

**CITY OF CHEYENNE**  
**PLANNING COMMISSION MINUTES**  
**May 20, 2024**  
**6:00 P.M.**

**MEMBERS PRESENT:** Bob Mathia, Chair; Boyd Wiggam, Vice-Chair; Meghan Connor, Secretary; Tony Laird, Darrell Hibbens, Bryan Thomas, Amy Hernandez

**MEMBERS ABSENT:**

**CITY STAFF PRESENT:** Valerie Pickard, Planning & Development Office Manager; Connor White, Planner II, Athen Mores, Planner I, Jeffrey Noffsinger, MPO Director; Seth Lloyd, Senior Planner, Stefanie Boster, City Attorney.

**OTHERS PRESENT:** Scott Larson, Tracy Page, Jeanie and Stan Grogan, Mark Christensen, Susan Graham, Fred Schlachter, Glenn Connor, George and Ellen Obsuth, Kay Sheehan, Linda Coatney, Mark Briggs, Gary Russell, Ilene Kennedy, Keith and Karla Wright, Jordan Jemiola.

**ITEM 1: CALL MEETING TO ORDER / ROLL CALL**

Bob Mathia, Chair, called the meeting to order at 6:00 PM, and gave the instructions and rules he expects from the public and staff to not repeat previous meeting points to avoid repetition.

Roll Call was done by Connor White, Planner II. There was a quorum with 7 members present.

**ITEM 2: APPROVAL OF AGENDA AND MINUTES**

Mr. Wiggam made a motion to approve the April 15th meeting minutes.

Mr. Laird seconded the motion.

The motion passed with all members voting unanimously.

**ITEM 3: DISCLOSURES**

**ITEM 4: PLANNING PROJECTS**

**ITEM A: Southwest Drive Corridor Plan**

- 1. Update on May 2<sup>nd</sup> Workshop**
- 2. April Memo**
- 3. Final Plan**
- 4. Appendices**
- 5. Resolution**

Case Planner: Jeffrey Noffsinger, MPO Director

Connor White, Planner II, read the item into the record.

Mr. Matia made a motion to approve a time limit for the public comment.

There was no second for the motion and the motion failed.

Mr. Noffsinger stated That in an attempt to get more project details out to the public. A meeting at the animal shelter was held containing about 40 public members.

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Mr. Hibbens asked if Mr. Noffsinger could summarize how the community meeting went.

Mr. Noffsinger explained the meeting was a question and answer format with Scott Larson. They summarized the findings from the first public meetings, and received feedback from the residents. They described alternatives, options, and possible solutions, but explained the best fit to be at Brocken Arrow Rd.

Mr. Thomas reiterated to be concise and not repeat what we have already discussed in previous meetings.

Ms. Connor asked where the projections came from regarding benchmark engineering.

Mr. Noffsinger answered that FHE was the consultant hired to do an analysis of the area and to do traffic counts. Tazmat also was used by staff revealing how undeveloped land will be developed. Analysis creates a forecast about what projections will look 25 years into the future.

Ms. Connor asked Mr. Noffsinger to explain how the traffic increase goes from 0 to 4000?

Mr. Noffsinger stated that it was about a 2500 increase due to the existing homes and already existing traffic, which is estimated to be about 2500.

Ms. Connor stated she has the consultant's memo and asked what development will be taking place adjacent to the project?

Mr. Noffsinger answered it is uncertain as it is a future assumption based on the reports.

Mr. Carroll asked Mr. Noffsinger again how the traffic increase goes from 0 to 4000?

Mr. Noffsinger stated that the increase is not going from 0 to 4000, and that there is general traffic with 1% growth. In the traffic study this growth increases to about 2500.

Ms. Connor asked what can we assume will be developed in the area?

Mr. Noffsinger answered that the assumptions come from the future land use map, and that it's an assumption. No development is currently taking place at the moment. These assumptions depict housing, businesses, etc.

Ms. Connor stated the land is up for sale and listed as high density housing which is desired and although MUB can report multiple uses. This land was for sale after the report was listed.

Mr. Noffsinger answered he cannot answer and is unaware he is only making assumptions of what the land could be.

Mr. Mathia asked for any other questions to staff?

Mr. Wiggam asked if the assumptions generating traffic future volume were tied to our current future land use map?

Mr. Noffsinger answered yes, it is all based on the 2045 masterplan. He also stated zoning is another component they are looking at for the assumptions to put into the model.

Ms. Connor asked why the costs are different in the report than the model, and the plan is not aligning to the correct 2045 land use plan?

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Mr. Noffsinger answered the cost plan was done 5 years ago, and the other report was done at today's costs. He also stated that on the official street map, broken arrow is a collector road and has been designated so since last decade. Both broken Arrow and Southwest drive

Ms. Connor stated there are 2 types of collector roads, minor and major.

Mr. Noffsinger stated she was correct.

Mr. Mathia asked for any other questions for staff?

Mr. Wiggam asked what the consequences of the do-nothing approach would be if adopted.

Mr. Bloom answered it would end its journey today and we would move on with the major street plan. Southwest drive would remain as is, and Broken Arrow would remain as is.

Mr. Wiggam asked what happens with the status quo of future traffic projections at Southwest drive, College drive, and the interstate interchange?

Mr. Bloom answered it would stay as is WYDOT would monitor the area overtime. DOT will not install any traffic mechanism unless warrants are met. Evaluate traffic levels, and if they get to an unsafe level they will come up with possibilities and safety mechanisms in the area.

Mr. Mathia asked for any more questions and opened up for public comment.

Mr. Obsuth approached the podium and stated that this has already been done, which is why a traffic light was installed. He read off his report and stated it could carry a lot of traffic from frontier days. There is an existing road and traffic light, its very simple, improve Southwest drive, activate the traffic light, and we'll save millions. He is frustrated due to the congestion at the train tracks. He says it makes sense to turn on the traffic light and improve the road. States that a new road will be a burden to the area and is not an improvement. Said traffic incidents were exaggerated and that his answer would save grief, aggravation, and millions of dollars. We don't need Broken Arrow right now he ended with.

Mr. Laird asked if he had any Insite of the traffic light from WYDOT?

Mr. Obsuth answered why would they put it there? And that it's a great traffic light.

Mr. Laird said his conclusion were wrong, and that he used to work for WYDOT.

Mr. Obsuth asked why it would be placed there then?

