
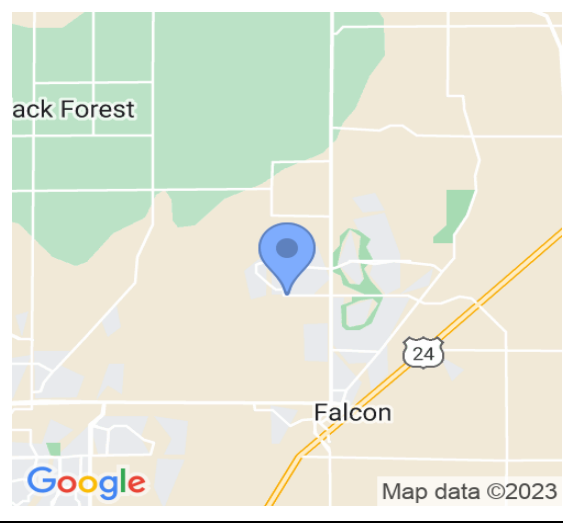


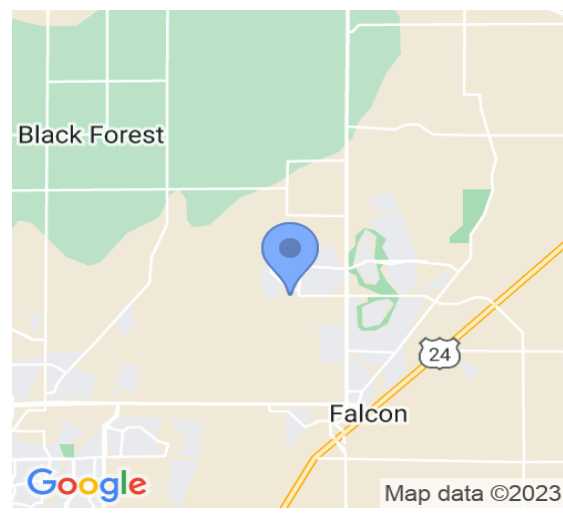












Google Map	Comment	Response
 <p>A Google Map showing the area around Black Forest and La Foret. A blue location pin is placed on a road. The map includes labels for 'Black Forest', 'La Foret', and 'BRIARGATE'. The Google logo and 'Map data ©2023 Google' are visible at the bottom.</p>	<p>In the Environmental analysis, what is the 500' buffer for noise analysis? What exactly does that mean? This roadway is going to ruin the current quiet of the Highland Park neighborhood (and others for certain...).</p>	<p>Project Team The 500' buffer is the envelope within which noise sensitive receptors are identified for evaluation as part of a noise study including modeling of noise levels and evaluation of noise mitigation as indicated. A noise study will be completed in the future as part of environmental clearances for preliminary and final design of the improvements. Noise mitigation, which may include noise walls, will be implemented if it is determined by the study that noise mitigation is warranted (i.e., if the predicted noise level with the improvements is 65.5 dBA or greater or if there is a predicted increase of 5 dBA or more over existing levels even if that results in a predicted noise level that is less than 65.5 dBA), feasible, and reasonable.</p>
 <p>A Google Map showing the area around Black Forest and Falcon. A blue location pin is placed on a road. The map includes labels for 'Black Forest' and 'Falcon'. The Google logo and 'Map data ©2023' are visible at the bottom.</p>	<p>Is there going to be sidewalks and or bike lanes on Stapleton between Towner and Meridian? Will there be bike lanes the whole way between Meridian and Black Forest?</p>	<p>Project Team Though there are no planned on-street bike lanes on principal arterials because the speed and function of those roadways can make them unsafe for cyclists, there is an off-street bike trail facility planned on one side and a sidewalk on the other side. Also planned is a grade-separated crossing for the north-south crossing of the planned regional trail.</p>
 <p>A Google Map showing the area around Falcon and Stapleton. A blue location pin is placed on a road. The map includes labels for 'Falcon' and '24'. The Google logo and 'Map data ©2023' are visible at the bottom.</p>	<p>The eventual connection of Briargate to Stapleton will render this corridor the northernmost east-west connection between US 24 and I-25, thus resulting in a much higher traffic usage than presently exists. Increased noise will be a significant issue and consideration of noise mitigation barriers along Stapleton from Eastonville to just west of Bandanero Drive should be strongly considered. The Project Overview states "The preferred alternative will reflect corridor improvements that optimize public safety, needs, and preferences while balancing enhanced capacity, access management, and development." One of these needs is noise mitigation.</p>	<p>Project Team A noise study will be completed as part of environmental clearances for preliminary and final design of the improvements. Noise mitigation, which may include noise walls, will be implemented if it is determined by the study that noise mitigation is warranted (i.e., if the predicted noise level with the improvements is 65.5 dBA or greater or if there is a predicted increase of 5 dBA or more over existing levels even if that results in a predicted noise level that is less than 65.5 dBA), feasible, and reasonable.</p>



Google Map	Comment	Response
NO MAP	How are residents that purchased land going to be compensated? Will barriers be erected to protect land and animals? As well as reduce noise? How about safety? Traffic has increased due to building but a main through fair would keep traffic high with out end.	<p>Project Team</p> <p>A noise study will be completed as part of environmental clearances for preliminary and final design of the improvements. Noise mitigation, which may include noise walls, will be implemented if it is determined by the study that noise mitigation is warranted (i.e., if the predicted noise level with the improvements is 65.5 dBA or greater or if there is a predicted increase of 5 dBA or more over existing levels even if that results in a predicted noise level that is less than 65.5 dBA), feasible, and reasonable.</p>
 <p>Map data ©2023 Google</p>	Confirming the project duration is expected to be 4 years, not just the planning portion. Thank you.	<p>Project Team</p> <p>If we understand the question – the answer is yes that the project duration will be at least 4 years – funding not yet available for implementation. The planning portion will be through 3rd quarter 2021. Approvals will follow completion of planning with an undetermined timeline.</p>
 <p>Map data ©2023 Google</p>	Why is this connection necessary? We do not want Stapleton Drive to turn into a major transportation corridor. That is what Woodmen Road is for. This portion of Stapleton borders multiple single family residences. People bought homes in this area to get away from major corridors, not to invite it next door.	<p>Project Team</p> <p>Plans to extend Stapleton Road to Briargate Parkway, in addition to improvements to Highway 24 and Woodmen Road, have been for decades. Clearances for initial of Woodmen Road improvements were approved (FONSI issued) in 2006 and ribbon cutting took place in 2011. Approved developments within the project area will bring new growth, increasing traffic beyond the capacity of the already strained existing east-west corridors such as Woodmen Road —even with planned improvements that include widening of Woodmen Road to six lanes. The Briargate-Stapleton corridor is necessary to handle the increased traffic due to growth in the project area and to provide safe access and emergency routes for both current and planned neighborhoods.</p>

Google Map	Comment	Response
	<p>Currently the Sterling Ranch and The Ranch development plans regarding Briargate-Stapleton do not line up on these two parcels. What is the plan to connect the road over this area? Will there be an equal amount taken from each parcel?</p>	<p>Project Team Factors that were considered in identifying the preferred alignment included the alignments for the corridor depicted the approved development plans as well as the locations and types of existing development and natural and topological constraints and opportunities. The preferred alignment represents a best fit that balances these factors. Where the alignment follows a property line, right-of-way would be split equally between the adjacent properties.</p>
	<p>How will this impact the property values?</p>	<p>Project Team Small temporary (for construction) or permanent property acquisitions could be required a selected locations as for slope grading in areas where the ultimate roadway elevation may be higher or lower that adjacent property. Any acquisitions will comply fully with federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). The Uniform Act is a federal law that was enacted to assure fair and equitable treatment of property owners and persons displaced by projects utilizing federal funds. All impacted owners will be provided notification of the intent to acquire an interest in their property, including a letter of just compensation specifically describing those property interests. El Paso County will comply fully with the Uniform Act in compensating property owners the appraised fair market value of their property, including all improvements on the property. The valuation considers individual property owner needs (including zoning, parking, access, and location) in the process.</p>
	<p>This proposed route traverses the same east-west region as Woodmen road already does. Why not improve that section of Woodmen road to accommodate additional traffic instead of creating a new high traffic corridor through an area that is presently semi-rural.</p>	<p>Project Team Plans for both Woodmen Road (classified as an Expressway) and Briargate Parkway-Stapleton Road (classified as a Principal Arterial) have been included in the El Paso County Major Transportation Corridors Plan and the Pikes Peak Area Council of Governments Regional Transportation Plan for decades, and right-of-way to expand Woodmen Road to six lanes has been reserved. However, expanding Woodmen Road will not eliminate the need for Briargate Parkway-Stapleton Road facility - both corridors will be needed to adequately serve regional travel demand. Approved developments within the project area will bring new growth, increasing traffic beyond the capacity of the already strained existing east-west corridors—even with their planned improvements.</p>




Google Map	Comment	Response
NO MAP	Approving developments that "will bring new growth, increasing traffic beyond the capacity of the ... existing east-west corridors" is poor planning at best, and demonstrates irresponsibility on the part of the county officials.	<p>Project Team Land use planning, zoning, and approval of individual development plans are outside of the scope of this study. Property owner may develop their property in accordance with allowed uses and in accordance with adopted County engineering design criteria. allowed uses are set by the adopted zoning code that supports implementation of the adopted County comprehensive plan.</p>
	Existing houses, planned neighborhoods, and numerous trails & parks are prevalent along Briargate to Black Forest. It would be better to use Burgess or Vollmer that are not already congested with pedestrians and children.	<p>Project Team Plans to extend Stapleton Road to Briargate Parkway, in addition to improvements to Highway 24 and Woodmen Road, have been in place for decades. Approved developments within the project area will bring new growth, increasing traffic beyond the capacity of the already strained existing east-west corridors—even with their planned improvements. Neither Burgess Road nor Vollmer Road provide the east-west connectivity the is needed to serve existing and travel demand and regional mobility. Both also serve established residential areas, trails, and parks.</p>
NO MAP	As a local resident who uses Stapleton Road daily, I don't want it becoming like Woodmen Road. It's too close to our homes and residential areas.	<p>Project Team Plans to extend Stapleton Road to Briargate Parkway, in addition to improvements to Highway 24 and Woodmen Road, have been for decades. Clearances for initial of Woodmen Road improvements were approved (FONSI issued) in 2006 and ribbon took place in 2011. Approved developments within the project area will bring new growth, increasing traffic beyond the capacity of the already strained existing east-west corridors such as Woodmen Road —even with planned improvements that include widening of Woodmen Road to six lanes. The Briargate-Stapleton corridor is necessary to handle the increased traffic due to growth in the project area and to provide safe access and emergency routes for both current and planned neighborhoods.</p>



