

# Highland Park 3 Pertaining to the Briargate-Stapleton Parkway

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# Discussion Topics

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- Highland Park 3
- Briargate will cross a Gas Pipeline in HP3
- Preble's Mouse
- Unnecessary Delays (5 lights)
- 7712 Bannockburn Trail
- Funding
- Transparency/Notifications for City/County Projects
- Website access issues
- Easements
- Habitat
- Water Concerns
- Beautification of Rural Living
- Public Comments
- Long-term Planning
- Safety/Noise Concerns
- Prevention

Highland Park 3

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## Sketch Development Plan by Thomas & Thomas - 08/1997

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- Showed Briargate as a "**Minor Arterial**" road; however, it is now being designated as a "Major Arterial" road.
- Showed NO plans for a bike/run trail or a sidewalk along Briargate.
- Said "It is intended that the proposed development will preserve the wildlife habitat, vegetation and the existing flood plain limits associated with the Cottonwood Creek Drainage way.



## HP3 Filing Signed in 2010 by BOCC and on 06/21/2018

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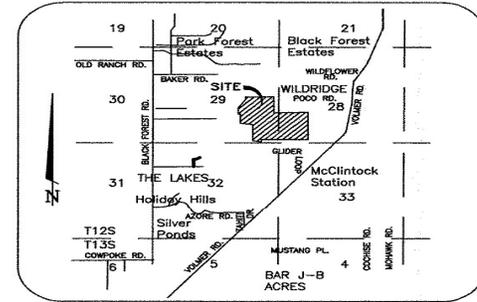
### ▪ Important "Notes"

- 5. "Due to geological conditions associated with this area ... It is highly recommended that well and septic locations be established prior to locating residences and other structures."
- 6. Design/Location: All structural foundations shall be designed by a Professional Engineer..."
- 9. "Pipelines: Lots 122, 127, 150, 151, 156, and 157 are crossed by CIG/Kinder Morgan natural gas and WYCO/Magellan petroleum pipe easements, which are non-build areas and **may not be disturbed or crossed at all**. These protective covenants contain pertinent information regarding this easement.
  - **These go parallel the proposed location of Briargate Parkway (See map)**
- 10 A. Utility/Drainage Easements: All front lot lines and lot lines which are the ROW lines of platted roads are hereby platted with a 15 foot public utility and drainage easement unless otherwise noted. All lot lines which are the outer boundary of the HP Subdivision are hereby platted with a 20 foot public utility and drainage easement unless otherwise noted. Both sides of all side and rear lot lines are hereby platted with a 10 foot public utility and drainage easement.
- 16. No structures or major material storage activities are permitted within the designated drainage easements, except fences; fences shall not impede runoff from reaching drainage Swales.