Mr. Laird answered it was for park and ride and other projects, but it's the best they could do to leave with the existing stop sign and then put a traffic signal up that week. It is a temporary light.

Mr. Obsuth stated it's not a one-week traffic light and to look at the pictures he has provided of it.

Mr. Laird Answered that it's a temporary traffic light that is not a permanent use.

Mr. Obsuth stated that it is not a temporary light, and that we should use it.

Mr. Mathia asked if there were any questions relating to Mr. Obsuth statements.

Mr. Bloom answered that he himself was here when park and ride was approved, and they modified the use for the light for CFD and other uses. They requested to put in a permanent use but were denied, and only applied for 10 days per year. Only used for CFD traffic.

At this point Mr. Obsuth had yet to identify himself.

Mr. Hibbens asked who the speaker was and to please introduce himself.

Mr. Obsuth introduced himself as George Obsuth into the record.

Ms. Graham approached the podium and read off facts she learned from Mr. Bloom regarding major collector roads. Projections for road are up to 4000 vehicles per day. She thinks it's overkill for the project. She has learned not to take Southwest drive, North because it limits traffic anyway. She also learned about WYDOT 2023 plan and has a huge overpass going in front of her house. Could not find any train crossing study for 2023 and she knows what it does, she watches it every day, and believes this does not need the 28-million-dollar overpass. Commented on Mr. Wiggams comment from the previous public meeting of the focus on Swan Ranch. States that Swan Ranch takes care of the UP crossing at Lincolnway and connects to Parsley Ave. She wants to leave Broken Arrow alone and to focus on Swan Ranch Road because it corrects the UP crossing on Lincolnway and that Parsley Ave is already developed and improves Southwest drive. She states people do not use this road, and she thinks the predictions are wrong.

Mr. Mathia asked for any questions for Ms. Graham, and there was none.

Dr. Sheehan went to the podium and read off a letter she had sent to the commission voicing her neighbors, business owners, and her frustration regarding the project. Pleading with the commission to please vote no

Mr. Mathia asked for any questions there were none.

Mr. Russell approached the podium and voiced his frustrations and is hoping to find a solution to Southwest drive at the UP tracks and thinks this plan makes the problem worse. He then asked Mr. Noffsinger where he is getting his information from?

Mr. Noffsinger answered he did look at the study and solutions and the solution would not work.

Ms. Kennedy came to the podium and read a summary of her frustrations that the MPO process is backwards and doesn't care about the public of the area. She believes the road solves no actual problems, and that closing the road makes no sense.

Mr. Wright approached the podium and asked why he couldn't buy the land and tear down the dairy building due to historic preservation, but the MPO can build a road through it? He then asked about the traffic and trucks along Southwest Drive. He believes it will hurt business in the area. Asked the commission to please vote no on the project.

Mr. Laird asked Mr. Russel if the dairy is on the national registry of historic places?

Mr. Russell was told he saw a sign saying it was.

Mr. Mathia asked for any other questions, there was none.

Mr. Connor approached the podium stating he is against the project, and has questions for Mr. Noffsinger. How much time is the crossing going to be blocked? Stated North Platte develops 1 mile away from railroad because its safer. He thinks this project will crowd

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the area making it unsafe. He understands development will grow but believes this is a major safety issue.

Mr. Mathia asked for any questions, there were none.

Ms. Coatney approached the podium and voiced that Broken Arrow is not a solution for the problems that have been discussed. She asked if adopted what the next stage was or if voted yes if this was final?

Mr. Bloom answered it would go to city council but needs to go to county planning commission and county planners first due to incorporating property in the city and county.

Ms. Coatney asked if a traffic study was done and believes there is not that many cars on Southwest drive and College Drive as the study shows. She also commented on the KGWN story a reporter did on Mr. Noffsinger, and a flashing beacon will be placed for Railroad closures. Asked why that hasn't been done on Southwest Drive? She is also wondering why the Railroad can't negotiate with the city to have trains stop before reaching the main road. Also stated the CFD parking is not a good idea out there and does not see it working out. She also printed a corridor plan update but does not see Swan Road and wants to know how it's incorporated with the plan, and to please vote no on the plan.

Mr. Mathia asked for any questions, there were none.

Mr. Briggs came to the podium and listed his observations. He thanked Ms. Connor for questioning the traffic study, and thinks we are assuming too much. He stated he did traffic studies for the DOT, and they did formulas, graphs and studies and that the staff isn't providing any of that and only basing on assumptions.

Mr. Jemiola approached the podium and stated he used to serve on the county and municipal level on the committee before. He thinks this is theft for someone who doesn't own the property yet. He thinks the theoretical traffic counts are ridiculous. He wants to ask Mr. Bloom if he could have a map on the overhead screen.

Mr. Lloyd brought up the map on the overhead screen.

Mr. Jemiola thinks there is a viable alternative and taking the property is not right. He asked for Southwest drive to be an alternative.

Mr. Larid asked due to his familiarity with these types of projects that if he thinks the project would be very difficult to build on broken arrow?

Mr. Jemiola answered yes, and that Southwest Drive and Swan Ranch would be a better compromise.

Mr. Mathia asked for any more questions and there were none.

Public comment was then closed.

Mr. Noffsinger approached the podium and stated that a traffic study was provided per city standards. He explained further study would be needed for the east side of the Railroad connecting to Parsley. He answered comments on UDC 4-20 and stated that the city only has 300 ft of interchange connecting to Southwest drive. City funds come through WYDOT at the federal level and 10% local match. Phase 1 would like county and city to do a study for Southwest Drive, there is no funding so far. There is an estimated \$800,000 required for the study. The department must make assumptions, they are based off of calculations, based on traffic reports, future land use areas. Where does the city want the 4000 cars a day going? Staff is trying to look at future concerns and studies, and that Broken Arrow aligns with the long-range master plan. He explained this is not an immediate need, but is a long-term long-range need, trying to be reactive.

Mr. Mathia asked if the plans are all public?

Mr. Noffsinger answered yes with plancheyenne.com.

Mr. Mathia stated 300ft is too close as well as I25 and college, and believes its confusing and would complicate things by adding another road.

Mr. Noffsinger answered that a traffic signal at the intersection will reduce accidents.

Mr. Mathia also asked if it's a 25-year plan, and if anything will happen to Broken Arrow in the next 5 years?

Mr. Noffsinger stated, it is mainly driven by development.