Google Map	Comment	Response
	<p>It's great to be implementing the Briargate-Stapleton corridor after so long, but the network around it needs better connections to be effective; lack of connectivity, like through Tercel/Falcon Meadows/Golden Sage and by not coordinating the Raygor section line road from Indian Wells through BLR North put extra pressure on the few existing connectors and the [appropriately] limited accesses to Woodmen.</p>	<p>Project Team An expanded connector roadway network will enhance the effectiveness of the Briargate-Stapleton corridor in serving regional mobility. The specific alignments of future network of connector roadways in this area of the corridor are yet to be determined and will be finalized through the development proposal review and approval process.</p>
	<p>Related to the importance of a well-connected network: A more localized MTCP connection in this corridor is a collector road roughly along the Woodmen Hills/Judge Orr section line. Pinning that role on Tercel alone seems a bit hostile (and unlikely anyway), but it could be planned to continue the Sterling Ranch east-west collector through The Ranch to Woodmen Hills Dr, putting that collector more in the urbanizing band while still improving network connectivity. Plus, with more options, if Tercel were connected for additional neighborhood access, it wouldn't be as big a deal.</p>	<p>Project Team A "more localized MTCP collector connection" along the Woodmen Hills/Judge Orr section line may emerge as the preferred alignment for a future local roadway connection at this location. The specific alignments of future connector roadways in this area of the corridor are yet to be determined and are not the subject of this study.</p>
	<p>This is a great opportunity for a bike-supporting corridor, but please plan from the beginning to separate bicycle traffic from vehicular traffic, such as with protected bike lanes or a physically separated bikeway. (The idea would be not to repeat Woodmen in the Springs, with a painted bike lane next to high-speed traffic, which could be more effective for both modes if it were separated as a bikeway next to the road with a speed limit more in line with the road's geometry.)</p>	<p>Project Team The planned roadway section for the and Briargate Parkway-Stapleton Road includes a 12-foot-wide bicycle trail located along one side of the roadway that is separated from the roadway by a utility corridor, as well as a six-foot-wide sidewalk located on the opposite side of the roadway that is separated from the travel lanes by 15.5 feet. A grade-separated non-vehicular crossing is also planned where the County's regional trail will cross the roadway just east of Sterling Ranch.</p>




Google Map	Comment	Response
	<p>The 35mph speed limit on Briargate in Cordera/Wolf Ranch is out of touch with the road's wide lanes, less frequent cross street access, and grade-separated major trail crossings; the disconnect between the design and speed limit signals to drivers that the area's speed limits aren't set appropriately, which can set a bad precedent when they switch to non-arterial roads with serious limits, especially where nonvehicular road users share the same physical space as vehicles. It can also give pedestrians/cyclists a false sense of security, when most drivers just travel at a speed that the road's geometry suggests.</p>	<p>Project Team The speed limit for the Principal Arterial (4 to 6 lanes) classification proposed for Briargate Parkway-Stapleton Road is 45 mph which is consistent with the proposed roadway section. Additionally, the proposed roadway section does not include on-street bicycle lanes and both the off-street bicycle trail and pedestrian sidewalk are separated from the travel lanes by wide buffers.</p>
	<p>I'd be in favor of continuing the approach of using roundabouts along Briargate-Stapleton, including at Wolf Valley Dr. That said, we can do better when it comes to bicycle accommodations, rather than abruptly ending the bike lane and dumping them into the right lane.</p>	<p>Project Team Roundabouts will be considered as alternatives for “high-capacity” intersections. Bicycle lanes are generally not carried through roundabouts; instead, the bicycle lane transitions to the travel lane that operates at low speed through the roundabout. Bicyclists can choose to ride through the roundabout with traffic or walk their bicycles through the roundabout pedestrian crosswalks—much like they would in a traditional intersection. Like people driving, riders must obey the rules of the roundabout as they proceed through the intersection. Riders who choose to walk their bicycles may find that some roundabout designs have a ramp onto the sidewalk, which makes it easier for bicyclists to use. Per the U.S. Federal Highway Administration’s BIKESAFE, “A properly designed roundabout (through widths and deflection) will have operating speeds that are slow enough for a bicyclist to navigate the roundabout comfortably in mixed traffic. Thus, at roundabout approaches with bike lanes, the bike lane will end, and the bicyclist will merge into traffic to navigate through the roundabout.” — http://pedbikesafe.org/BIKESAFE/roundabout_countermeasures</p>
	<p>I'm glad to see a county-level, corridor-wide plan being made, but it feels sort of late, with Sterling Ranch and The Ranch essentially having set the last undetermined part of the alignment, and with PUD/concept plans already set up for most of the corridor. If possible, limiting and spacing out full-movement accesses, and smoothing out the relatively sharp turn off of the Stapleton section line in The Ranch, would be nice.</p>	<p>Project Team An Access Control Plan for the corridor is being developed as part of the study. To the extent possible, full-movement access will be limited to ½-mile spacing along the corridor, in accordance with County Engineering Design Criteria. A map showing included access locations can be viewed on the project website as an exhibit in the Virtual Public Open House (pan to Access Management). Once approved the full Access Management Plan will also be posted on the website.</p>




Google Map	Comment	Response
 <p>A Google Map showing the area around Falcon, Colorado. A blue location pin is placed in a residential area. The map includes labels for 'Black Forest La Foret' and 'Falcon'. A road with a '24' shield is visible. The Google logo and 'Map data ©2023' are at the bottom.</p>	<p>Please support development plans that include nonresidential components, so there could be some destinations along this corridor instead of it requiring everyone needing to drive away for every errand. For example, if possible, could plan amendments to remove commercial areas be discouraged when predetermined residential areas haven't been build? (Contrast to Wolf Ranch removing its last commercial and mixed use areas while ~50% built-out.)</p>	<p>Project Team Mixed-use development (co-located residential and commercial uses) is desirable and encouraged because integrated land use reduces vehicular travel. For this reason, traffic impact mitigations and open space set-aside requirements may be relaxed for these types of developments. Later conversion of mixed-use developments to residential- or commercial-only development are discouraged by imposition of traffic impact mitigation as a condition of approval of proposed changes in use. This is accomplished by the separate development review process.</p>
 <p>A Google Map showing the area around Woodman, Colorado. A blue location pin is placed in a residential area. The map includes labels for 'Black Forest La Foret' and 'WOODMATE'. A road with a '21' shield is visible. The Google logo and 'Map data ©2023 Google' are at the bottom.</p>	<p>Destroy all these arroyos and wetlands. Need to expand Woodman. It's all ready all commercial.</p>	<p>Project Team Land use planning, zoning, and approval of individual development plans are outside of the scope of this study. Property owner may develop their property in accordance with allowed uses and in accordance with adopted County engineering design criteria. allowed uses are set by the adopted zoning code that supports implementation of the adopted County comprehensive plan.</p>