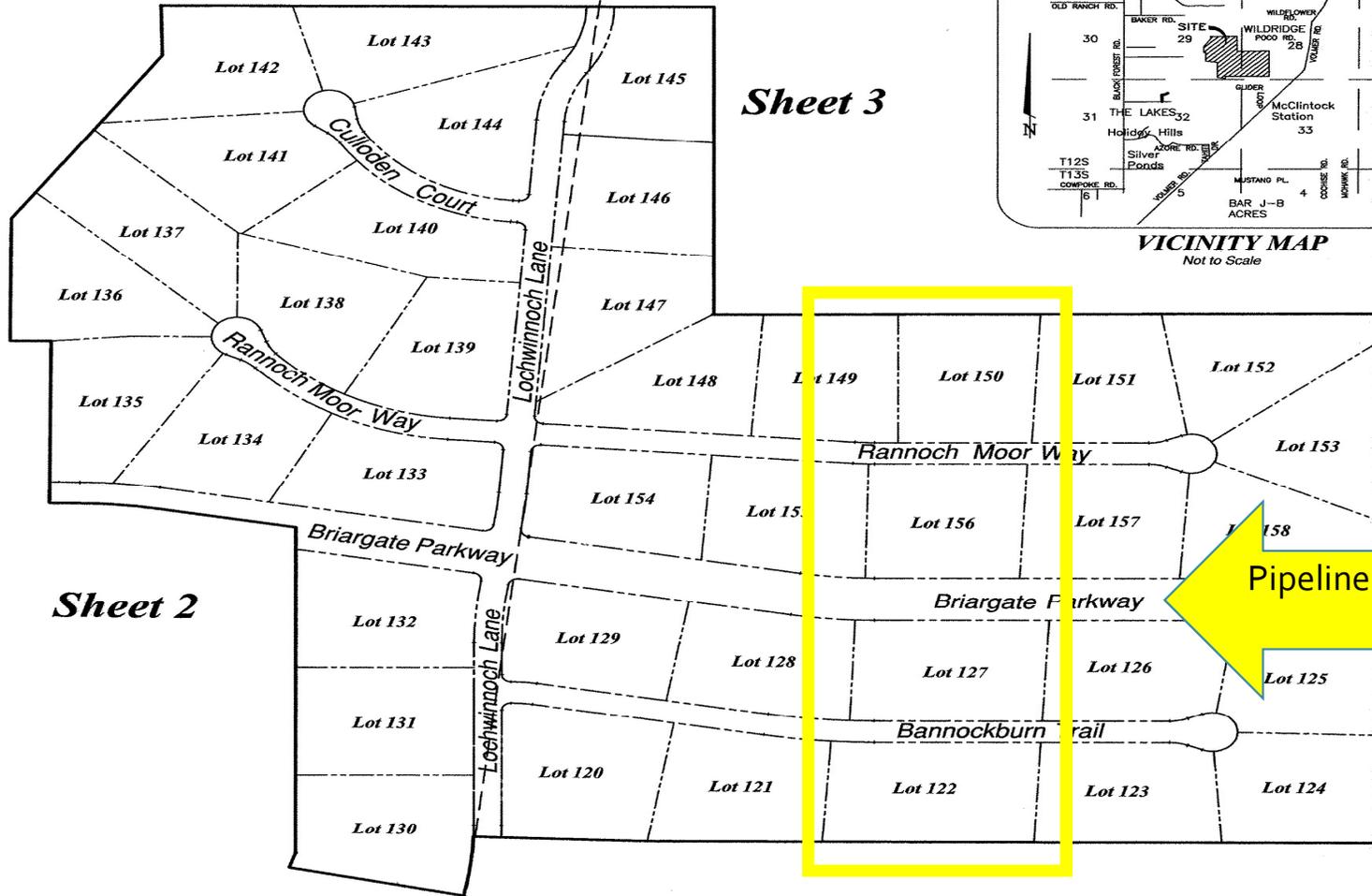
Sheet 2

Poco Road

Sheet 3



VICINITY MAP  
Not to Scale



Sheet 2

Sheet 3





# Pipeline Risks

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- Pipeline Risks Risks to the public from hazardous liquid and gas transmission pipelines result from the potential unintentional release of products transported through the pipelines. Releases of products carried by pipelines can impact surrounding populations, property, and the environment, and may result in injuries or fatalities as well as property and environmental damage.
- Figures 8 and 9 show the breakdown of incidents by cause for line pipe. For both hazardous liquid and gas transmission pipelines, the predominant failure causes for line pipe are corrosion, material/weld failures, and excavation damage. Figure 8: Causes of Significant Onshore Hazardous Liquid Pipeline Incident

failures, and excavation damage.

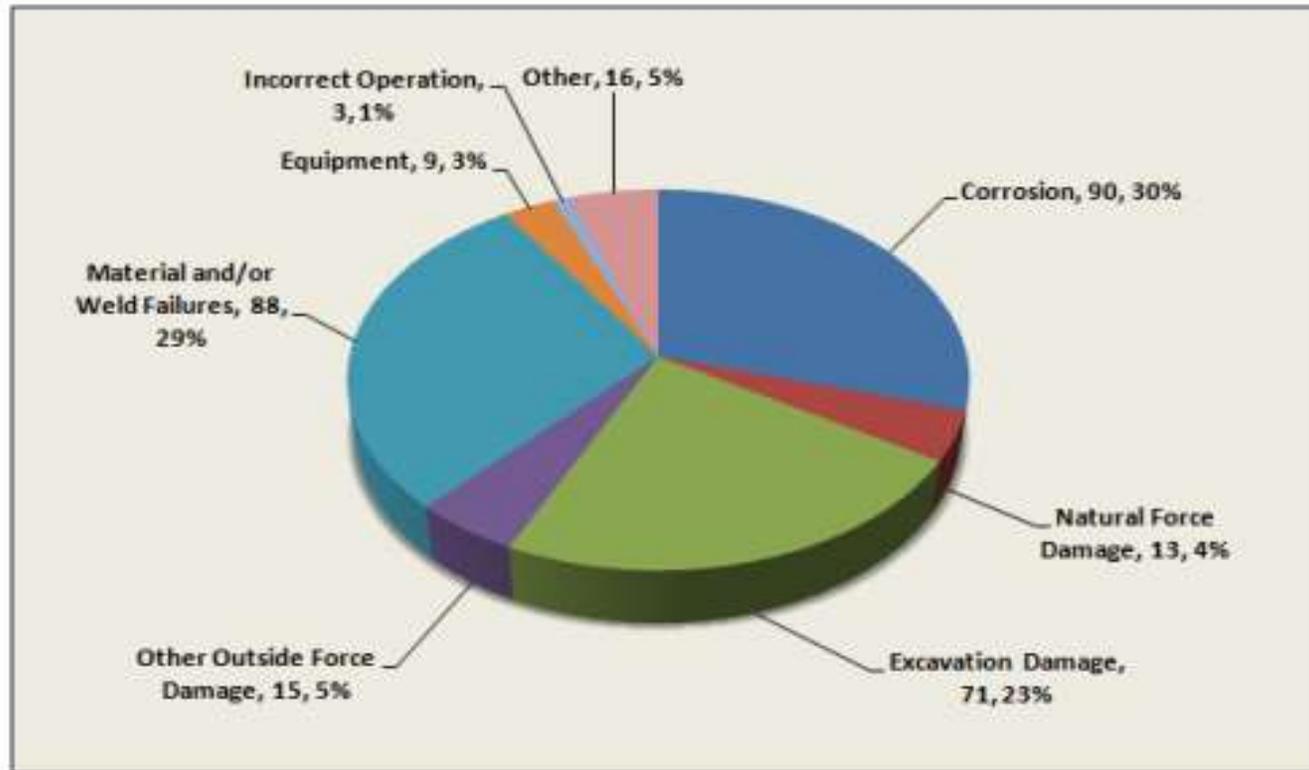


Figure 8: Causes<sup>20</sup> of Significant Onshore Hazardous Liquid Pipeline Incidents (Right-of-Way Line Pipe Only 2005-2009)

## HP3 Filing Signed in 2010 by BOCC and on 06/21/2018

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- Important "Notes" Continued
  - 18. Developer shall comply with federal and state laws ....and/or the U.S. Fish and Wildlife Service regarding the Endangered Species Act, particularly as it relates to the **Preble's Meadow Jumping mouse as a listed threatened species."**