Mr. Bloom added connect 2045 is the overarching master plan for the community and that it does talk about all the corridors and primary funding is developer driven. The purpose of the plan is 30% design drawing with transportation and 2 collector streets. Any future construction of roads would be the expectation of the developer. Any developer roadway to the south would require the consent of those property owners. Does not recall a time eminent domain has been used as of recent.

Mr. Wiggam stated eminent domain was on the table at the intersection of Pershing ,19<sup>th</sup> and Converse. Then asked Noffsinger if something not designated as an intersection could be a collector? east of College Drive or even Broken Arrow but nor perhaps an alignment that would abut the existing houses of future development. He assumes its complete urban buildout at college and I-25, is that an option to avoid the existing area while accommodating a greater need for the interstate and the College.

Mr. Noffsinger answered yes it was looked at, at Bar X and Bridle Bricks, when found out there was overpass it eliminated College drive as an option. Othe than that there are no other options.

Mr. Wiggam asked what would happen if there was a departure slightly west at the Broken Arrow intersection that would take a Northeast route and connect with broken arrow or align to the east, a weird angle that could serve a collector that could not disrupt anybody, and future developers could plan that.

Mr. Noffsinger answered the MPO typically avoids weird, skewed angles and that this is why they are looking at the current project as it creates proper alignment.

Mr. Wiggam asked if staff is missing an opportunity to avoid the worst complications what if the change at College was west of Broken Arrow and had a route around Broken Arrow swinging east and dodging between the buildings at AbarA Drive or lazy Y Drive then head off along the prairie being the high-volume road? Would that solve the concerns of the residents?

Mr. Noffsinger answered that the rights of way at South crest are in place for major roads. This would offset the roads and would put traffic into the existing neighborhood. Same with south of College, it is deficient with major rights away. The city would acquire structures as opposed to land in this instance.

Mr. Wiggam is concerned that the City replats a lot and it wipes out these rights of way.

Ms. Connor asked about Railroad growth in the study?

Mr. Noffsinger answered no, there is little control with Railroad right of ways and projecting how much traffic will be in any rail corridor.

Ms. Connor asked if 1% growth was projected on the project is this maxed out?

Mr. Noffsinger could not answer and said in the general traffic model it's a general assumption they have to make.

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Mr. Larson went to the podium and answered Ms. Conner. He explained you must project when the property is built out. Once it's built out the 1% increase goes away. The hardest part of the project is predicting when the project will be built out. With limited open space it does cap off.

Ms. Connor stated the south point is a dead end and is constrained by railroads. Those coming from the south, why would they enter a dead end? She stated that she does indeed see a maximum cap?

Mr. Larson said there is reasons for people to take any route, but it's hard to predict where and why people are going the route they choose. Railway system they just estimate how much is going down now and how much will be in the future.

Ms. Connor asked how much of this is based on traffic from the south.

Mr. Larson could not answer the question. He stated it is in the model the city uses.

Ms. Connor is concerned that these projects are the basis of the model, so they are not accurate assumptions.

Mr. Larson stated they are accurate and that this is only a planning document not a set development plan.

Ms. Connor stated her concern is when the plan says something we need the plan to be accurate when it says something.

Mr. Larson stated plans change as time progresses and this is the best alternative right now, but you always go back to reexamine if it still meets the need or not. Used the high plains road original plan as an example. This is only a planning study not a cast in stone rule.

Ms. Connor understands and is talking about eminent domain and government theft here. She can't base this off of plans changing in the future, she wants cold hard facts about what will happen.

Mr. Larson stated again it's a plan and that they are not taking anything. Only one property owner is needed for a successful plan, the rest of the property would be obtained by the developer. Most of the cost of creating the roadway would be borne by the developer if Southwest drive is used as a collector it will be borne by the taxpayers. This project saves the taxpayers the most amount of money.

Ms. Connor said she can't vote yes for theft of property.

Mr. Larson said nothing is taken it is acquired.

Mr. Bloom interrupted and asked if we could get on topic.

Mr. Thomas asked if the yes or no vote for the plan could be delayed until a developer comes and the plan gets revisited.

Mr. Bloom answered the plan was put together as the workplan for the policy committee of the MPO to postpone until development occurs. It probably won't be relevant at the time due to different types of developments that come in. There is a budget for the project which would make this ineligible. If voted no, the recommendation would be to deny the project. Right of ways in future would be acquired by the developers in the future not the city.

Mr. Laird asked if alignment on a map or map studies will change after corridor study?

Mr. Bloom answered the official map is an instrument used by the governing body identifying street plans and where future roads can go. If adopted this would change the official map of southwest drive to a local street status to point of determination to College Drive.

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Mr. Mathia asked for any further questions, there were none.

Mr. Wiggam made a motion to adopt item A.

Mr. Larid second the motion.

Mr. Wiggam commented that the body needs a point of discussion and has some concerns that as a planning organization we cannot just dish out rural land and stick to the plan of residential neighborhood business. Also concerned about debating development and business and not addressing the constraints from the Railroad. But if this is adopted, they are doing something significant that the primary access from College Drive needs to move from the Southwest Drive intersection. And designate for future developers that this is where the point of access is going to be. A major street network will align and connect is our job this project does address the offset from I25. Wants to know more about the historic dairy and looked up the North Platte study and it's a shrinking community. As a planning graduate he will admit that planners do not have a great history of realigning major road networks. He sees the need for this but does not believe it is the solution. He is not afraid to let it die. Doesn't believe status quo is the solution either.

Mr. Mathia asked for any other comments from the planning commission.

Mr. Laird supports the resolution, and believes the proposal addresses the traffic operations problem.

Ms. Connor disagrees with the project and thinks there is constraint, and the numbers aren't accurate. There is always the option to revisit it in the future, but this isn't needed right now. Wants to know what development will be there first?

Mr. Mathia stated there will be progress and that Broken Arrow Road will be paved regardless. It's better to have some kind of plan than have nothing to get started with.

Roll call was taken with the adoption failing vote 4 no and 2 yes.

A 5-minute recess was taken.

Meeting called back to order by Mr. Mathia at 8:08

**ITEM B: URA Plan and Project: Jolly Rogers Site**

Case Planner: Charles Bloom, AICP, Planning and Development Director

Connor White, Planner II, read the item into the record.

Mr. Christensen approached the podium as a rep for stencil and explained the plan in project which is an urban renewal project. A blite study was conducted and a bight designation is appropriate for the area. Locate 194 apartment units.