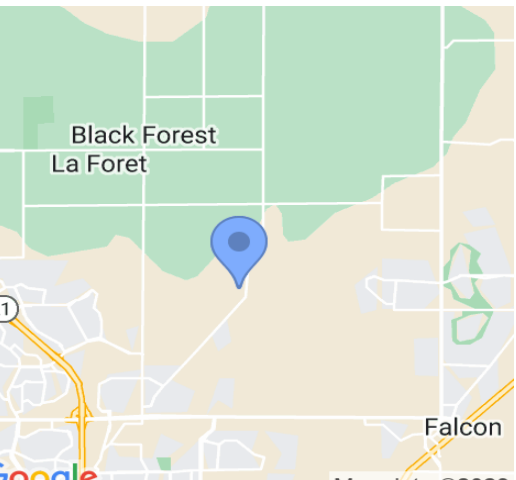
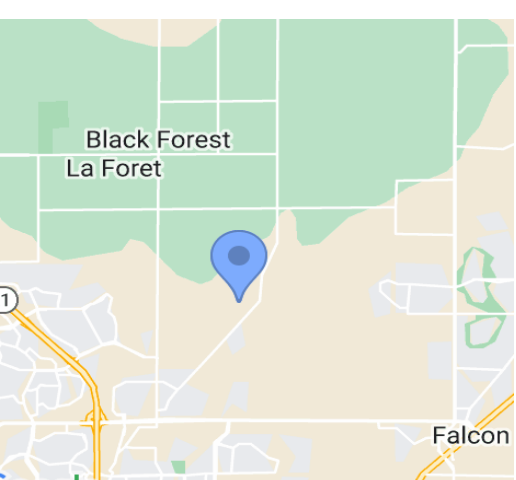
Google Map	Comment	Response
NO MAP	<p>The notion that Woodmen Road cannot be modified to accommodate the traffic load sounds very unlikely to me. Curtis Road obviously isn't up to the task as it is, and B/S doesn't even exist in places. Since so much work has to be done to accommodate the B/S alignment, it's worth looking at what would be required to make Woodmen work. Here is a summary of what should be done to reduce the impact on existing and future neighborhoods, and reduce the liability that the Regional Partners will incur if they devalue these neighborhoods when there is a viable alternative. -Comments on rejecting Briargate-Stapleton Alignment Plan in favor of using Woodmen Road- The goal of the existing plan as stated is to connect Curtis Road to I-25 North. While the Briargate/Stapleton alignment plan indeed connects Curtis Road to I-25, its efficiency can be improved and its liability risks to the regional partners can be reduced. As the Briargate/Stapleton alignment is drawn, several neighborhoods will have a major arterial running through their neighborhoods. If it is all accomplished through surface streets, there will be a lot of congestion at each intersection. If it is a highway unto itself, such as Powers Blvd north of Woodmen, it will be very loud and disruptive to the surrounding neighborhoods. And in either case, approximately 2 miles of land will have to be condemned for the new roads. Congestion at intersections creates a less-than-ideal way to make what is supposed to be an efficient connection between the southeastern reaches of the city to northbound I-25, which is the stated goal of the plan. With numerous intersections, one might as well just use Powers all the way up to Briargate Parkway and then enter I-25 from there. Or simply get on I-25 N further south. The current plan dumps the Curtis Road traffic onto Briargate Parkway via Stapleton Drive well to the east, meaning it will clog both Stapleton and Briargate all the way to Powers. As shown in the map, it looks like numerous residential streets will intersect with the S/B alignment, causing lots of stops on a road that should run faster. Even is roundabouts are used, the traffic will be slowed substantially. Why not consider a plan that efficiently takes the Curtis Road traffic over to Powers Blvd and then to Briargate, to streamline the connection to I-25 North and avoid unnecessary congestion, the taking of private land, and the devaluation of neighborhoods? Alternative Plan Connect Curtis Road to Woodmen via the Falcon Highway and Meridian Road. Improve Woodmen between Meridian and Powers Blvd to allow freeway style traffic on Woodmen (no intersections on Woodmen, just on and off ramps) all the way to Powers. Improve Powers between Woodmen and Briargate to allow</p> <p>freeway style traffic on Powers up to the Briargate/Powers intersection. None of this requires the condemnation of raw land, with the possible exception of adding a lane in each direction to Woodmen to allow for the added traffic load. This plan will require some modifications to the existing intersections along Woodmen. Here is a list of the intersections where Woodmen, Powers, and Briargate need to pass over the intersections, with only exit/entrance ramps, so that the intersections with lights are below the Woodmen, Powers, and Briargate overpasses: ☐ Meridian at Hwy 24 ☐ Woodmen at Meridian ☐ Woodmen at Golden Sage Road ☐ Woodmen at Mohawk Road ☐ Woodmen at Marksheffel ☐ Woodmen at Black Forest Rd ☐ Woodmen at Sky Ridge Dr (not sure this one is needed) ☐ Woodmen at Tuft Blvd ☐ Woodmen at Rustic Lane ☐ Woodmen westbound-to-Powers northbound: additional exit-only lane to eliminate traffic stop for westbound Woodmen traffic entering northbound Powers traffic. ☐ Powers at Research Parkway ☐ Powers at Briargate ☐ ☐ Briargate at all intersections between Powers and I-25 (I assume that is already in the plan; otherwise Briargate could get overloaded and be less than ideal between Powers and I-25). Pro's: * Requires less new ROW to be purchased; Woodmen already connects to Hwy 24 and does not require as much destruction of raw land as Stapleton and Briargate will need * Takes advantage of existing roadways: Woodmen already connects Meridian to Powers and is already much wider than Stapleton Drive or Briargate east of Black Forest Road * Moves traffic more efficiently * Reduces Regional Partners' liability risk by avoiding putting a major arterial through residential areas; existing B/S plan risks causing serious devaluation of the existing and future homes in those neighborhoods * Achieves same goals as draft plan, and does it better * Streamlines traffic for faster movement; allows vehicles to maintain higher speeds safely * Better gas mileage since there are no stops required after Curtis Road connects to Woodmen Cons: * Change of plan - not a problem for the existing residents, but planners won't like that * Road construction interruptions (both schemes have that)</p>	<p>Project Team Plans to extend Stapleton Road to Briargate Parkway, in addition to improvements to Highway 24 and Woodmen Road, have been included in the El Paso County Major Transportation Corridors Plan and the Pikes Peak Area Council of Governments Regional Transportation Plan for many years (included in: 1987 MTCP and the PPACG 2000 RTP, adopted in 1983) and are not part of this study. Approved developments within the project area will bring new growth, increasing traffic beyond the capacity of the already strained existing east-west corridors—even with their planned improvements. Planning, demand forecasts and analysis support that both expansion of Woodmen Road and extension and connection of Stapleton Road to Briargate Parkway, as well as extension of Powers Boulevard to southern and northern connections to I-25 are needed. These planned facilities will serve travel demand and also improve network resiliency and emergency response times, reduce out of direction and cut through of neighborhoods.</p>


Google Map	Comment	Response
	<p>Concern for Curve - Ensuring buffer zones and barriers/walls to help mitigate vehicles accidents on the curve for the future alignment is a major concern. The design should also address headlight high and low beam throws for the planned alignment in relation to the existing homes.</p>	<p>Project Team Visual impacts resulting from headlights and potential mitigation strategies will be evaluated during the final design process.</p>
	<p>Would like to segment 13 curve connecting Stapleton to The Ranch moved to the east underneath the power lines to alleviate north bound traffic headlights from shining in our bedroom.</p>	<p>Project Team The location of the curve in Segment 13 is a balance between maximizing the radius of the curve, avoiding major drainageway impacts, and still tying into the existing east west tangent of Stapleton Drive, resulting in locating the curve as far east as possible. Visual impacts resulting from headlights and potential mitigation strategies will be evaluated during the final design process.</p>
	<p>Opening the part of Raygor (section line easement/Road) south of the new Stapleton Road would be a mistake. Raygor Road here is unpaved, and Tercel and Falcon Meadow are "chip and seal" narrow, local streets unable to carry increased through traffic without major effort to widen and upgrade them. This connection should not be considered.</p>	<p>Project Team The connection of Raygor Road (section line easement/Road) south of the new Stapleton Road was included in a proposed development plan that was used as a reference for identification of the preferred alignment for the Briargate Parkway-Stapleton Road corridor. The proposed Raygor-Tercel-Falcon Meadows connector alignment recognizes the potential for a local roadway connection to the corridor. Ultimately a future local roadway connection at this location may use one or more of the referenced existing roadway segments or may follow an entirely new alignment.</p>



Google Map	Comment	Response
 <p>A Google Map of the Falcon area in Colorado. A blue location pin is placed in the rural neighborhood of the Meadows. The map shows roads like Raygor, Tercel, and Falcon Meadows. The area is labeled 'Black Forest' and 'La Foret'.</p>	<p>Please do not make the connection(s) through the rural neighborhood of the Meadows. We should not have to have our property values damaged by thousands more cars per day through our rural neighborhood to make it more convenient to short cut through our neighborhood for the City density housing being built. Please make smart planning decisions and have</p> <p>I agree, this is a rural area and that is why people live here.</p> <p>Roads to the north specifically Raygor were not designed to handle heavy through traffic. Strongly recommend measures to limit over stress/damage to non-thoroughfare roads.</p> <p>People who buy in dense residential areas desire a different lifestyle than those living on acreage. Giving these new residents access to roads like Raygor, Tercel, and Falcon Meadows is a bad idea. The current roads are not designed for higher traffic volumes. The Developers should place a new access road thru BLRN and The Ranch to Meridian without disrupting the rural lifestyle of residents in well-established rural neighborhoods.</p> <p>Please do not destroy our rural neighborhood by adding thousands of additional car trips through the Meadows Filings 1 and 2. We did receive and notice of the planned change to connect FM to the high density neighborhoods to the North as our neighborhood does not border Stapleton directly.</p> <p>In my comment above I meant we did NOT receive notice of any planning of the Stapleton corridor.</p>	<p>Project Team Potential connection of Raygor/Tercel/Falcon Meadows south of the new Stapleton Road was included in a proposed development plan used as a reference for the Briargate Parkway-Stapleton Road Corridor Study. The development plan is proposed but not part of this study and will be reviewed and approved or not approved as part of the development review process. This connector is conceptual and recognizes the need for a local roadway connection in this area of the corridor. The future alignment of the connecting roadway at this location may or may not use the referenced existing roadway segments.</p>
<p>NO MAP</p>	<p>When will Stapleton be built?</p>	<p>Project Team The timeline for construction has not yet been identified. At this point only the study has been funded. The study will set the alignment, typical roadway section, and access control plan for the corridor and will be used to support right-of-way preservation through the County's development review process. Together right-of-way acquisition and conceptual design will be used to expedite future funding and implementation of the corridor improvements.</p>
 <p>A Google Map of the Falcon area in Colorado. A blue location pin is placed in the rural neighborhood of the Meadows. The map shows roads like Raygor, Tercel, and Falcon Meadows. The area is labeled 'Black Forest'.</p>	<p>Please do not override the decision to NOT connect Falcon Meadow to Woodmen Hills Drive. We are a rural neighborhood that is not set up nor designed to have thousands of additional car trips per day through our neighborhood. Please keep Falcon Meadow a neighborhood road and do not destroy our neighborhood and property values. We have no sidewalks, shoulders or anything. Our road is chip and seal and is not designed to handle thousands of additional cars. Please do not connect Falcon Meadow.</p>	<p>Project Team Potential connection of Raygor/Tercel/Falcon Meadows south of the new Stapleton Road was included in a proposed development plan used as a reference for the Briargate Parkway-Stapleton Road Corridor Study. The development plan is proposed but not part of this study and will be reviewed and approved or not approved as part of the development review process. This connector is conceptual and recognizes the need for a local roadway connection in this area of the corridor. The future alignment of the connecting roadway at this location may or may not use the referenced existing roadway segments.</p>
<p>NO MAP</p>	<p>Concur!</p>	
<p>NO MAP</p>	<p>Falcon Meadows will have to be greatly improved to handle traffic from the Ranch to Woodmen Rd. The positioning of the new power lines will mean realigning Falcon Meadows to prevent accidents. The cost to rebuild Falcon Meadows to allow increased traffic flow can be eliminated by not opening access to the ranch. Rebuilding the road plus buying right of ways to</p>	