## Interoffice Memo (EPC DOT) – 10/23/1997

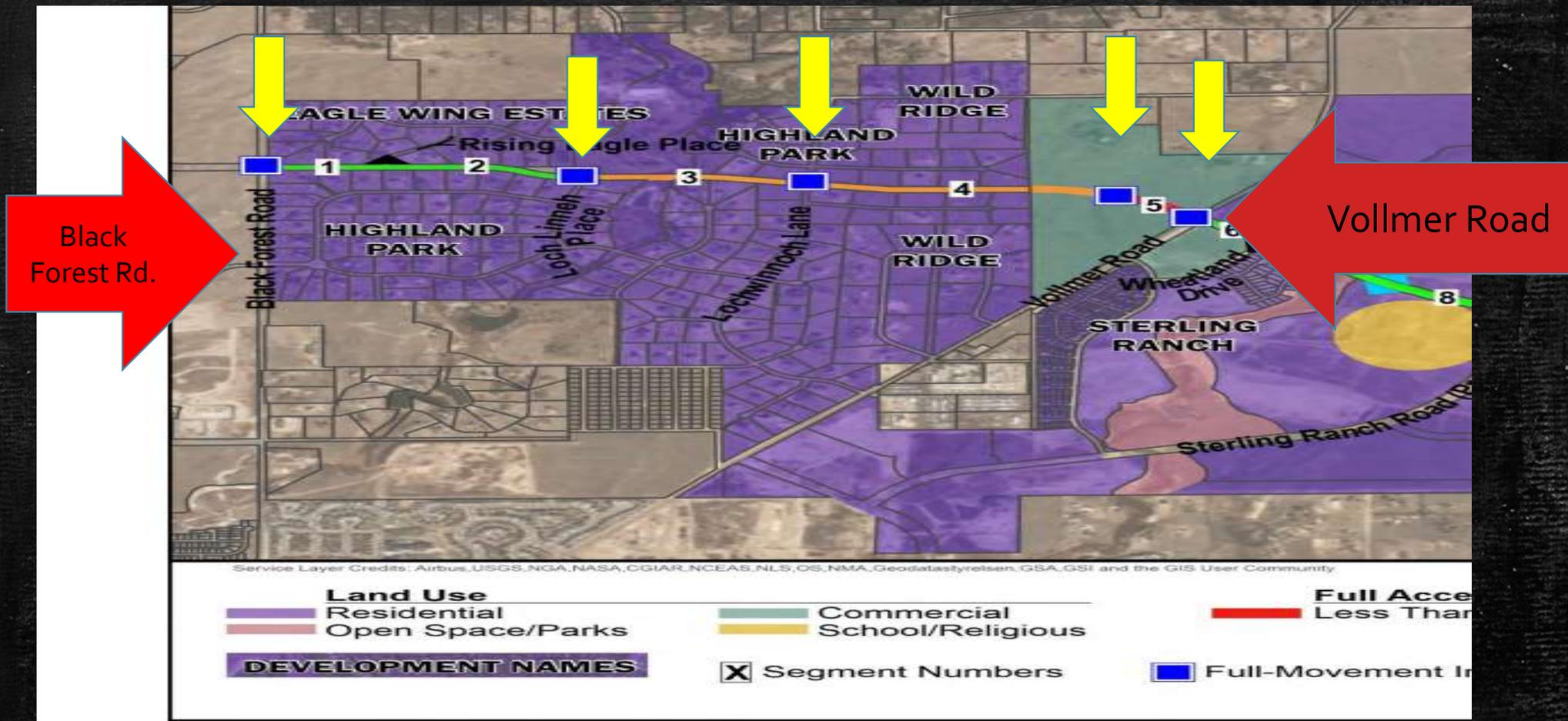
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- Subject: Highland Park Master Development Drainage Plan Comments
- From: Fred Williams, Systems Engineer
- 1. " DOT is concerned with the proposed location of Briargate Parkway and its proximity below the existing off-site dam and spillway to the north. **Alternative alignments should be considered.**"
- 3. "The proposed lot layout appears to indicate that several of the **homeowners will be receiving drainage onto their property.** Similar configurations in other developments have resulted in numerous requests for the County to **repair damage on private property caused by water coming off of roads and adjacent properties. ...**"

# Unnecessary Delays through Highland Park

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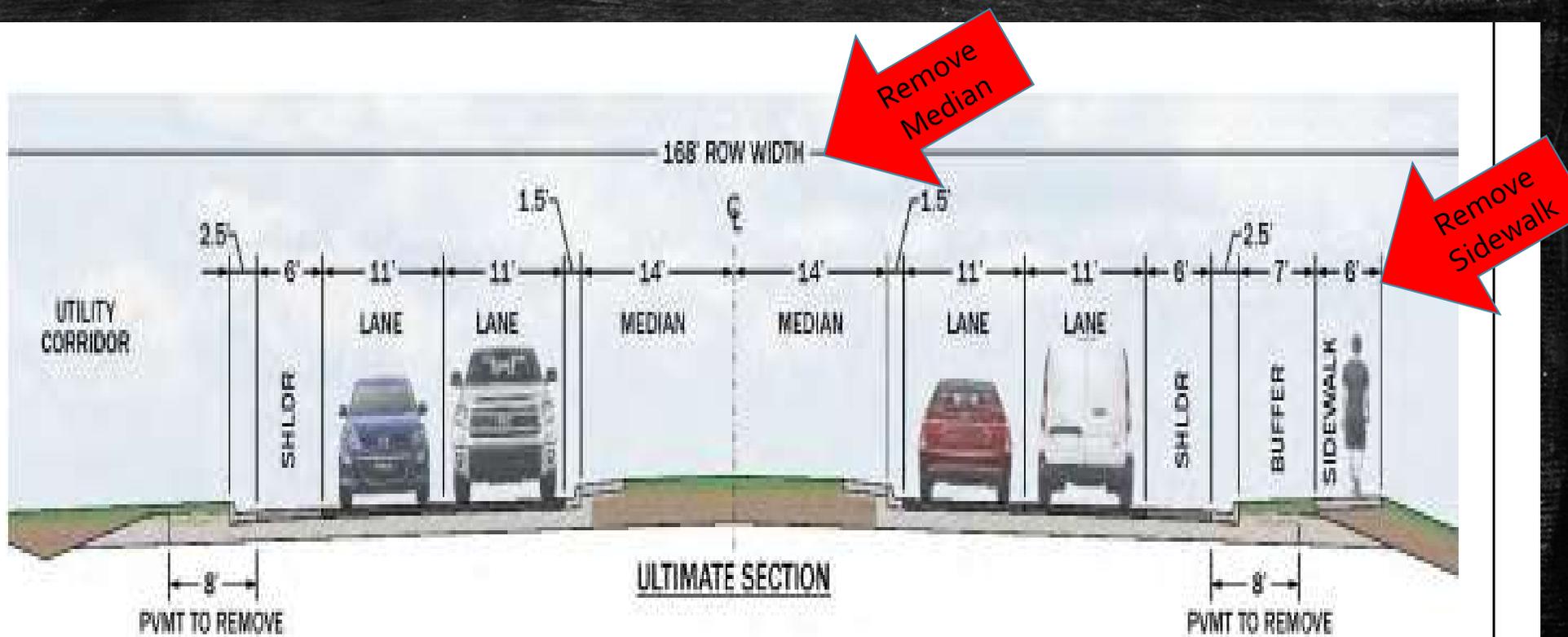
5 traffic lights proposed through our small  
development)