Mr. Wiggam asked for more details of ownership of the plan.

Mr. Christensen answered the site is owned by jolly Rodger LLC; applicant has proposed property under contract. Lot would be subdivided into 2 lots. They are purchasing the west lot and leaving the east lot for future development.

Mr. Wiggam asked the applicant why the added language to aid in the acquisition costs?

Mr. Christensen answered that he is looking for tax increments to allow urban renewal fund to aid in acquisition costs and are currently working with the city, city wanted the throw this in

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the maximum extent to meet state statutes. Anymore would need approve by a development agreement.

Mr. Hibbens asked what the area next to the site was.

Mr. Christensen answered the area to the east is a longer RV park, the area to the north is a county subdivision,

Mr. Mathia asked any other questions, there were none.

Mr. Bloom read the staff report to the commission.

Mr. Wiggam asked what acquisition costs were used for the purpose of the funds? Is it for offsetting interest rates or what?

Mr. Bloom answered that they want to further research what could be an acquisition cost. Possibly a detention pond or storm water facility but are up to further discussion with the applicant.

Mr. Christensen stated he agrees with director bloom, it was included in the language so that it would be eligible if some of these items come up.

Mr. Mathia asked for any public comment, there was none.

Mr. Thomas made a motion to recommend approval.

Mr. Wiggam second the motion.

Roll call was taken, and the motion passed with a unanimous vote.

**ITEM C: PLTA-24-4 / Temporary Use, Text Amendment**

Case Planner: Connor White, Planner II

Connor White, Planner II, read the item into the record.

Mr. White presented the text amendment to the commission. Mr. White explained what temporary uses were in our code and that they are popular over CFD. Lots of people submit their applications before CFD and there are a lot of issues. The text amendment add anything less than 14 days doesn't need a temporary use permit.

Mr. Mathia asked for any questions.

Ms. Connor asked if there were any potential abuses with the project.

Mr. White answered that currently it gets abused all the time. The problems he sees are people overstaying their welcome. There is potential for it to be abused but will help with the CFD section and believe it would help.

Mr. Wiggams asked what would be the worst-case scenario that would be a risk?

Mr. White answered that pedal cabs around town are the biggest pains as they do not submit for permits until usually a week before CFD and it requires staff time. Longer issues could be food tents at a gas station, and they decide they don't want to be temporary they want to be permanent.

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Mr. Wiggams asked if there were any nuisance uses, we are concerned about.

Mr. Lloyd answered that they received complaints such as auto repair or storage sheds in the front yard. They give a 14-day notice period for them to clear up the area.

Mr. laird asked what the enforcement is for people who don't get the city clerk license.

Mr. White answered that it involves the police department.

Ms. Bostler answered an officer would review any violations, currently working on enforcing the code, would go through municipal court.

Mr. White answered city clerk license would be quicker than a zoning violation.

Mr. Mathia opened the discussion for comments, there were none.

Ms. Hernandez made a motion to approve.

Ms. Connor second the motion

Roll call was taken, and the motion passed unanimously.

**ITEM D: PLTA-24-5 / Child Care, Text Amendment**

Case Planner: Connor White, Planner II

Connor White, Planner II, read the item into the record.

Mr. White gave the staff report to the commission amending the text for childcare requirements in the UDC. City is making it easier to meet DFS requirements. City definitions do not match DFS definitions at all. Project to better match the DFS definitions. Location was brought up to have the names match, and proposed conditional uses for these centers in LR, MR, HR, NR-1, NR-2, and NR-3 zones. Went over requirements in UDC a,b,c,d meeting DFS requirements then you are meeting the requirements. Updating the parking table so that childcare is part of parking table will follow all requirements. Different credits, reductions, more flexibility with it in this section. Family childcare centers would need 1 space per employee and one visitor space.

Mr. Mathia asked for questions or public comment, there were none.

Mr. Lloyd stated some churches have childcare services and that this would allow them to do that.

comment closed.

Mr. Wiggam made a comment that at Newport news some residents were mad about having it be there.

Mr. Wiggam moved to approve the item.

Mr. Thomas second the motion.

Roll call was taken. The motion passed unanimously.

**ITEM 5: OTHER BUSINESS/STAFF ANNOUNCEMENTS**


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Mr. Lloyd wanted to propose amendments to landscaping on industrial parks for a tour on July 14 proposed by Cheyenne leads.

Mr. Lloyd brought up June 3<sup>rd</sup> planning commission is same time as city of the whole. Will meet in a different room possibly.

Might not have a mid-month June meeting possibly July 1 meeting.

**ITEM 6: MEETING ADJOURNED 9:03**

  
\_\_\_\_\_  
Staff Signature

  
\_\_\_\_\_  
Board Officer

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**George A Obsuth**

**1807 Southwest Drive**

**May 20, 2024**

**6:00PM Planning Board Meeting**

**Page One**

**Pictures of unused but, installed traffic lights at the intersection of Southwest Drive and College Drive.**

**We were told that his was “temporary for Frontier Day(s) traffic.”**

**Notice the streetlights, traffic sensors, control center and concrete bases.**

**Also, note that Southwest Drive appears to be quite wide at the intersection of College Drive.**

Continued

George A Obssuth

1807 Southwest Drive

May 20, 2024

6PM Planning Board Meeting

Page Two

Other inaccuracies :

- a. "There are more than ten (10) reported accidents at the intersection of Southwest Drive and College Drive." **Actually, there are less than two (2).**  
*The ten-plus accidents are at the ridiculous "reverse diamond" hundreds of feet to the west.*
- b. "Broken Arrow is 1000 feet east of Southwest Drive." **Try 635 feet.**  
*A Fifth Grader told me if you "round off" 635 that's 600 not 1000.*
- c. "The problem with Southwest Drive is the intersection at College". **In reality, the problem is the railroad crossing at West Lincoln Way.**  
*See statements from numerous businesses and homeowners that LIVE AND WORK on Southwest Drive.*

Although I could go on at length and in greater detail, there is enough information to give this a grade.

Part A : The Basic Concept

Your concept "It would be a great idea to construct a new road (Broken Arrow) a few hundred feet east and parallel to an existing paved road at the cost of tens of millions of dollars but then dumps traffic into the end of Southwest Drive (after the barricade but before the dreaded railroad crossing to force compliance to the plan of barricading both ends of Southwest Drive.

**GRADE - - - F minus**

Part B : Honest and Accuracy

Honesty and accuracy of details.