Google Map	Comment	Response
	<p>Thank you for your planning efforts and to keep us apprised of those plans. We have lived at 9720 Arroyo Lane (Stapleton Estates) for 35 years, and attended the County Commissioner's/Planning meeting in the fall of 1987, to discuss future plans for Stapleton Road. The general alignment of this future corridor was presented, discussed and amended to its present design. I strongly encourage you to keep the original design (Preferred Southern Alignment) and DO NOT consider the (Northern Alignment). By doing so, you would keep in place the alignment agreement that was set in motion at this meeting, not only for myself but for my neighbors and the future generations who would live in the Stapleton Estate and Indian Wells community. Thanks again for your efforts and please do keep us posted as to any changes in planning. Kevin Ferguson</p>	<p>Project Team The Southern Alignment is the recommended alternative that will be adopted through the Corridor Preservation Plan. As you note, the Northern alignment is inconsistent with exiting and planned development that has been approved or has advanced through the review and approval process.</p>
	<p>I encourage planners to keep the Meadows a rural neighborhood so the people who have bought and live this 'rural' lifestyle can continue to do so without fear of the safety issues which come with increased traffic, damage to the existing roads, etc. Additionally, the roads in this neighborhood (Terrel, Accipiter, Falcon Meadows) are not designed to carry more traffic and would rapidly deteriorate.</p>	<p>Project Team Potential connection of Raygor/Terrel/Falcon Meadows south of the new Stapleton Road was included in a proposed development plan used as a reference for the Briargate Parkway-Stapleton Road Corridor Study. The development plan is proposed but not part of this study and will be reviewed and approved or not approved as part of the development review process. This connector is conceptual and recognizes the need for a local roadway connection in this area of the corridor. The future alignment of the connecting roadway at this location may or may not use the referenced existing roadway segments.</p>
	<p>How much of the property on each side of Falcon Meadows will be take from the current property owners to accommodate the expansion of the road that will be required once there are thousands of additional car trips per day? The properties on the East side already do not have usable access to about a third of the 5 acres due to the approval and building of the high voltage power lines. How much more is the county going to require the property owners to lose to accommodate the high density developments? This does not have to happen- the connections to this neighborhood are the only roads in the area that will be right in the middle of a neighborhood. No other road will be built to handle thousands of cars in the middle of a rural residential area. There is a better way since the high density developments have not been built yet. Keep the heavily traveled roads in those developments and plan for them accordingly.</p> <p>Please do not connect Towner to Falcon Meadows. This will increase traffic exponentially and destroy the rural nature of the neighborhood. It is not equitable to have only 1 neighborhood pay the price of increased traffic through the middle of their neighborhood.</p>	


Google Map	Comment	Response
	<p>The overlay identified as "The Meadows" is incorrectly labeled. It should be identified as "Elkhorn Estates" The area in the overlay is just one filing of a development known as The Meadows. Originally called "The Meadows Filing 3", it was later officially renamed as "Elkhorn Estates" (Submitted by Kevin Curry, current President of the Elkhorn Estates Homeowners Association Board of Directors).</p>	<p>Project Team Thank you from bring this to our attention. The labeling will be corrected on the comment map overlay and any other places where Elkhorn Estates is referred to as The Meadows in the study reports.</p>
	<p>Coming west off of the intersection with Towner Ave, Stapleton Road should not dip so sharply downwards. Traffic flow, safety, and compatibility with surrounding large properties would all be improved by aligning it more to the Northern part of The Ranch development, closer to the boundary with Grace Community Church property.</p>	<p>Project Team The location of the curve in Segment 13 is a balance between maximizing the radius of the curve, avoiding major drainageway impacts, and still tying into the existing east west tangent of Stapleton Drive, resulting in locating the curve as far east as possible. Visual impacts resulting from headlights and potential mitigation strategies will be evaluated during the final design process.</p>
	<p>Please ensure this section of Stapleton through The Ranch is initially completed as a four lane road as in the MTCP. The increased traffic flow will immediately strain a two lane design, and funding priorities will mean the needed expansion is not completed until long later.</p>	<p>Project Team Illustrated phasing is intended to show how the roadway could be extended on the recommended alignment to provide full connectivity and utility. The level of planned and approved development within the study area, including The Ranch., will ultimately require four lanes to serve anticipated travel demand. Every effort will be made to secure funding to build the required roadway section in a timely manner as dictated by that need.</p>

Google Map	Comment	Response
	<p>According to the El Paso County Zone Map 523 from the Development Services Department, the area south of Poco Rd and west of Vollmer Rd is zoned as RR-5. The entire area south, north and west of this triangular section has been developed into acreages ranging in size from 2.5 acres to over 10 acres. It would be very offensive to the current acreage owners in that area to turn this area into some sort of commercial development. The project plan states: "anticipated commercial development to the north and south of the future Briargate - Stapleton Road" and includes a proposed commercial collector intersection. Just because this area has not yet been bought up by developers and turned into residential lots and so is the only available land is not an appropriate justification to turn it into commercial property. Those of us living west of Vollmer Road on Poco Road have already had the quality of our rural area negatively affected by the development occurring on the east side of Vollmer Road in spite of our serious opposition. Now you are proposing that there be some type of commercial development right in the middle of our properties. This would negatively affect our rural quality of life and lower property values. I hope that you will seriously consider our concerns and keep this area zoned as RR-5. If you need commercial development, why not put it in the middle of Sterling Ranch!!!</p>	<p>Project Team Zoning is outside the scope of this study. The current zoning in the area stems from actions taken from 2016 through 2021. There have been no new updates to permitted land uses within the Vollmer Road area since that time. The current uses and development are within the adopted zoning regulation for El Paso County in the project area. There are several zoning classifications in the project area that include residential and commercial uses. The conceptual design and access control for the roadway corridor is consistent with currently adopted zoning. Please contact El Paso County Planner of the Day at 719-520-6944 for more information about study area zoning and permitted land uses. The conceptual design follows the currently adopted zoning regulations. Please contact El Paso County with specific questions at the Planner of the Day at 719-520-6944 for more information about study area zoning and permitted land uses.</p>
	<p>We chose to live in this area to be away from commercial businesses and heavy traffic. It's a rural area and we want it to remain rural! Putting in what is proposed will be detrimental to our home values and our rural lifestyle. Please reconsider!</p>	<p>Project Team The types of development that are permitted within the study corridor are controlled by zoning which is outside the scope of this study. The current zoning in the area stems from actions that were taken from 2016 to 2021. The current uses and approved development plans are consistent with the adopted zoning for El Paso County in the project area. There are several zoning classifications in the project area that include residential and commercial uses. The conceptual design and access control for the roadway corridor is consistent with currently adopted zoning. Please contact El Paso County Planner of the Day at 719-520-6944 for more information about study area zoning and permitted land uses</p>
	<p>Increased development along Vollmer is already increasing criminal activity in Highland Park filings 1-3 which border the proposed Briargate-Stapleton road. If this section bordering Vollmer and Poco becomes a commercial development, crime activity is going to soar, noise levels and light pollution will go through the roof, the peaceful enjoyment and property values of homeowners will be harmed significantly, and the County is going to have to take land away from private citizens to shove this through. If that land is developed at all - if the property owners allow it - it should be residential, large acreage lots similar to Highland Park to the west. Any road through this area requires calming features such as roundabouts because the police simply do not enforce the speed limits so the unofficial speed limit on Briargate Parkway will be 70 mph just like on Woodmen, and the County is going to have to erect large sound proofing walls. Keep it quiet, keep it residential, keep it country.</p>	