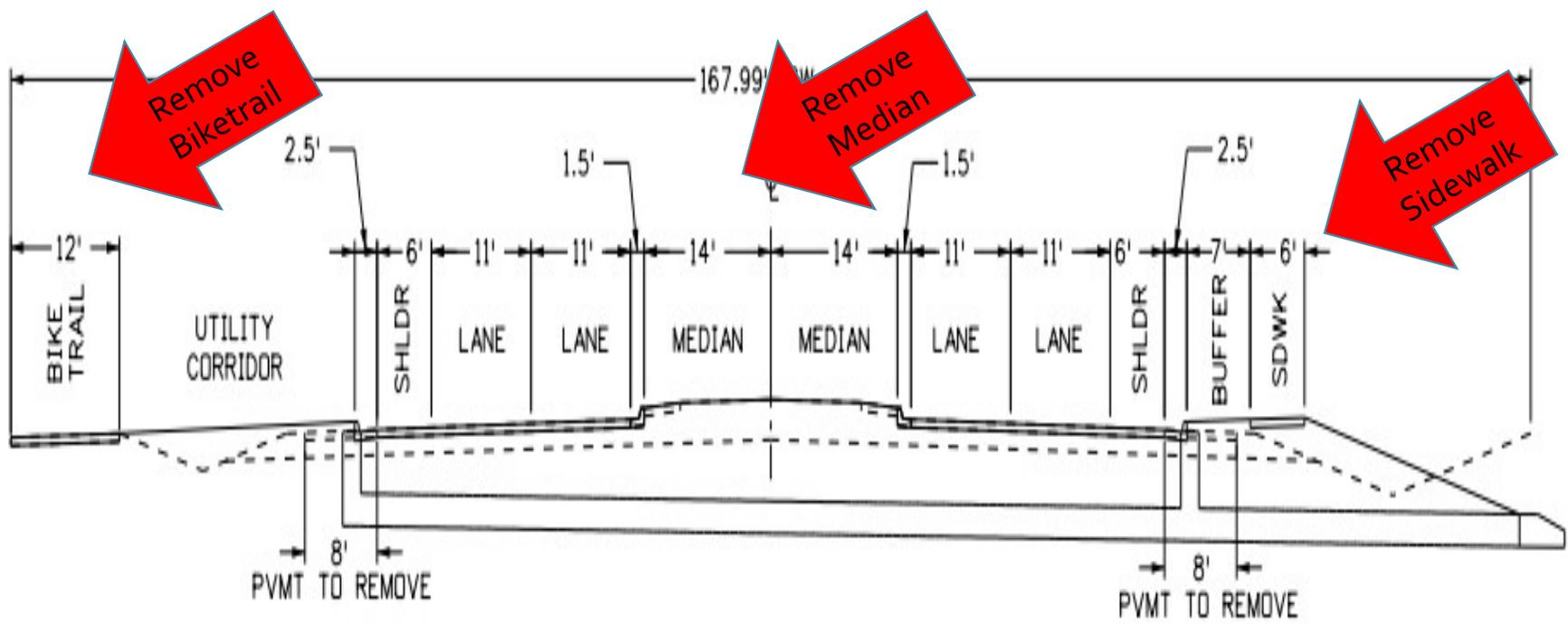
**Figure 2. Corridor Land Use and Planned Developments**

Suggested Alternative

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**Figure 3. Ultimate Hybrid Section**