GRADE - - - F

**Summary :**

**Use what you already have on the homestead! \***

- 1. An existing paved road (needs to be upgraded)**
- 2. An existing and well-designed traffic light (Put in place by Wyoming Department of Transportation (WYODot))**
- 3. DUH!**

**\* From Marty Raney "Homestead Rescue" show.**

**George A Obsuth**

**1807 Southwest Drive**

**May 20, 2024**

**6:00PM Planning Board Meeting**

**Page One**

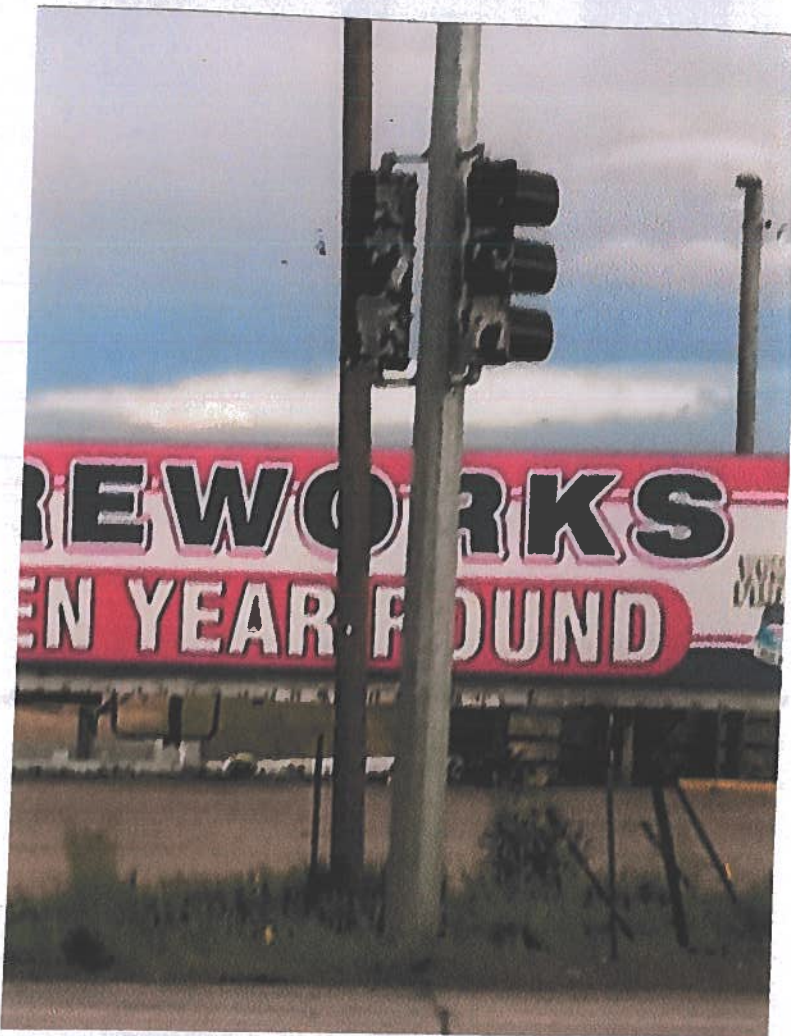
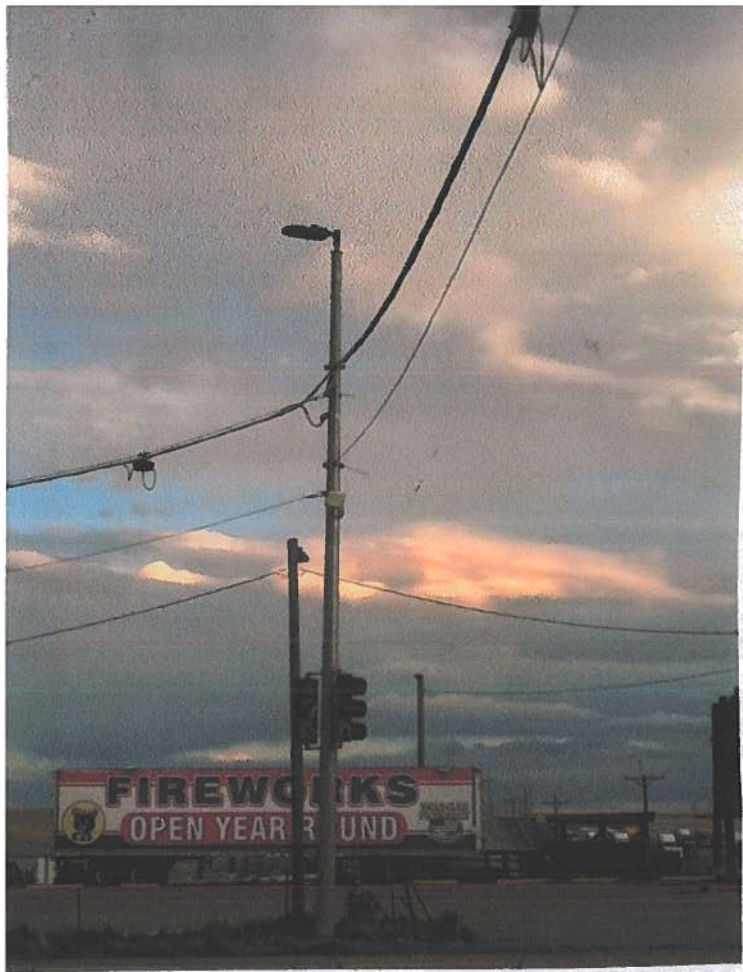
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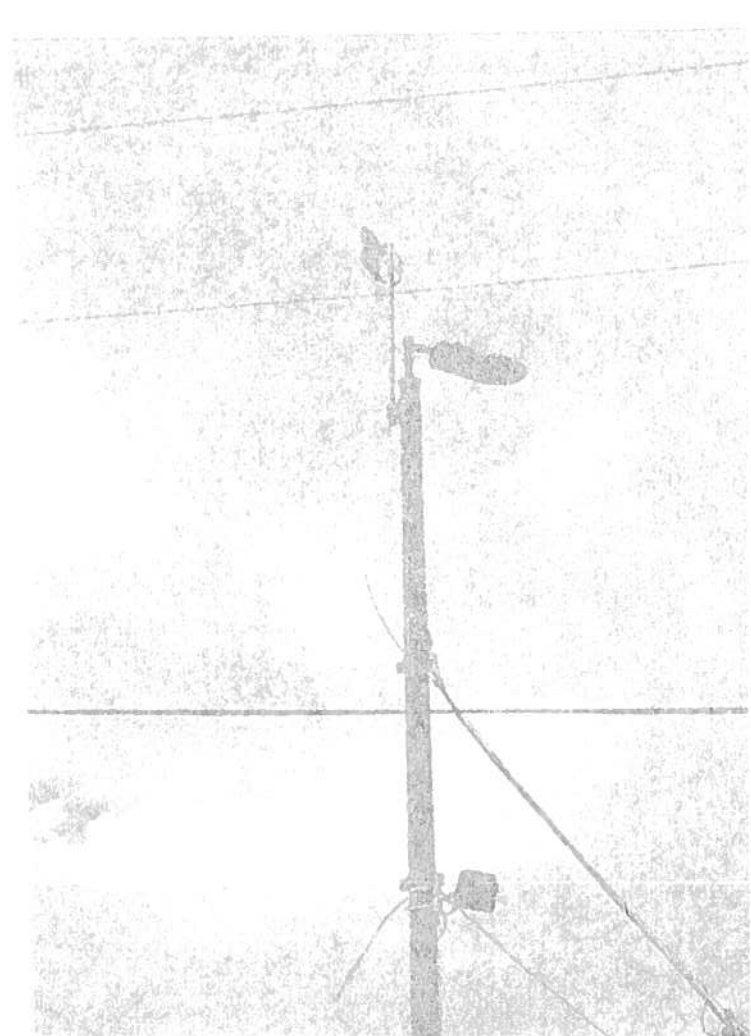
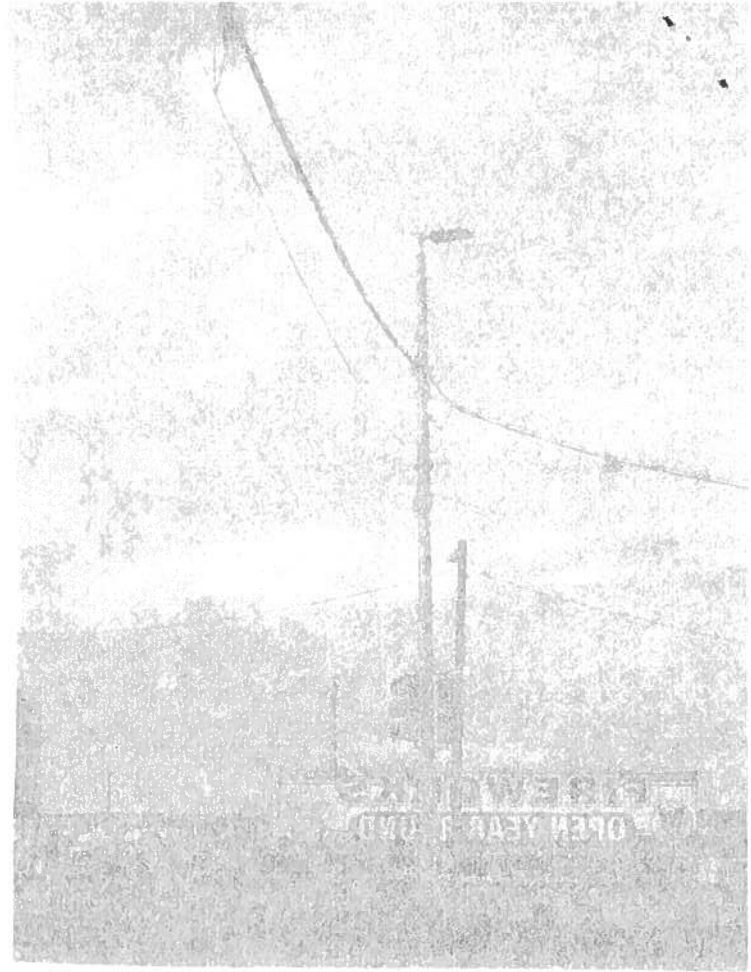
**Notice the streetlights, traffic sensors, control center and concrete bases.**