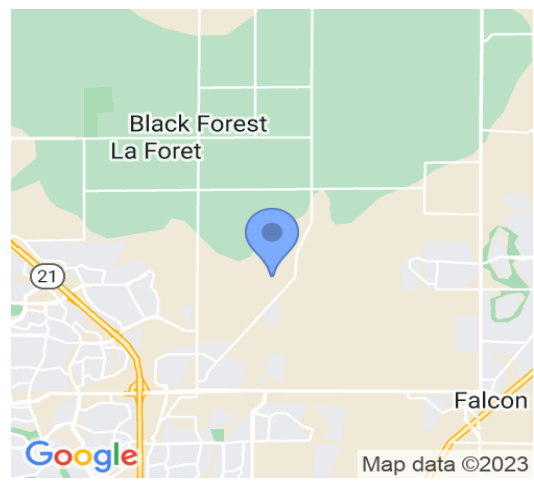
Google Map	Comment	Response
	<p>My property would back the Briargate and to think of cars driving within 50-100 feet of my house and backyard is a lot to think about. We are building here to avoid a lot of people and traffic. If this project continues it would be a must to put up a large sound wall and also features to keep traffic slow. If you want an example go to Briargate entering Wolf Ranch and you will see people driving 75 MPH in a 35. The rural feeling is why we bought in Highland Park and to have a commercial development next door would defeat everything this part of the county represents. This must not be included in the future development. Please do not include these changes in future zoning. Thank you!</p>	<p>Project Team The types of development that are permitted within the study corridor are controlled by zoning which is outside the scope of this study. The current zoning in the area stems from actions that were taken from 2016 to 2021. The current uses and approved development plans are consistent with the adopted zoning for El Paso County in the project area. There are several zoning classifications in the project area that include residential and commercial uses. The conceptual design and access control for the roadway corridor is consistent with currently adopted zoning. Please contact El Paso County Planner of the Day at 719-520-6944 for more information about study area zoning and permitted land uses. A noise study will be conducted to support environmental clearances and preliminary and final design for the project. The study will determine whether noise sensitive receivers (residences, outdoor active use areas, etc.) will be impacted by noise because of the proposed project. If noise impacts are identified, then noise wall mitigation will be evaluated to determine whether it would be reasonable (cost versus receivers impacted), feasible (are many openings in the noise wall required to provide property access - through which noise could travel? Are there receivers located high above the roadway so that an excessively tall wall would be required?), and effective (would noise wall mitigation achieve a noise reduction of 5dBA or more?).</p>
<p>NO MAP</p>	<p>Please be kind in planning for our rural neighborhood! Thank you!</p> <p>Comments on existing Plan The existing plan indeed connects Curtis Road to I-25, but I believe its efficiency can be improved and its liability risks to the regional partners can be reduced. As the Briargate/Stapleton alignment is drawn, several neighborhoods will have a major arterial running through their neighborhoods. If it is all accomplished through surface streets, there will be a lot of congestion at each intersection. If it is a highway unto itself, such as Powers Blvd north of Woodmen, it will be very loud and disruptive to the surrounding neighborhoods. And in either case, approximately 2 miles of land will have to be condemned for the new roads. Congestion at intersections creates a less-than-ideal way to make what supposed to be an efficient connection between the southeastern reaches of the city to northbound I-25, which is the stated goal of the plan. With numerous intersections, one might as well just use Powers all the way up to Briargate Parkway and then enter I-25 from there. Or simply get on I-25 N further south. The current plan dumps the Curtis Road traffic onto Briargate Parkway via Stapleton Drive well to the east, meaning it will clog both Stapleton and Briargate all the way to Powers. As shown in the map, it looks like numerous residential streets will intersect with the S/B alignment, causing lots of stops on a road that should run faster. Why not consider a plan that efficiently takes the Curtis Road traffic over to Powers Blvd and then to Briargate, to streamline the connection to I-25 North and avoid unnecessary congestion and the taking of private land? Alternative Plan Connect Curtis Road to Woodmen via the Falcon Highway and Meridian Road. Improve Woodmen between Meridian and Powers Blvd to allow freeway style traffic on Woodmen (no intersections on Woodmen, just on and off ramps) all the way to Powers. Improve Powers between Woodmen and Briargate to allow freeway style traffic on Powers up to the Briargate/Powers intersection. None of this requires the condemnation of raw land, with the possible exception of adding a lane in each direction to Woodmen to allow for the added traffic load. This plan will require some modifications to the existing intersections along Woodmen.</p> <p>Here is a list of the intersections where Woodmen, Powers, and Briargate need to pass over the intersections, with only exit/entrance ramps, so that the intersections with lights are below the Woodmen, Powers, and Briargate overpasses: ☐ Meridian at Hwy 24 ☐ Woodmen at Meridian ☐ Woodmen at Golden Sage Road ☐ Woodmen at Mohawk Road ☐ Woodmen at Marksheffel ☐ Woodmen at Black Forest Rd ☐ Woodmen at Sky Ridge Dr (not sure this one is needed) ☐ Woodmen at Tuft Blvd ☐ Woodmen at Rustic Lane ☐ Woodmen westbound-to-Powers northbound: additional exit-only lane to eliminate traffic stop for westbound Woodmen traffic entering northbound Powers traffic. ☐☐ Powers at Research Parkway ☐ Powers at Briargate ☐☐ Briargate at all intersections between Powers and I-25 (I assume that is already in the plan; otherwise Briargate could get overloaded and be less than ideal between Powers and I-25). Pro's: * Requires less new ROW to be purchased; Woodmen already connects to Hwy 24 and does not require as much destruction of raw land as Stapleton and Briargate will need * Takes advantage of existing roadways: Woodmen already connects Meridian to Powers and is already much wider than Stapleton Drive or Briargate east of Black Forest Road * Moves traffic more efficiently * Reduces Regional Partners' liability risk by avoiding putting a major arterial through residential areas; existing B/S plan risks causing serious devaluation of the existing and future homes in those neighborhoods * Achieves same goals as draft plan, and does it better * Streamlines traffic for faster movement; allows vehicles to maintain higher speeds safely * Better gas mileage since there are no stops required after Curtis Road connects to Woodmen Cons: * Change of plan - not a problem for the existing residents, but planners won't like that * Road construction interruptions (both schemes have that)</p>	<p>Project Team Plans to extend Stapleton Road to Briargate Parkway, in addition to improvements to Highway 24 and Woodmen Road, have been for many years and predate the development of existing corridor neighborhoods. For that reason final plats for exiting neighborhoods include a 120' ROW for the Briargate-Stapleton extension together with associated public utility/drainage easements to the now and south of the ROW to accommodate drainage improvements. Clearances for initial of Woodmen Road improvements were approved (FONSI issued) in 2006 and ribbon cutting took place in 2011. Approved developments within the project area will bring new growth, increasing traffic beyond the capacity of the already strained existing east-west corridors such as Woodmen Road —even with planned improvements that include widening of Woodmen Road to six lanes. The Briargate-Stapleton corridor is necessary to handle the increased traffic due to growth in the project area and to provide safe access and emergency routes for both current and planned neighborhoods.</p>

Google Map	Comment	Response
	<p>El Paso County Planning Commission published a Your El Paso Master Plan (MP-21-001) on May 26 2021. The plan among other things outlines where future major transportation corridors are to be planned. In the AREAS OF CHANGE, the map provided shows that the major corridor between Volmer road and Black Forest Road is North of the Eagle Wing Community not the current Briargate Blvd – Stapleton Road corridor. Is this influencing your Project Planning Study?</p>	<p>Project Team An alignment that connects existing sections of Stapleton Road/Stapleton Drive, Curtis Road and Briargate Parkway is included in the MTCP, Colorado Springs ConnectCOS and the PPACG Regional Transportation Plan and has been for many years. The Your El Paso Master Plan also reflects this prior planning which is recognized in sketch plans and final plats for subdivisions located within the project study area. The project team took into consideration the full scope of prior planning, approved development plans and final platting to identify the recommended roadway alignment and typical section of the roadway. Thus what may appear to be "open land" has, in many cases, been planned to be developed in support of existing transportation plans.</p>
	<p>We reside at 7010 Eagle Wing Dr. We are the original home owners and had planned on a quiet low traffic / noise level away from the city living in Eagle Wing Estates. Now you are bringing in a major thoroughfare in the middle of our neighborhood. Please reconsider other options away from our neighborhoods. There is plenty of open land between our communities for 120 feet is the correct and appropriate, and historically established, width of the right-of-way (ROW) for Briargate Parkway Corridor between Black Forest Road and the Jaynes' property west of Vollmer Rd. This ROW was established more than 20 years ago and remains consistent with future Major Transportation Corridor Plan (MTCP) Roadway Plans for 2040 and 2060. This 120 foot ROW met the Engineering Criteria Manual definition for the four lane Urban Principal Arterial Roadway planned for the future at the time of planning then platting Highland Park Subdivision which dedicated the ROW. 120 feet is the correct width for this 4 lane, urban principle arterial roadway which borders Forty (40) 2.5 acre properties, most with homes. Roads at each end of this segment of Briargate Parkway, Black Forest Roads and Vollmer Roads are designated urban roadways. Wilson & Company Report to increase the ROW to 168 feet by taking an additional 24 feet from properties on each side of the current 120 ft ROW leads to a future six lane roadway. Six lanes is not on any public Future Roadway Plan for here. In addition, there is no need for a bikeway on both sides of Briargate Parkway through our neighborhood. Even though the current Engineering Criteria Manual (ECM) now specifies 130' for an urban four lane principle arterial roadway, the 120 foot ROW from the previous edition of the ECM still serves its purpose, and should rule. Providing us notice of the County's intent in this manner is poor public policy. We want to emphasize that the 168' ROW contemplated by the Wilson & Company engineers is not appropriate adjacent to our homes. With proper mitigation of safety, noise, light, air and water pollution problems created by principal arterial roadways, we can live with the current 120' ROW. 120 feet is the ROW we have been counting on for over 30 years. Increasing the current 120' ROW will require Eminent Domain taking of 24' from each of the Forty (40) properties. Loss of additional land creates property out of compliance with the RR2.5 zoning. There are many septic leach fields in this zone. Many planted trees to mitigate the noise, dust and the view of traffic anticipated when the Briargate Corridor is constructed. Mature trees are in the zone of taking. On one property, the taking may involve reconstructing a substantial dam and overflow spillway. The expenses to the County from taking our property by Eminent Domain are not warranted, nor welcome. The cost could exceed Ten Million Dollars (\$10,000,000.00). While you may wish Briargate Corridor for this segment has been planned for six lanes/medians/bikeways/ sidewalks/roundabouts, it was not. 120 feet is the correct and appropriate width of the right-of-way (ROW) for Briargate Parkway Corridor between Black Forest Road and the Jaynes property / Vollmer Road.</p>	<p>Project Team The subdivision filing documents for Highland Park and Eagle Rising show a 120' wide ROW for Briargate Parkway and two thirty-foot-wide public utility easements located adjacent to the platted ROW on the north and the south for a total of 180'. This total width is twelve feet more than the 168' total width shown in the report exhibits. The exhibits labeled as ROW have been revised to be labeled corridor width, which includes both roadway infrastructure and public utility easements. All typical section exhibits are conceptual and illustrate a progression of the roadway from a rural setting to a potential future urban setting. The illustrative ultimate (future) typical section includes urban drainage infrastructure (curb & gutter to replace the drainage swales), four 11-foot-wide travel lanes, two 6-foot-wide shoulders (a carryover from El Paso County standards), a six-foot-wide detached sidewalk that is separated from the travel lanes by a seven-foot-wide buffer, a 12-foot-wide bike trail (located in the utility corridor on one side), and two 25-foot-wide utility corridors. The back-of-curb to back-of-curb roadway width in the illustrative ultimate typical section is 92'. The detached sidewalk and seven-foot-wide buffer bring the total typical section width to 105'. Were a detached sidewalk added to the other side of the roadway as an alternative to a bike trail, the roadway section width would increase to 118'. Were the trail relocated, adjacent to the travel lanes in lieu of a second detached sidewalk, the roadway section would increase to 124', four feet wider than the platted ROW. Drainage swales are the permitted/intended uses in the platted 30' public utility easements located to north/south of 120' ROW.</p>