ULTIMATE SECTION

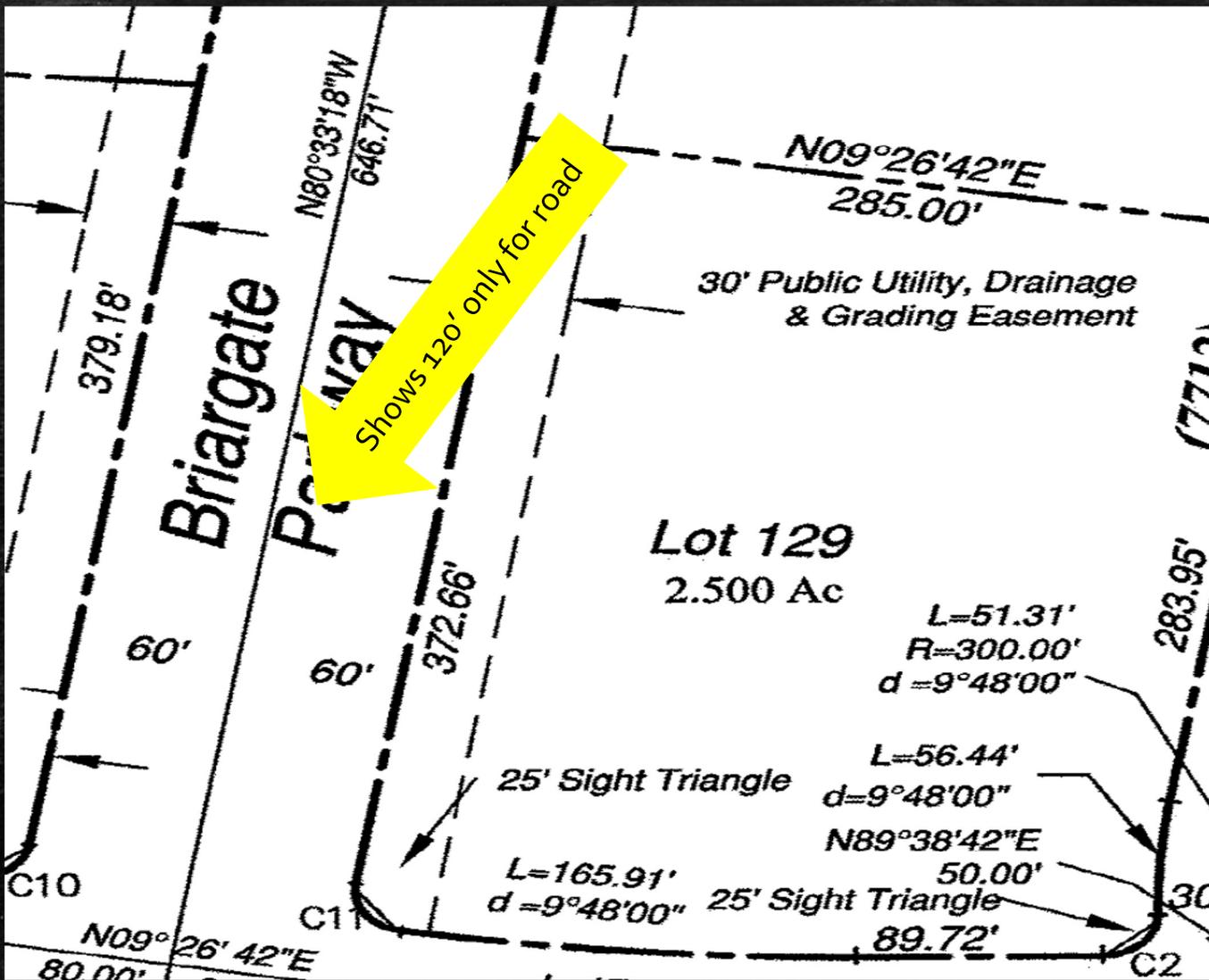
Estimate 25,000 cars daily by 2045



Figure 3.3 2045 Forecast ADT Traffic Volumes

7712 Bannockburn Trail

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Shows private ownership of the land that is used for the utility and drainage easement



BRIARGATE PARKWAY  
120' RIGHT OF WAY

N 80° 33' 18" W  
372.66'

20' RADIUS,  
25' SIGHT TRIANGLE

L = 165.91'  
D = 9° 48' 00"  
R = 970.00'

Limit of Disturbance Line

LIMIT OF DISTURBANCE LINE

50' REAR SETBACK

100% 75' SEPTIC LEACH FIELD  
8 COVES, 50' MIN. FROM  
DRAINAGE EASMENT

2) 6' x 24" x 4"  
CONC. APPROXS

4' x 25' x 4" CONC. WALL

SWALE CONTOURS TO  
DRAIN STORMWATER  
AWAY FROM  
FOUNDATION 6" MIN IN  
THE FIRST 10'

SEPTIC SYSTEM 50' FROM LOT LINES,  
100' FROM ANY WELL

LOT 129  
2.487 ± ACRES

5' SEPTIC SETBACK

7.5' FRONT SETBACK

R36.00

R24.00

R16.00

R16.00

R12.00

R24.00

92.91

16.00

15.00

12.00

187.12

109'

108'

107'

106'

1350 GAL  
SEPTIC TANKS

50.00

5' SEPTIC SETBACK

10' 42' E

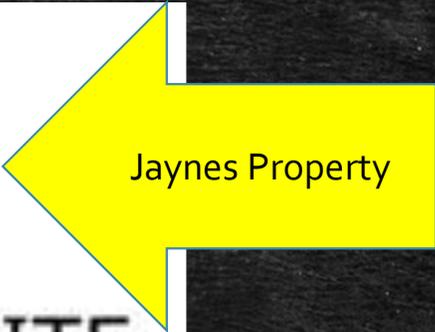
# Project Funding

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## This section of the road funding

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- Classic Homes is the investor for this portion of the project specifically because they are building a 450 unit residential development on "Jaynes Property" located East of Vollmer Road & South of Poco Road
- [See attached documentation](#)



Jaynes Property

This project received significant opposition from adjacent homeowners but it was ultimately approved to build 450 homes in this small area

Concerns about Appropriate  
Notification and Transparency

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# Transparency regarding Jaynes Property

Source: The Gazette article "77 homes in Black Forest gain approval amid residents' concerns" posted 03/22/2023

- "Residents living north of the proposed development said Tuesday they expected the project's proposed density to be about 40 lots on approximately 40 acres after accounting for land needed for tracts, easements and roads. ... **But the reality is that what we were presented and what we understood is different than what we see now.**"
- Tran said he and others were concerned that neighbors weren't more adequately notified of the project so they could provide feedback. ... **"I feel like it was really disingenuous that we didn't receive letters."**
- "Many neighbors also did not see signs posted at the corner of Vollmer and Poco Roads."
- Barlow said a community meeting wasn't held because they "were not proposing anything different..."
- Meggan Herrington said "Perhaps it is time to look at notification. With more urban-level development ... **perhaps 'adjacent' doesn't cover enough neighbors** and that's definitely something we can look at internally."
- Proposed Recommendation: MAIL LETTERS to all current homeowners and developers. People don't know where online to look; however, proper notification to current homeowners is the right way to ensure notification. With all of the growth and influx of persons in the State and County things that occurred 30 years ago (which someone like me was in elementary school then) and even things that occurred 10-15 years ago are not common knowledge. Most people have only lived in the State for a couple of years. There are so many people in the military as well that get transferred from different bases or posts; they have no reasonable way to learn about the proposed road changes to this area.