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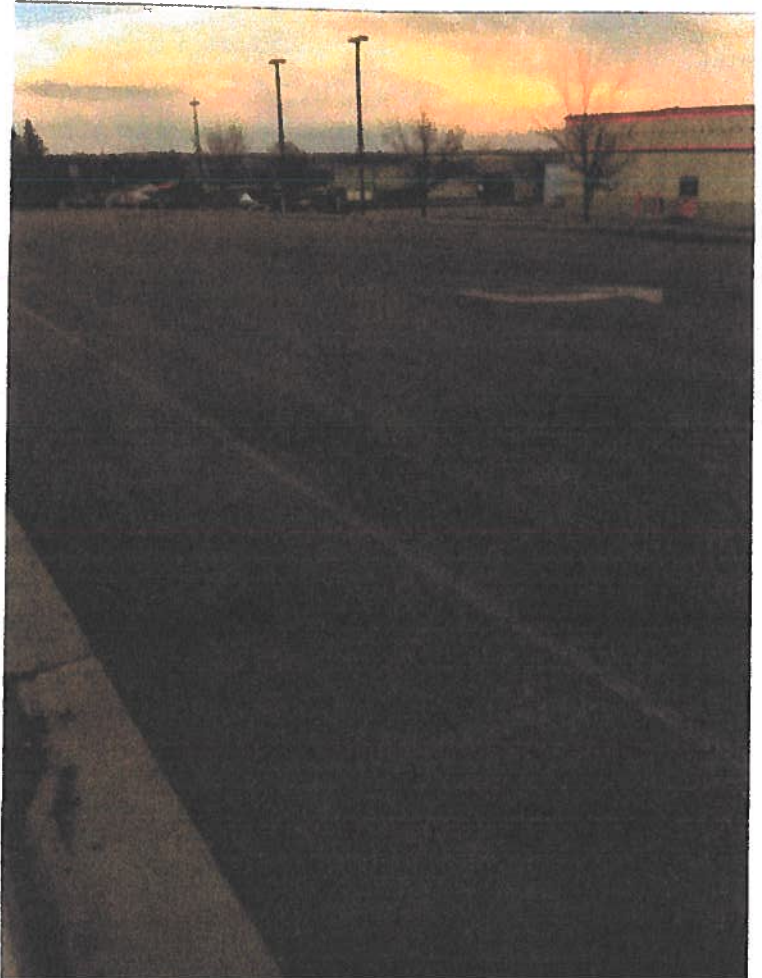












**To: Cheyenne Planning Commission: Reasons the Southwest Drive Corridor Alternative Broken Arrow, Final Plan should be Stopped and Vote No on it:**

The Southwest Drive Corridor Plan, Broken Arrow Alternative, Final Plan is a manufactured proposal created by those who look at lines on a map who do not know the area and who apparently do not read their own studies. Their own studies refute their claims that there is a problem to solve. And, those advocating for this proposal, the MPO, are cherry picking any comments to try to support their proposal.