Google Map	Comment	Response
	<p>There is no reason to install a full movement intersection where Briargate Parkway intersects with Loch Linneh Place, let alone an intersection with a traffic signal. A full intersection for “field access” to the north does not make sense. The Wilson and Co. Report is wrong in not citing the accepted Development Plan for Eagle Rising (the property to the north) that demonstrates no access to Briargate Parkway and no future need for access to this northern property. Very little traffic will turn left from west-bound Briargate Parkway to access the three blocks of Loch Linneh Place in the Highland Park neighborhood. Very few trips from Highland Park will turn left onto westbound Briargate Parkway. A traffic signal at this location does not justify the more than \$350,000 installation expense, nor the light pollution in this dark-sky neighborhood, nor the stop-and-go traffic noise in this quiet neighborhood. A traffic signal in this location will never meet its required warrants. Loch Linneh Pl. currently terminates in a cul-de-sac turn around. The best solution is to keep the cul-de-sac turnaround with no intersection of Loch Linneh Place with Briargate Parkway Corridor. The cul-de-sac turn around is superior to a right-in/right-out - even without costly acceleration and deceleration lanes. Do place a traffic signal at the intersection of Vollmer and Burgess, which remains a very dangerous intersection with numerous crashes and fatalities.</p>	<p>Project Team It was assumed that the existing neighborhoods would desire access at this location. Reducing this access to RIRO or eliminating this access would be desirable from an access management standpoint as it would improve access spacing, bringing it into better compliance with optimal spacing.</p>
	<p>Briargate Parkway crosses Cottonwood Creek in a FEMA flood zone that has potential Preble’s mouse habitat. Contrary to the Wilson and Co. Report that there are "no Preble’s mouse in this area", a brand-new study for the mouse is likely required by Federal Wildlife officials. The upstream overflow spillway converges at the creek at this location. A bridge crossing is likely to be required instead of the box culvert proposed by Wilson and Co. The expense of a bridge designed for future 6 lane traffic is not warranted in our neighborhood. Safety matters. Fire danger is year-round. The Highland Park pond immediately south of the Briargate Parkway Corridor is the on-site supply of water for fire-fighting purposes for over 100 homes in that neighborhood. Preservation of fire fighting capacity is the primary consideration when reconstructing this pond for detention and water quality measures for the runoff from the Briargate Parkway. Construction of any initial phase of the Briargate Parkway Corridor is a good time to extend a large water main from the City limits to the west (currently at Black Forest Road) past the Eagle Wing/Highland Park 1,2,3/Eagle Rising Subdivisions, as the Corridor goes to the City limits to the east (the Jaynes’ property immediately west of Vollmer Road).</p>	<p>Project Team Page 20 of the report states that there is no habitat designated as critical by the U.S. Fish and Wildlife Service in the Briargate-Stapleton corridor. See Federal Register of December 15, 2010, at: https://www.govinfo.gov/content/pkg/FR-2010-12-15/pdf/2010-30571.pdf For a USFWS description of Designated Critical Habitat, see: https://www.fws.gov/sites/default/files/documents/critical-habitat-fact-sheet.pdf Apart from the issue of critical habitat, the report indicates that the Preble’s Meadow Jumping Mouse (PMJM) uses riparian habitat (along streams), and that our biologist identified 13 streams with riparian habitat that would be crossed by the project. See Figure 5.6 in the report. This means that there IS potential PMJM habitat in the project area. The report indicates that there IS potential PMJM habitat in the project area and recognizes that assessment of any PMJM impacts will be needed in order to obtain environmental clearance for the project. The report also shows the FEMA flood designation for Cottonwood Creek. Any new structure over this drainage would be designed in accordance with FEMA requirements. Additionally, a bridge generally is more compatible with wildlife needs than a culvert, if the impacts of building the bridge are not highly adverse.</p>
	<p>The cost projection is unrealistically low. The \$1,300,000 initial budget is unrealistic for Phase 1 of the Briargate Parkway Corridor between Black Forest Road and the Jaynes’ property west of Vollmer Road. Forty (40) 2.5 acre properties border this segment of the Briargate Parkway Corridor. The additional 48 feet proposed in this Study requires Eminent Domain takings from all 40 owners - not just vacant land but the added costs of moving mature trees, septic leach fields, extensive earthen berms, Century Link cables, and one large dam and overflow spillway. Plus the cost of the Cottonwood Creek bridge bridge, not just a box culvert is needed for that location. PPRTA and El Paso County need to budget many times the amount for construction as detailed by the Wilson Company for just this segment of Briargate Parkway. The \$38,000,000 sited in the PPRTA budget for Briargate-Stapleton seems low.</p>	<p>Project Team The cost estimates included in the Corridor Preservation Plan as planning level estimates based on conceptual design that would be expected to be refined in the future as preliminary and final design advance project implementation. The final cost may be more or less depending on design refinements and mitigation requirements. The recommended ultimate corridor section was designed to be accommodated within a 120' roadway ROW together with public/drainage easements that are included/reserved in recorded subdivision plats and will be included in future subdivision plats. Costs for utility and other existing improvement relocations will be included in more refined cost estimates for preliminary and final design.</p>

Google Map	Comment	Response
	<p>All I had ever wanted and hoped for was a “peaceful piece of property” to help provide balance in my life. I spend the entire day serving the community of El Paso County. My husband and I both provide medical and mental health care to the forgotten community members, who most turn a blind eye to. Instead of being able to come home to peace and quiet, I will be coming home to the fear of others ruining what my husband and I worked so hard to achieve. The Briargate-Stapleton project will undoubtedly have negative effects on our mental and physical health. Most studies show that the addition or expansion of roads have short-lived, if any positive effects, for the community. We chose to live in the county and exclusively outside of city limits. We made the decision to buy the house we live in due to it specifically being outside of the city limits, allowing access to water from the Denver Aquifer, having wildlife around the house, enjoying fresh air, and the peace and quiet that came from within Highland Park 3. Although you have considered pollutants, it seems there is no consideration for those who chose to live in the county (outside of the urban city) and now the plan is to force these homeowners to just “adapt” to the urbanness that they did not choose to live around in the first place. I do not see any recent studies that have occurred to assess the total pollution and greenhouse gas emissions that will negatively affect the homeowners in Highland Park 3. There are also concerns that the road will prevent proper drainage in the floodplain area we are located in. Thus, this road could potentially cause the loss of our house by flooding, fire, traffic accidents, and many other hazards posed by increased people and cars traveling daily behind our house. Although there was acknowledgment for wildlife displacement, it does not appear to encompass the large impact this will have on the antelopes that take shelter in Highland Park 3. There is already too many antelopes being killed by drivers on Black Forest Road, and I foresee this occurring at significantly higher rates. Although there is the assumption that they will just “retreat” to Black Forest, what happens when other roads are expanded within Black Forest, where are the natural grasslands and wide spaces for the antelopes to live on? Given the numerous houses built in Sterling Ranch, this has added at least 10 minutes onto my daily commute to work at the El Paso County Jail; your proposed plan of adding a 2 lights (to get to Vollmer Road) or 3 lights (to get to Black Forest Road) significantly and negatively impacts my daily commute. Furthermore, there will be an estimated 35,000 to 40,000 cars per day traveling through my back yard. This will expose myself, family, neighbors, and wildlife to significant air pollution, noise pollution, and light pollution.</p> <p>There are concerns that if you live on this street it will take a minimum of 6 traffic lights to get to Woodmen. It will create significant delays (at least 15 minutes) to just get out of the development.</p> <p>I currently live at 7712 Bannockburn Trail Colorado Springs 80908, and have recently learned of the plans to put in a 4 lane divided highway through my backyard. When we purchased this property, there was a rumor of an expansion road going through the neighborhood and that this road was going to be a 2 lane non divided road if a road was even going to be constructed. Before purchasing, many calls were made to planning departments in an attempt to get information and never were any answers or returned calls placed to give us the information needed to finish the purchase of our property, so we believed in good faith and moved forward with the purchase. Now moving forward two years, information is circulating about the road and that the county/city is not showing any care for the citizens of this neighborhood because "they all knew a road was going in before now." This road is going to increase crime, noise, pollution all within our neighborhood. Walls will need to be built and speed bumps installed to slow the traffic to a safe speed. The side streets of our neighborhood will be over flooded with the 2500 plus estimated cars per day using this new expansion road. The road will be mere feet from our driveway and our land will be taken by this project.</p>	<p>Project Team An individual email response to these comment was provided to the authors of the comments. The responses provided to topics presented are as follow: 1. Growth/Urbanization of Rural Areas: Large areas of the corridor are shown as areas of new development and potential areas for annexation to Colorado Springs in the El Paso County comprehensive plan, Your Master Plan. The County’s comprehensive plan also shows planned land use along the corridor as a suburban residential “place type” with a pocket of business/commercial along Vollmer Road. The suburban residential place type is described as “the county’s traditional residential neighborhoods (single-family detached residential with lots sizes smaller than 2.5 acres per lot, up to 5 units per acre) with supporting uses (commercial at key intersections, single-family attached, multifamily, and parks/open space). This is consistent existing land use/development. 2. Drainage/Floodplains: Future environmental clearances and preliminary/final design for the project will be supported by detailed drainage analysis and design. The analysis will identify potential for drainage, flooding and erosion impacts and will support inclusion of mitigation and design features in final plans to address identified drainage requirements and avoid potential impacts that you are concerned about. 3. Wildlife Displacement: Wildlife in a transportation project footprint is protected by Colorado law under Senate Bill 40. Under SB 40 roadway impacts to three key classifications of fish and wildlife and their habitats must be assessed and, if impacts are identified, they must be mitigated. An SB40 assessment will be conducted to support environmental clearances and preliminary and final design for the project. If potential impacts are identified, sensitive species will be protected. Large game and wildlife crossings and, riparian and aquatic species will be assessed. Identified mitigation will be included in the preliminary and final design of the project. 4. Congestion/Travel Times: Your travel time to work should not be longer with the project, rather it should be shorter. This is because you will have a more direct route west and because having an alternative and/or more direct route to work and City services. Out-of-direction travel that may currently travel through your neighborhood (to get to Woodman Road, Research Parkway or Briargate Parkway) would also be reduced by the project. 5. Noise: A noise study will be conducted to support environmental clearances and preliminary and final design for the project. The noise study will include measurement of existing noise levels as a basis for forecasting future noise levels with and without the project. The study will determine whether noise sensitive receivers (residences, outdoor active use areas, etc.) will be impacted by noise because of the proposed project. Impacts are defined as noise levels with the project that approach or exceed 65 dBA at noise sensitive receivers OR noise levels with the project that are 10 dBA or more greater than existing noise levels. This is true whether noise levels with the project approach or exceed 65 dBA or not, answering your question about whether existing noise levels are considered. In the event that the noise study identified noise impacts are identified, noise wall or other mitigation are evaluated to determine whether they would provide reasonable (cost versus receivers impacted, e.g. \$1 M to build a noise wall to protect a single residence would not be considered to be reasonable), feasible (e.g., noise wall mitigation is not feasible if many openings in the noise wall [through which noise could travel] are required to provide frequent access to properties OR if noise sensitive receivers are located high above the roadway so that an excessively tall wall would be required), and effective (a noise wall that will achieve a noise reduction of 5 dBA or more is considered to be effective).</p> <p>6. Lighting: The El Paso County design criteria limit full access to a Major Arterial to half-mile spacing, thus there are a minimum number of signals that will be required throughout the corridor. Additionally, traffic signals can be installed only when warrants for a signal are met which are primarily volume based, and signalized intersections and roundabouts are two options to handle higher traffic volumes (when signal warrants are met). Any other lighting would be very limited and would be implemented, as you note for safety reasons only. Signals do offer some safety benefits for pedestrians over roundabouts that are afforded by pedestrian crossing signal phases for which conflicting vehicle movements are stopped. While vehicles slow when approaching a roundabout, roundabouts are predominately free flow, allowing them to process high intersection volumes, and there is potential for vehicles to fail to yield to pedestrians particularly in low-light conditions. This means that roundabouts would need to be lighted even if not signalized. 7. Speeds: The conceptual roadway design incorporates design features including curb and cutter, medians, and lane geometry consistent with a 45-mph design speed. Typically, this type of design context is matched to the “design speed” and discourages speeding. As you note, roundabouts are not truly “traffic calming” configurations; rather they are high-capacity intersections that can be used in lieu of a signalized intersection. It may be that a signalized intersection is safer for pedestrians and may “calm” traffic more because a certain percentage of the traffic flow (that hits the signal on red) must come to a full stop at the intersection and otherwise may slow on approach to be able to stop.</p>