# Transparency regarding Annexation

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- Planning and Community Development letter to EPC Planning Commission for SKP-22-005 for PC Hearing 02/16/2023 (regarding Jaynes Property)
  - “This **Key Area** outlines the portions of the County that are **anticipated to be annexed** as development occurs” (Pg. 9 of 138)
- Email response from Maureen Paz de Araujo regarding HP3 (06/19/2023):
  - “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.**”
- The residential and commercial project .., would straddle the north and south sides of Woodmen and run roughly from Golden Sage Road on the east to Mohawk Road on the west. Nor’wood has requested Colorado Springs to **annex** the property, while approving a master plan, concept plan and zone change. City staffers have reviewed Nor’wood’s proposal and the project could go to the city Planning Commission in March or April. The City Council would have to sign off on the annexation



**Figure G.3: Key Area Map**

**Analysis:**

**Potential Areas for Annexation**

The subject property is located within the Potential Areas for Annexation. The key area map demonstrates the anticipated urban growth areas in unincorporated El Paso County. However, this property is not contiguous to the City boundary. The applicant, City and County are coordinating on the design of Vollmer Road and Briargate Parkway/Stapleton Corridor. Densities within the City of Colorado Springs are typically greater than developing areas in the County. The sketch plan depicts densities and land uses consistent with the key area.

**d. Other Implications (Priority Development, Housing, etc.)**

# Transparency on Briargate-Stapleton

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- Bill Prichard, who lives near the intersection of Briargate Parkway and Black Forest Road, said that he and his neighbors are unclear about the precise path of the extension. [Regarding Briargate-Stapleton]
- Planning Commission learned of Briargate-Stapleton for the “first time” on 10/05/2023 (per KRDO)
- PPACG is supposed to provide community notification which appears to only be done in 2005 at a community meeting and **failed to notify the HOA timely as identified as a requirement on page 72.**
  - Pg 74 also requires media outreach which did not occur as evidenced by the news not being aware of this road until October 2023.

## Notification Occurred in 2022

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- **August 12, 2022**– El Paso County, in partnership with the Pikes Peak Rural Transportation Authority, **is pleased to announce the release of plan documents for the Briargate Parkway-Stapleton Road corridor project**. With this step, El Paso County is opening the topic for public comment.
- The Briargate Parkway-Stapleton Road Corridor Preservation Plan and Access Control Plan will be available for public review until Friday, September 16. El Paso County encourages the public, especially El Paso County residents, to review the Briargate-Stapleton Corridor Preservation Plan and provide their comments by visiting the information page at [www.briargate-stapleton.com](http://www.briargate-stapleton.com). The public is encouraged to share anything they feel should be considered as part of the planning process.
- The website also includes interactive maps of the area, as well as a [virtual public open house](#) showcasing the project overview, road corridor studies, and frequently asked questions.

## Website Access Concerns

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- ~~08/02/2022: There are several errors in your website code that cause most of the content to not even be indexed by Google which results in low traffic~~
- 08/13/2022: Message: I'm trying to get to the project overview. Every option gives me this "contact" page and nothing else.
- Message: Trying to review the plan and I got this page
- Message: ...It does not look like I can see the "project overview" section of this website. Thank you!
- 06/26/2023: Message: I cannot open any of the menu links. I'm routed back to Contact page.
- 06/26/2023; Message: Maureen, I can open the links embedded in the website link below. Thank you. Kelle LeRoy

## Inconsistent Information

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- Wilson & Co. says won't be 6-lanes; however other reports say so.
- Public response on B-S website said "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. "
- Wilson & Co. says they will do noise studies, but respond to public comment with :  
"Noise barriers in Colorado are common in urban areas along high-speed, heavily traveled Interstate highways, where the criteria are met. Noise barriers are relatively rare along city streets. Barriers typically provide noise reduction benefit for the first row of (closest) receptors and minimal benefit to other receptors behind them The Briargate-Stapleton corridor is not expected to be funded with state or federal highway funds and will utilize local funds for construction and will not meet the threshold for the sound barriers that are typical in federal aid projects"

## Inconsistent Information

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- Wilson & Co. said they don't plan to take property; however, a response on the website says "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 than adjacent property."
- Question: Is there enough room for a four-lane thoroughfare and any kind of greenspace through Highland Park. Answer: Yes. A total of 120' of right-of-way for the future corridor, plus 30' utility easements on either side were dedicated along the roadway alignment through the Highland Park subdivision per the final platting. Thus, **including right-of-way and utilities easements this is a total of 180' feet**. The back of curb to back of curb for the conceptual ultimate section is only 92'. The illustrative ultimate section as shown in the Corridor Preservation Plan report for the roadway includes a buffer and sidewalk on one side of the roadway (13' wide) and a 12' bike trail that is located outside the interim drainage swale on the opposite side from the sidewalk. All this fits within 180' with 12' to spare.
  - **Per our PLATS, the homeowners OWN the 30' utility easements.**

## Inconsistent Information

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- Wilson & Co. Response to concerned citizen “The extension and connection of Briargate and Stapleton **as a principal arterial has been a part of local and regional plans for many years.** ” (However, prior records show it was historically planned as a MINOR ARTERIAL road.)
- Two alternative alignments were developed and screened. Both alternatives begin on the west at Black Forest Road and follow the same alignment to Vollmer Road and **neither alignment goes through existing or planned neighborhoods.** At Vollmer Road, the northern alternative connects existing roadway segments and follows a direct route between Vollmer Road and Meridian Road. The southern alternative follows the northern alignment and continues to an alignment approximate The southern alternative was selected as the preferred alignment due to right-of-way constraints (a commitment not to “take” private property) and its conformance with the submitted plats.