- 1) The MPO wants to close off Southwest Drive because, they say it is too close to I-25. However, the truth is the WYDOT statutes of 2014 are for new “driveways” (roads) only, NOT existing roads. Southwest Drive (as well as thousands of other roads and main thoroughfares in Cheyenne and the state) is grandfathered in. Southwest Drive can and should remain the collector/thoroughfare that it is and has been for decades.
- 2) The MPO talks about safety at the intersection of Southwest Drive and College Drive, but the traffic study in their own document states that there have been only 9 crashes, of some type, in the course of 5 years, 2016 to 2020.
- 3) Broken Arrow Road is at the base of three hills. Semis already use jake brakes/compression brakes to drive down the hills on College Drive to pass Broken Arrow, the bottom of three hills. When the new Wydot overpass at College Drive and the BNSF railroad track is built. It will create an even steeper grade on College Drive coming down to Broken Arrow. Since all semis currently use jake brakes to pass Broken Arrow at the bottom of the hill, imagine trying to stop at Broken Arrow to then continue up the hill or to turn onto it, especially in ice and snow, as this misguided Final Plan designs! Broken Arrow needs to remain the local residential street only that it has been platted and used as since 1954. Southwest drive is flat and should remain the thoroughfare. This proposal creates dangerous and hazardous problems.
- 4) This proposed “Final Plan” does not solve the problem of the UP railroad crossing at Southwest Drive and Lincoln Way that blocks its crossing for over 8 hours per day and carries hazardous material. This proposed plan has Broken Arrow curving into Southwest Drive before the railroad crossing. This proposed plan solves nothing!
- 5) The MPO seems to care about the “rural feel” but it has confused which road has kept a rural feel. Southwest Drive has Sinclair truck stop, a large storage area facility, a sign company, home businesses, the Cheyenne Animal Shelter and other businesses on it. The houses are built away from the road. Broken Arrow is a dirt road with homes next to the road and no businesses. In fact, the owner of the vacant lots bordering Broken Arrow and within Southcrest Heights has purposely not sold any platted lots for over 40 years to keep the open spaces and to keep the rural feel. Again, the MPO group seems to be confused.
- 6) Costs: This proposed plan costs well over 13 to 20 million dollars. It is far less expensive to improve Southwest Drive and keep it as the collector/thoroughfare it is and leave Broken Arrow as the local residential street that it is.

It appears the MPO wants projects to work on to justify their jobs and contracts, but they need to look at useful and helpful projects, such as improving the already existing 80’ ROW Southwest Drive collector/thoroughfare and improving the already 80’ ROW Parsley Boulevard collector/thoughfare that people want done, not projects that solve nothing, but create hazardous and dangerous conditions.

Sent by Dr. Kay Sheehan on behalf of: Southwest Drive homeowners and business owners, Broken Arrow homeowners and property owners and Southcrest Heights homeowners and property owners.



To: Cheyenne Planning Commissioners: Please read this prior to the May 20, 2024, meeting. Benchmark Engineers responded to our letter that was given to you at the April 15, 2024, meeting. This is our rebuttal to Benchmark’s comments and we are citing pages and sources disputing his comments. It contains new information.

Thank you. If you have questions, please contact Dr. Kay Sheehan (Cell: 303-884-3328)

Benchmark Engineers, P.C. response is in blue text.

Dr. Sheehan’s and other Homeowners and Business owners of Southwest Drive, Homeowners and property owners of Broken Arrow Road and Homeowners and property owners of the 100 acer Southcrest Heights Subdivision responses to Benchmark Engineer’s comments are in red text..

To: Charles Bloom, Director of Cheyenne Planning Commission, Cheyenne Planning Commission members, Jeff Noffsinger, Director of MPO, and MPO members

Cheyenne Planning Commission Meeting, Monday, April 15, 2024, 6:00 P.M.

Background of the two meetings with Jeff Noffsinger, Director of MPO and Scott Larsen, Owner of Benchmark Engineering, June 21, 2023 and November 15, 2023.

Questions regarding the Southwest Drive Corridor 35% Design Plan that is based on the Benchmark’s design:

1) Coordination and Public Involvement, page 26 of the Southwest Drive Corridor 35% Design Plan, it states, “On June 8, 2023,.the MPO and design team, along with designated stakeholders, participated in a Steering Committee meeting to gather information, insight, and to offer feedback. The Steering Committee includes representatives from the City of Cheyenne the Cheyenne Board of Public Utilities, WYDOT, and Laramie County Planning and Public Works.

We want to know who these “designated shareholders” are because we who live on Southwest Drive, Broken Arrow Road, and the 100 acre Southcrest Heights Subdivision knew nothing of this meeting and were not involved. Who are these “designated shareholders” referenced?

□ **The Steering Committee is made up of the following:**

- **Tom Mason – MPO** [L] [SEP]
- **Jeffrey Noffsinger - MPO** [L] [SEP]
- **Ginni Stevens - MPO** [L] [SEP]
- **Chris Yaney - MPO** [L] [SEP]
- **Charles Bloom - City of Cheyenne** [L] [SEP]
- **Adele Bartel - City of Cheyenne** [L] [SEP]
- **Bryce Dorr, P.E. - BOPU** [L] [SEP]
- **David Cole, P.E. - BOPU** [L] [SEP]
- **Julianne Monahan - WYDOT** [L] [SEP]
- **Wayne Shenefelt, P.E. - WYDOT** [L] [SEP]
- **Molly Bennett - Laramie County** [L] [SEP]
- **Justin Arnold - Laramie County** [L] [SEP]
- **Scott Larson - BenchMark Engineers** [L] [SEP]
- **Julie Goode - BenchMark Engineers** [L] [SEP]
- **Lyle DeVries, P.E. - Felsburg Holt & Ullevig - remote** [L] [SEP]
- **Faith Kelley, E.I. - Felsburg Holt & Ullevig – remote** [L] [SEP]
- **Gene MacDonald, P.E. – GLM Design** [L] [SEP]

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2) The minutes are missing of the MPO’s meetings of August, 2023, and October, 2023, - between the first public meeting on June 21, 2023, and the second public meeting, November 15, 2023, (when only one person was notified, the one with the most to lose) that created this proposal of the Southwest Corridor Plan 35% Design Plan proposing closing the existing Southwest Drive Corridor/thoroughfare and shifting it to developing a dirt road creating far more problems and far greater cost.