Google Map	Comment	Response
	<p>CONTINUATION OF RESPONSE</p>	<p>8. Air Pollution/ GHG Emissions: All projects are evaluated for air quality impacts at the environmental clearances/preliminary design stage. At a regional level, air quality planning is ongoing in the Pikes Peak Region. The Region attained standards for criteria pollutants several years ago to move from Non-Attainment to Maintenance status. Ongoing sampling tracks potential for violation of the ozone standard. The Colorado GHG Policy has added new requirements to develop plans of specific projects to achieve region-specific GHG reduction targets. The PPACG is embarking on this with their 2050 Regional Transportation Plan. When this project is funded, it will be included in the required GHG modeling. 9. Annexation to Colorado Springs: There is currently significant development activity in this rapidly developing area of the City and the County. While most of the project area is currently within the jurisdiction of the County, at the time the study began, it was expected that with development, areas within the corridor that are contiguous with the City would be annexed into the City as development progressed. This area was included in the City's annexation planning, however, the City has paused annexations, including this area in northeastern El Paso County, for the foreseeable future.</p> <p>10. Transparency/Communications: We regret that you have not been able to access information about the study. We hope that the following information will be helpful to you: Planning for the Briargate Parkway connection to Stapleton Road began many years ago, and consistent with that planning, a 120' wide right-of-way reservation, with 30-foot utility corridors on both sides is included in the subdivision filing for the Highland Park development. This study was undertaken in 2020 to preserve right-of-way for the corridor and establish a plan to manage access to the future roadway consistent with its planned major arterial function. At the outset of the project the County added this project on its "projects" webpage, together with a link to a project-specific website that was deployed in the spring of 2020. The website provides extensive, detailed information about the project, including how it will fit into a timeline for the planned future extension of Briargate Parkway. The project website includes both a comment form and interactive comment map, and comment map responses have been posted on the website. The County held an Online Open House – still accessible on the website - and a 30-day public comment period on the study in the Spring and Fall of 2022, respectively.</p>
	<p>I second most of the other comments regarding the proposed change to the Briargate Pkwy extension. Taking additional land from the 40 owners will require invoking Eminent Domain and perhaps a lengthy legal battle. The proposal offers little reasoning for the extension and as others have noted, the estimated costs are unreasonably low (a box culvert won't cut it, trees and other fixtures will have to be moved, etc.). There are clearly other ways to accomplish these goals without further destroying residential properties and it would be nice to see Woodmen modified like Amy commented.</p>	<p>Project Team The County does not anticipate any ROW acquisition in addition to the platted/planned width of 120'. The overall corridor width of 168', as presented in the CPP conceptual, illustrative typical sections includes public utility/drainage easements (30' on each side of the ROW). During preliminary and final design for the roadway it is anticipated that additional width may be required at some locations. As an example, this may be required at the Cottonwood Creek crossing because the roadway elevation will be significantly higher than the creek, increasing the required width of the roadway embankment. In such locations the reserved 30' public utility easement width may prove to be inadequate. The conceptual roadway section as illustrated will be accommodated by the 168' corridor in most places and drainage structures (swales for the initial and interim rural section) are intended be located within dedicated public utility easements.</p>
	<p>As a resident of Eagle Wing, I oppose putting a "primary artery" in my back yard. When I moved here, like others, I expected a rural experience with fresh air, quiet, wildlife, and low traffic. I agree with others that recommend to divert new traffic via Woodman. I've seen a number of Project Team responses to 2021 questions stating "plans have been in place for decades." Well, 20 years ago this area was cow pastures, not well established neighborhoods. On a personal note, since recovering from Covid, I am highly sensitive to pollution and dealing with lowered oxygen levels. The current plans have vehicles approximately 50' away from my back deck and I'm concerned with high levels of vehicle exhaust increasing the AQI to unacceptable levels on my property. I have been monitoring AQI for at least 2 years, and will be able to identify increased pollution that may affect my health. To bear living in my own home, will probably have to be burdened with additional cost of adding HEPA filtration. Also, the current plans remove approximately 1/3 of my leach field. Is this project adding sewage system to replace leach fields?? I have a friend that lives 1/4 mi from I25, and during the day his noise levels are 63 db. What will mine be at 50' away....probably unbearable. The noise issue should be addressed in the initial plans and not towards the end of the project. My whole property is well within the 500' noise buffer. Can you answer where the expected funding sources are for this project? Developers? PPTRA? Other sources? Will there be an initial 2 lane road installed before the 4 lane proposed project, to connect Briargate to Vollmer? Finally, I agree with other commenters that if this project has to proceed that it be reduced back down to the original 120' agreement and not 168'.</p>	<p>Project Team The County does not anticipate the ROW width to 168', and the CPP report does not recommend any increase in the ROW width. The illustrative, conceptual roadway section for the roadway is accommodated within the 120' ROW with drainage structures (swales for the initial and interim rural section) to be located within 30' wide dedicated public utility easements located on either side of the ROW. Mitigation of any impacts to existing improvements that are located within the public utility easement that result of roadway related (drainage improvements) within the Public utility easement will be a project cost as noted and would be avoided to the extent possible. Comprehensive analysis of potential environmental impacts will accompany future preliminary and final design of the roadway. Mitigation may include noise walls, wildlife underpasses among other strategies if determined to be warranted, feasible and reasonable.</p>

Google Map	Comment	Response
 <p>Black Forest La Foret</p> <p>21</p> <p>Falcon</p> <p>Google</p> <p>Map data ©2023</p>	<p>This decades old plan would have made sense decades ago, but it is woefully unwelcome. This would have a catastrophic effect on our tranquil community. Beyond the fundamental safety and noise concerns, we're really talking about the destruction of a way of life, not just for people, but for nature. I would encourage the planners to consider alternatives less disruptive to established neighborhoods. The blowback from this will not just be environmental and political -- could this action could trigger class action lawsuits? I think that's a distinct possibility. We need a better plan that's smarter and mindful of impact to our people and environment.</p> <p>I personally think you would get almost unanimous agreement on a class action lawsuit sometime in the future. Who would oppose and say "I demand a freeway in my backyard" :) Took me a minute to understand another commenters B.S. reference....oh...Briargate Stapleton. Too Funny....STOP BS, STOP BS!!! what a slogan.</p>	<p>Project Team</p> <p>A dedicated 102' ROW is included in final plats for established neighborhoods because the arterial roadway has been planned for many years. The County does not anticipate increase of the ROW width to 168', and the CPP report does not recommend any increase in the ROW width. The illustrative, conceptual roadway section for the roadway is accommodated within the 120' ROW with drainage structures (swales for the initial and interim rural section) to be located within 30' wide dedicated public utility easements located on either side of the ROW. Mitigation of any impacts to existing improvements that are located within the public utility easement that result of roadway related (drainage improvements) within the Public utility easement would be a project cost as noted in other comment responses and will be avoided to the extent possible.</p>
 <p>Black Forest La Foret</p> <p>21</p> <p>Falcon</p> <p>Google</p> <p>Map data ©2023</p>	<p>This parcel of Jaynes' property was zoned RR-5 by the County for many years till now for a reason, because it is in the rural area of the Black Forest. Many of us who worked all of life and spent all of our life savings to move to Highland Park to retire and hoping to live out the remainder of our life in peace, tranquility, nature, and safety. We are older, tired, and can't afford to move again. Now some greedy developers (Classic Homes) want to make more money, like they don't already have enough, are proposing to destroy the beauty and peaceful living of many of us in this rural area with a high density housing development plan, in turn bringing more traffic and crimes into this area and depleting our limited water source, and of course, would bring in more tax revenues for the County. Yes, money talks, sadly!!! Sterling Ranch on the west side of Vollmer and the new development east of Black Forest from Research, both are already doing a good job of turning the bottom part of Black Forest into a typical part of busy Colorado Springs city life with high density housing. We are praying that the County Planning Dept and the Commissioner would have the heart and care for many (about 200 families) of our old retirees wishing to live out our old age in a peaceful, quiet, and safe rural area with beautiful landscapes, will not approve this high density housing development plan for the remainder of west Vollmer and south of Poco Road. It is more sensible and kind to current Highland Pard, Poco and Glider Loop residents to not allow any housing development for less than 2.5 acres per lot (RR-2.5). It will be challenging enough when Briargate would make its track through Highland Park, so a high density housing development would definitely destroy our way of life here. There are other areas that already have high density housing that would be more compatible to Classic Homes' plan like west of Sterling Ranch. Thank you for your kind and caring consideration.</p> <p>I meant East of Sterling Ranch (not West).</p>	<p>Project Team</p> <p>Zoning is outside the scope of this study. The current zoning in the area stems from actions taken from 2016 through 2021. Rezoning of the Jaynes property was approved in 2021. There have been no new updates to permitted land uses within the Vollmer Road area since that time. The current uses and development are within the adopted zoning regulation for El Paso County in the project area. There are several zoning classifications in the project area that include residential and commercial uses. The conceptual design and access control for the roadway corridor is consistent with currently adopted zoning. Please contact El Paso County Planner of the Day at 719-520-6944 for more information about study area zoning and permitted land uses. The conceptual design follows the currently adopted zoning regulations. Please contact El Paso County with specific questions at the Planner of the Day at 719-520-6944 for more information about study area zoning and permitted land uses.</p>

