control Plan, local land development entities, and the public via surveys, comments, announcements, advertisements, land owners, public comments, and agency reviews; and

WHEREAS, CDOT and DPW presented this Access Control Plan for CO 83 to the Planning Commission as an information and discussion items on October 7, 2021; and

WHEREAS, pursuant to C.R.S. § 30-28-106(1), a public hearing is being held by this Planning Commission on December 7, 2023; and

WHEREAS, based on the evidence, testimony, exhibits, study of the master plan for the unincorporated area of the County, comments of members of the El Paso County Planning Commission, comments of the CSD, comments of public officials and agencies, and comments from all interested parties, this Commission finds as follows:

1. That proper posting, publication, and public notice were provided as required by law for the hearings of the Planning Commission; specifically, legal notice for the hearings was published in *The Gazette* on November 25, 2023.
2. That the hearings before the Planning Commission were extensive and complete, that all pertinent facts, matters, and issues were submitted and reviewed, and that all interested parties were given an opportunity to be heard at those hearings.



3. That all data, surveys, analyses, studies, plans, designs, maps, and descriptive matter as are required by the State of Colorado and El Paso County have been submitted, reviewed, and found to meet all sound planning requirements of El Paso County.
4. That for the above-stated and other reasons, the proposal is in the best interests of the health, safety, morals, convenience, order, prosperity, and welfare of the citizens of El Paso County.

NOW, THEREFORE, BE IT RESOLVED that the El Paso County Planning Commission hereby approves the adoption of the CO 83 Access Control Plan into the El Paso County Master Plan, which is incorporated herein by this reference as if fully set forth herein.

BE IT FURTHER RESOLVED that, pursuant to C.R.S. § 30-28-109, the El Paso County Planning Commission hereby certifies to the Board of County Commissioners and to the planning commissions of all municipalities located within El Paso County a copy of the CO 83 Access Control Plan, specifically including the maps and descriptive matter that are contained in PCD File No. MP233.

BE IT FURTHER RESOLVED that the El Paso County Planning Commission hereby directs the Clerk of the Planning Commission to record the action taken by the Planning Commission and affix their signature to said descriptive matter pursuant to C.R.S. § 30-28-108.

BE IT FURTHER RESOLVED that the intent of the Planning Commission in adoption of the CO 83 Access Control Plan into the El Paso County Master Plan is that this shall be used as an advisory document. To the extent the CO 83 Access Control Plan may be subsequently referenced in the County's subdivision and/or zoning regulations, those references shall neither construe nor render the CO 83 Access Control Plan to be a binding, regulatory document, nor shall such references overcome the intent that the CO 83 Access Control Plan is advisory and that the Planning Commission and Board of County Commissioners shall maintain their considerable discretion in deciding how to apply the Plans in their land use decisions.

BE IT FURTHER RESOLVED that the following conditions and notations shall be placed upon this approval:

#### CONDITIONS

1. C.R.S. § 30-28-109 requires the Planning Commission to certify a copy of the Master Plan, or any adopted part or amendment thereof or addition thereto, to the Board of County Commissioners and to the Planning Commission of all municipalities in the County. The Planning Commission's action to amend the Master Plan shall not be considered final until a minimum of ten (10) complete sets of the final documents are provided and such documents are certified by the Chairman of the County Planning Commission and distributed as required by law.
2. Upon adoption by the El Paso County Planning Commission, the effect of this document is adoption of the CO 83 Access Control Plan into the Master Plan for El Paso County.

NOTATIONS

1. Certification of the documents to the municipalities within the County pursuant to Condition No. 1 above is determined to be satisfied upon transmittal of summary information and maps along with a clear description of the locations where the complete documents are available for inspection, along with an offer to provide a given municipality a complete copy of the documents if requested. The transmittal may be in the form of a digital copy.
2. In approving this document, it is understood that minor editorial and formatting changes will be made in conjunction with the final publication process. These modifications may include pagination, correction of typographical errors, clarifications, insertion of photographs, insertion of references and/or corrections to factual information, or inclusion of comments and modifications associated with the Planning Commission hearings. In no case will substantive changes be made to the text without reconsideration by the Planning Commission.

\_\_\_\_\_ seconded the adoption of the foregoing Resolution. The adoption of this Master Plan Amendment shall be by resolution as carried by the affirmative votes of a majority of the entire membership of the Planning Commission.

The roll having been called, the vote was as follows: *(circle one)*

Thomas Bailey	aye / no / non-voting / recused / absent
Sarah Brittain Jack	aye / no / non-voting / recused / absent
Jim Byers	aye / no / non-voting / recused / absent
Jay Carlson	aye / no / non-voting / recused / absent
Becky Fuller	aye / no / non-voting / recused / absent
Jeffrey Markewich	aye / no / non-voting / recused / absent
Brandy Merriam	aye / no / non-voting / recused / absent
Eric Moraes	aye / no / non-voting / recused / absent
Kara Offner	aye / no / non-voting / recused / absent
Bryce Schuettepelz	aye / no / non-voting / recused / absent
Wayne Smith	aye / no / non-voting / recused / absent
Tim Trowbridge	aye / no / non-voting / recused / absent
Christopher Whitney	aye / no / non-voting / recused / absent

The Resolution was adopted by a vote of \_\_\_\_to\_\_\_\_ by the El Paso County Planning Commission of the State of Colorado.

DONE THIS 18<sup>th</sup> day of January 2024 at Colorado Springs, Colorado.

EL PASO COUNTY PLANNING COMMISSION

By: \_\_\_\_\_  
Thomas Bailey, Chair