## Inconsistent Information

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- Wilson & Co. reported they don't intend to acquire homeowner's land. However DRAINAGE concerns state:
- The off-site drainage crossings will likely require ROW or Drainage Easements in addition to the 168 ft shown for the roadway sections.

# Easements

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# Easement

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- “Right to use or control land and is given by the property owner to another property”
  - 1.2. Easement – a right, privilege or liberty which Springs Utilities has in land owned by another; a right to a limited use of another’s land for some special and definite purpose. It is not ownership of the land, but it includes the right to enter upon the land for the purpose(s) for which it was granted.
- Usually have a specific or limited purpose (i.e. utility and drainage)
- Typically granted to cities or utility companies to provide water, electric, gas, wastewater and/or stormwater service.”
- It shall not be permissible for any person to modify the grade of the earth within any Springs Utilities easement or rights of way without the written approval of Springs Utilities. Improvements, structures and trees shall not be located within utility easement, shall not violate National Electric Safety Code (NESC) provisions and clearances, and shall not impair access or the ability to maintain utility facilities

HABITAT

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# Habitat Fragmentation

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- KRDO Article by Scott Harrison 04/06/23
  - Classic will be removing the Bluff associated with Jaynes Property
  - Native antelope herd will be forced from their habitat
  - Brian Risley said "...We want to preserve the character and sort of lifestyle that existing residents are accustomed to."
- CDOT: Many of the projects in the transportation plan are repairing or making improvements on already existing roads, and many issues related to problems like **habitat fragmentation** have already occurred

# Water Concerns

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Planning and Community Development letter to  
EPC Planning Commission for SKP-22-005 for PC  
Hearing 02/16/2023 (regarding Jaynes Property)

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- When considering additional development in Region 3, it is important to note that the Plan ultimately projects a **water supply deficit** for the Region of 1,143 AF [Acre Feet] by 2060."
  - If this is an issue, why continue to build such high density neighborhoods.
  - This could be **prevented** by requiring larger lots per single-family home.

“Beautification”

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# Rural Living



- “Rural” defined: “relating to, or characteristic of the countryside rather than the town” or “any population, housing, or territory not in an urban area.”
- The term “rural” conjures widely shared images of farms, ranches, villages, small towns, and open spaces.
- **Keep Highland Park RURAL**

## Public Comments about the B-S Pkwy

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- Leave Open land alone. If it's rural don't change to commercial.
- Don't change rural land to commercial. Open areas are what COS should be as it's been. To much growth
- I have reviewed the plans and it looks as though the county will attempt to take about 1/3 of my property. When do you plan on speaking to homeowners for their input. You will be cutting into land that is frequented by Pronghorn and Deer.
- We would beg the planners to opt for a roundabout at the Briargate/Lochwinnoch Lane intersection opposed to a traffic signal light. The noise generated at a traffic light is greater due to the ever present idling cars with noisy engines. A traffic light will not necessarily slow traffic where a roundabout will. The pollution caused with stopped traffic at an intersection is far greater than traffic moving through a roundabout. A traffic light will ruin the dark skies and quiet, peaceful atmosphere of our bucolic subdivision.

## Public Comments about the B-S Pkwy

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- Subject: Impact of this development on Highland Park Subdivision Message: I request that the 9650 Vollmer Road NOT TO BECOME COMMERCIAL. It will be devastating to us and our life. We are older and came here for peace and tranquility to spend the rest of our life here. It will destroy our dreams and **add so much more crimes to this area**. Please do not take away our retirement, dreams, and sanctuary. We worked all of life for this. Please keep it RR-5 as it is now. PLEASE IF YOU HAVE A KIND AND CARING HEART. We are utmostly grateful of your consideration to our request.
- Our property is on the corner of Briargate Pkwy/Black Forest. We are concerned about **the reach onto our property, sound barriers, and wildlife flow**.
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## Public Comments about the B-S Pkwy

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

## Public Comments about the B-S Pkwy

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

## Public Comments about the B-S Pkwy

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

# Long-Term Planning for Briargate-Stapleton

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## Secondary Truck Route/6-lanes

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- Maureen Paz de Araujo, of Wilson & Associates, Inc. Engineers and Architects, said that the corridor is part of a longer-range plan to eventually have the corridor connect from Interstate 25 to U.S. 24. (KRDO)
- The latest **Major Transportation Corridors Plan (MTCP)**, adopted in 2016, classified the full Briargate - Stapleton Road corridor as a principal arterial with an **ultimate 4-lane to 6-lane width**. [Corridor Study | Briargate-Stapleton Project for Mobility](#)
  - However, Wilson Company says “There are no plans to widen to a six-lane section.” (INCONSISTENT INFORMATION)
- **Principal Arterial definition:** “roadways that serve **high-speed and high-volume traffic over long distances**. Access is highly controlled with a limited number of intersections, medians with infrequent openings, and no direct parcel access. Adjacent land uses, both existing and future, shall be served by other network roadways, services roads and inter parcel connections.
  - The terms “**high speed and high volume are also used in defining expressways and freeways.**”