Google Map	Comment	Response
	<p>As a property owner of a corner lot directly adjacent to this proposed Briargate-Stapleton project at Lochwinnoch and Briargate, all I can do is vehemently echo all my fellow homeowners' concerns, their extremely appropriate comments, and proposed remediations. As a disabled veteran, I spent most of my adult life serving this country. All we wanted was to finally put down roots where there is some peace and quiet. We bought and are building in Highland Park to avoid the sprawl, people, and traffic that now appears throughout Colorado Springs. The rural feeling is why we bought in Highland Park; the noise, the light pollution caused by the stop-and-go traffic, and the obviously excessive speed limit (which we all know will not be observed) will destroy this quiet, dark-sky covenanted community. This study's plans do not adequately address any of those issues (Highland Park's neighborhood covenant) or the associated environmental impacts, safety concerns and traffic pressure on Lochwinnoch, Poco, or Forrestgate. It appears from this proposal that there will be no impacts. And not just post-completion, but no impacts from the entire process, from implementation, to construction through completion and beyond. This does not seem to consider the Highland Park community at all; this plan is proposing major construction in an existing, established, mature community. The bottom line is this will negatively impact so much more than any proposed benefits it supposedly will accomplish. Looking at this plan objectively, an appropriate comparison to the Briargate-Stapleton stretch of proposed road from Black Forest Rd to Vollmer through Highland Park is Research Parkway from Powers Blvd to Black Forest Road. That stretch of road is: four lanes; larger in width with large setbacks from the properties that border it; has a speed limit of 35 mph (which people do not observe); has traffic circles; and appears to have been properly planned/integrated into the surrounding development/community. I confidently state that very few observe these speed limits as I currently live in the Forest Meadows subdivision and travel the road every day. As proposed, the B-S stretch of road through Highland Park does not in any way resemble the stretch of Research Pwy. This plan tries to place a 'solution' on top of an existing, established community with little integration to the existing community or regard for those that live there and will have to live with the consequences of this plan. Extending the ROW 48 feet as this study proposes, involves "Eminent Domain takings" from all affected owners in this proposed corridor. This is fundamentally wrong as there are other alternatives to this plan pointed out by others' comments (not completing this is a viable alternative), and the Highland Park Subdivision was formed and built based on the planning and platting outlined by the local government. Others have pointed out, this isn't vacant land; owners</p> <p>have matured property (trees, etc.), there's existing infrastructure, and there is wildlife that lives here and roams freely. Additionally, there is no need for sidewalks or bike lanes along the proposed road; there are already trails located throughout Highland Park that support foot and bike traffic which also reflect the residential (non-commercial) nature of this community. Introducing sidewalks/bike lanes along a stretch of road with a speed limit of 45mph, no traffic circles, and the amount of traffic that this study anticipates is inherently dangerous. As Cathy Lane stated, "with proper mitigation of safety, noise, light, air and water pollution problems created by principal arterial roadways," the current 120' ROW is acceptable. However, this plan, as presented, is not acceptable. Also unacceptable is finding out about this plan in this manner- only through the due diligence of a concerned HOA member. It's as if the local government is trying to sneak something past those that this plan affects the most- the property owners of the community directly impacted by it. As the government moves forward, I request (and sincerely hope) that they communicate with the Highland Park community directly and transparently, informing us of updates, timelines, public meetings, pretty much anything associated with this project. This is not too much to ask of our public servants considering the extreme impacts and the number of people affected by this project in Highland Park.</p>	<p>Project Team First, we appreciate and extend our gratitude to you for your service to our country. Thank you for connecting with El Paso County through our Briargate-Stapleton Project for Mobility website, by using our interactive map, and/or via email to share your roadway safety concerns and improvement preferences. Your input, which has been recorded for review, plays a valuable role in shaping the conceptual design of the roadway, designed to improve access and enhance safety for the entire community and provide long-term benefits for El Paso County. Your specific concerns are addressed below:</p> <p>1. Right-of-way: The subdivision filing documents for Highland Park and Eagle Rising show a 120' wide right-of-way (ROW) for Briargate Parkway and two thirty-foot-wide public utility easements located adjacent to the platted ROW on the north and the south for a total of 180'. This total width is twelve feet more than the 168' total width shown in the report exhibits. Although the exhibits are labeled as ROW, the full width shown in the illustrative typical sections includes both roadway infrastructure and public utility easements. All typical section exhibits are conceptual and illustrate a progression of the roadway from a rural setting to a potential future urban setting. The illustrative ultimate (future) typical section includes urban drainage infrastructure (curb & gutter to replace the drainage swales), four 11-foot-wide travel lanes, two 6-foot-wide shoulders (a carryover from El Paso County standards), a six-foot-wide detached sidewalk that is separated from the travel lanes by a seven-foot-wide buffer, a 12-foot-wide bike trail (to be located in the utility corridor on one side), and two 25-foot-wide utility corridors. The back-of-curb to back-of-curb roadway width in the illustrative ultimate typical section is 92'. The detached sidewalk and seven-foot-wide buffer bring the total typical section width to 105'. Were a detached sidewalk added to the other side of the roadway as an alternative to a bike trail, the roadway section width would increase to 118'. Were the trail relocated, adjacent to the travel lanes in lieu of a second detached sidewalk, the roadway section would increase to 124', four feet wider than the platted ROW as documented in the subdivision filing – no taking of private property is required/proposed.</p> <p>2. Speeds: Per the El Paso County Engineering Design Criteria, a major arterial class roadway is designed to operate safely with an 85th percentile operating speed of 45 mph. The conceptual roadway design will incorporate design features including curb and cutter, medians, and lane geometry consistent with a 45-mph design speed. Typically, this type of design context is matched to the "design speed" and discourages speeding. This is supported by data from local speed studies for existing roadways of similar configuration.</p> <p>3. Lights: The El Paso County design criteria limit full access to a Major Arterial to half-mile spacing, thus there are a This is supported by data from local speed studies for existing roadways of similar configuration.</p> <p>3. Lights: The El Paso County design criteria limit full access to a Major Arterial to half-mile spacing, thus there are a minimum number of signals that will be required throughout the corridor. Additionally, traffic signals can be installed only when warrants for a signal are met which are primarily volume based, and signalized intersections and roundabouts are two options to handle higher traffic volumes (when signal warrants are met). Any other lighting would be very limited and would be implemented, as you note for safety reasons only. Signals do offer some safety benefits for pedestrians over roundabouts that are afforded by pedestrian crossing signal phases for which conflicting vehicle movements are stopped. While vehicles slow when approaching a roundabout, roundabouts are predominately free flow, allowing them to process high intersection volumes, and there is potential for vehicles to fail to yield to pedestrians particularly in low-light conditions. This means that roundabouts would need to be lighted even if not signalized.</p> <p>4. Noise: A noise study will be required to support environmental clearances and preliminary and final design for the project. The noise study will include measurement of existing noise levels as a basis for forecasting future noise levels with and without the project. The study will determine whether noise sensitive receivers (residences, outdoor active use areas, etc.) will be impacted by noise because of the proposed project. Impacts are defined as noise levels with the project that approach or exceed 65 dBA at noise sensitive receivers OR noise levels with the project that are 10 dBA or more greater than existing noise levels. This is true whether noise levels with the project approach or exceed 65 dBA or not, answering your question about whether existing noise levels are considered. In the event that the noise study identified noise impacts are identified, noise wall or other mitigation are evaluated to determine whether they would provide reasonable (cost versus receivers impacted, e.g., \$1 M to build a noise wall to protect a single residence would not be considered to be reasonable), feasible (e.g., noise wall mitigation is not feasible if many openings in the noise wall (through which noise could travel) are required to provide frequent access to properties OR if noise sensitive receivers are located high above the roadway so that an excessively tall wall would be required), and effective (a noise wall that will achieve a noise reduction of 5 dBA or more is considered to be effective).</p>

Google Map	Comment	Response
	<p>These plans might have "been in place for decades", but there were not many (if any) homes built in this area at that time. Certainly, phase 3 of Highland Park was not around when this was planned. That's where we bought (Phase 3 is the northern most section of Highland Park) because we wanted peace and quiet...not more traffic noise and dangers (like everyone else in this neighborhood that will be ruined). There has already been construction on Woodmen Road, so that should be relied on for faster access to the interstate highway. We The People don't buy the "need" for ever more construction and traffic. Destroying our peaceful neighborhood with this plan is not acceptable to those of us who live here. We will fight this eminent domain in court.</p>	<p>Project Team Plans to extend Stapleton Road to Briargate Parkway, in addition to improvements to Highway 24 and Woodmen Road, have been for many years and predate the development of existing corridor neighborhoods. For that reason final plats for existing neighborhoods include a 120' ROW for the Briargate-Stapleton extension together with associated 30' public utility/drainage easements to the north and south of the ROW to accommodate drainage improvements. Clearances for initial of Woodmen Road improvements were approved (FONSI issued) in 2006 and ribbon cutting took place in 2011. Approved developments within the project area will bring new growth, increasing traffic beyond the capacity of the already strained existing east-west corridors such as Woodmen Road —even with planned improvements that include widening of Woodmen Road to six lanes. The Briargate-Stapleton corridor is necessary to handle the increased traffic due to growth in the project area and to provide safe access and emergency routes for both current and planned neighborhoods.</p>