## Appendix A: Conformity Determination “Moving Forward 2035 Regional Transportation Plan”

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- Pg 11: Stapleton Rd: construct four lane principal arterial, 40mph, from Eastonville Rd. to US-24 (for the year 2010).
- Pg 12: Briargate Pkwy: Extend from its current terminus to Black Forest Rd. as a 6-lane principal arterial at 35mph; signalized intersections with Black Forest Rd and connector for zone 650. (for year 2015).
- Pg 13: Stapleton Dr.: extend from Meridian Rd. to Curtis Rd. as a 4-lane principal arterial; signalized intersections with US 24 (for the year 2015).
- Pg 14: Briargate Pkwy: extend from Black Forest Rd. to Vollmer Rd. as a 6-lane principal arterial; signalized the intersection with Vollmer Rd (for the year 2020).
- Pg 14: Stapleton Rd: see Briargate Pkwy (for the year 2020).
- Pg 15: Briargate Pkwy: extend from Vollmer Rd. to Meridian Rd. as a 4-lane, 35mph principal arterial and signalized the intersection with Meridian. (for the year 2025).

## Briargate – Stapleton Loop Road/Beltway (Regional Freight Mobility Study)

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- Bradley Road Improvements (CO 21 to Drennan Road) Bradley Road exists between CO 21 and Drennan Road. Safety and operational improvements to this segment of Bradley Road would enhance its **function as a freight network connector to Marksheffel Road and the future Briargate Stapleton Loop Road/Beltway.**
- Briargate – Stapleton Loop Road/Beltway The Briargate-Stapleton Loop Road/Beltway, a redundant route for I-25, has been part of planning for El Paso County since 1987. Several segments have been constructed and planning to preserve the corridor and control access to the future loop road have been developed and adopted.

# Safety Concerns

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## Crime is on the Rise

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- As of 03/10/2022 Property Crime has increased by 20%
- 4<sup>th</sup> highest increase in all crimes in the country
- In 2023 65.8% of all Burglaries were at a Residence
- In 2023 76.3% of Motor Vehicle Thefts were at a Residence

## PPACG/CDOT Information

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- Roads have a particular impact on the landscape, fragmenting natural areas and neighborhoods. Effects of highways and roads on neighborhoods include loss of landmarks, degraded neighborhood identity, loss of community cohesion, interruption of traffic flow within neighborhoods, and increased noise. It is important, therefore, to recognize the central importance of all neighborhoods by continually improving the community's stewardship of its natural setting and strengthening the quality of a development's visual character and appearance.
- As Section 2 from the Regional Setting discusses, mobile source emissions and emissions from cars and trucks are one of the largest sources of carbon monoxide emissions in the region.
- Also, alternative routes could be considered to build in places which would not affect water quality, for example not building near impaired streams or wetlands.
- A more fundamental problem with the transportation plan is that it reflects the high amount of development occurring in the urbanizing areas, and this development will have many significant effects on the environment and the region as whole in the future.

# Noise

Require Trees planted alongside of Briargate, paid for by Classic Homes

- The FHWA guidelines for noise modeling (not applicable to this local project) call for the modeling of receptors within 500 feet of the roadway. ... **The threshold level equates to two people being able to hold an outdoor conversation from six feet apart. If this cannot happen due to traffic noise, that property is considered to be an impacted receptor.** Figure 5.8 Buffer Area 500 Feet from the Proposed Travel Lanes.

El Paso County, Colorado

Land Development Code

**Table 6-1. Roadway Landscaping Required by Roadway Classification.**

Road Classification	Depth of Roadway Landscaping Area	Required Trees (Trees/Linear Foot of Frontage)
Expressway, Principal Arterial	25 feet	1 per 20 feet
Urban Interchange/Intersection	25 feet	NA
Minor Arterial	20 feet	1 per 25 feet
Non-Arterial <sup>1</sup>	10 feet	1 per 30 feet

<sup>1</sup>The required depth of the roadway landscape area shall be increased to 15 feet along a non-arterial road or public alley where the road or alley separates a non-residential use from a residential zoning district. The number of required trees shall be increased to 1 per 15 feet of linear frontage. A minimum of 1/3 of the trees shall be evergreen trees.

Prevention

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## Forbid Urban Density

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- Build the necessary roads **before** the developments are built so people know what is going to be in their backyards.
- Require developers to have larger lots to allow for the movement of wildlife, less strain on water, less strain on traffic.
- Forbid Urban Density
  - Other areas of the state - Boulder and Adam counties, for example - have chosen to **forbid urban density developments outside city limits in an effort to curtail costly sprawl.**
  - Even Douglas County has chosen to allow urban density development only contiguous to existing development near the city limits in northern parts of the county, Schueler said.

## Generic Community Concerns regarding roads

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- Reddit comments from 5 years ago:
  - “Still no highway system. City Council keeps allowing more building with zero added infrastructure to the congested roads. Instead you have Powers with traffic lights instead of bridges, except at Briargate because rich people get bridges and don't have time to stop.”
  - “Sad actually. No piece of land is safe from the developers. They keep throwing up fake neighborhoods without adding additional roads.”

## Concerns from Coloradans

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- “We need to preserve some of the green space in this beautiful city because **once that green space is taken away, it’s no longer that thing that people are drawn to come to Colorado Springs.**” (in response to Classic homes building 600 houses and an apartment complex with 300 units on a 171 acre golf course.
- El Paso County admits that they can’t keep up with the road maintenance now; it will be impossible with all of the additional roads. **“This lack of ongoing maintenance coupled with more severe weather results in more catastrophic failures that cause potholes, bridges to be weight limited, roads to washout, road closures, flooding, increased need for debris removal in ditches, culverts and ponds.** The chart below shows that most of the roads that are failing are local roads. DPW works hard to keep the high volume roads in fair-good condition. There are about 25 centerline miles of arterial roads in need of reconstruction. These projects can be very expensive often costing millions of dollars per mile to fix.