These minutes are missing from the Southwest Corridor 35% Plan and are not in the Appendices. We would like to see the minutes of these meetings.

**All Steering Committee minutes are included in Appendix VII on page 436 of the Southwest Drive Corridor Plan Appendices.**

3) The minutes of the poorly attended public meeting November 15, 2023, because only one person (the one with the most to lose) received a notice, are missing and are not contained in the appendices.

We would like to see these minutes, also.

**□ There are no minutes for the Public Meeting on November 15, 2023 because this was an open forum format with singular discussions between the public and the MPO and Design Team. There was a short reiteration of a PowerPoint presentation showing the printed boards that were to be discussed in a one-on-one format. The PowerPoint is available to anyone who wishes to review it.**

Correction/explanation for this 35% plan:

1) It is stated in the 35% Corridor Plan (page 32 of 48), that three residents (all the people at the meeting who were contacted by the one person notified of the meeting) who live and own property on Broken Arrow Road) were “very vocal about Broken Arrow being developed.” but it skews the truth because we were all adamant that it NOT be developed!

**□ In no way does the written dialogue “skew the truth”. The statement is made that the three residents who live along Broken arrow were “very vocal” about improvements to Broken Arrow, which is an unbiased observation. That sentence is followed by a sentence reiterating the concerns of these residents concerning acquisition of right-of-way along Broken Arrow.**

**It does skew the truth because the homeowners had numerous additional objections to this proposed plan and are adamantly against it. It does not make it clear that we were/are adamantly against it for many reasons.**


2) It is stated in this 35% Design Plan that one of the reasons to shift the existing Southwest Drive Corridor to Broken Arrow Road, a dirt road, was to retain the “rural feel” for the people of Southwest Drive Corridor. However, we who live on Broken Arrow Road, a dirt road and who



live and own property in the 100 acre Southcrest Heights Subdivision bordering Broken Arrow Road are the people who have been fighting for over 34 years to keep the “rural feel.”

How many Cheyenne Planning Committee members have read the entirety of the 500-page Southwest Corridor 35% Plan that has been presented for your input and vote? Some of us who live on and near Broken Arrow Road have completed the excruciating task of reading it.

**The Southcrest Subdivision, along Broken Arrow, is solely owned by Kathleen M. Sheehan, the writer with other homeowners of this letter . See map below:**



• Scanned Image of: [SOUTHCREST HT 01 REPLAT](#)

1 Parcel(s) [Zoom to parcel\(s\)](#)

- Pidn: 13671320200100
- Local #: 18165000100010 [Tax](#)
- Account: R0007658 [Property Detail](#)
- Name: SHEEHAN, KATHLEEN M
- Mail Addr: 2305 E ARAPAHOE RD STE 214
- Mail Addr: LITTLETON, CO 80122
- St Addr: 2011 BROKEN ARROW RD
- Deed: 1661 CONV 00449
- Location: SOUTHCREST HEIGHTS, REPLAT; ALL BLOCKS 1 & 2; LOTS 1-4 BLOCKS 3 & 4; LOTS 5 ... [\(more\)](#)
- Type: Commercial
- Acres: 22.14 acres
- Tax District: 0101

Lat / Lon N: 41.10164°, W: 104.84442°  
NAD83 UTM Zone 13 X: 513064,  
Y: 4550052  
NAD83 Wyoming East (ftUS)  
N: 219349, E: 744975

**There are other homeowners along Broken Arrow Road north of my property and we are all affected negatively by this proposed plan - as well as those of us on Southwest Drive, Broken Arrow Road, and the 100 acre Southcrest Heights Subdivision.**

Major problems with the Southwest Corridor 35% Plan and why the Collector/thoroughfare should REMAIN Southwest Drive and why developing Broken Arrow Road, a dirt road, is not feasible:

Reasons to keep Southwest Drive the major thoroughfare:

1) Already has an 80 feet easement

**Broken Arrow Road is a recorded dedicated public right-of-way in Laramie County, which was recorded with the original plat in 1954 and then in the replat of the Southcrest Heights Subdivision in 1957. The fact that the road has not been improved to date does not change the fact that the road is a dedicated public right-of-way .**

**Broken Arrow Road is a recorded public right of way of ONLY 30 FEET for a LOCAL STREET SINCE 1954 and 1957 and NEVER a MAJOR COLLECTOR road. The fact that the road has not been improved does not change the fact that the current ROW is only 30' to 50' and has NEVER been planned as a major collector road, only a local residential road.**

2) Already has all utility easements in place and are being used.

Southwest Drive only has sanitary sewer within the roadway, no water. Utilities can be placed within the Broken Arrow Road dedicated right-of-way so no easements would be necessary. See 35% drawings for utility locations.

Page 34 of the Southwest Drive Corridor Plan, Broken Arrow Alternative, states. **“Numerous utility easements are in place along Southwest Drive adjacent to the right-of-way per the various plats. Broken Arrow has a utility easement along the eastern side of the right-of-way. Although construction of improvements such as roadway, sidewalks, greenway, etc. may be possible, there is a risk of financial obligation on the public entity rather than the utility owner for repairing and/or replacing these improvements when work is completed on the respective utility. Existing utilities are both over head and buried within the corridor.”**

3) Entrance to Southwest Drive and Southwest Drive itself is flat, not at the base of two hills.

It is good, common engineering practice to have intersections and roadways at the top and bottom of hills for drainage purposes. This is preferred in most Cities and Counties across the country. Also, the express purpose of this study is to address the location of the entrance to Southwest Drive from West College Drive. The placement of the Southwest Drive entrance in close proximity to the I-25 interchange and the commercial properties to the west, east and south, pose a public risk as well as a public nuisance due to commercial traffic on and around the Southwest Drive entrance.

Service roads are right next to interstates all over the United States and are used by heavy vehicles as well as cars. Southwest Drive is much further away from I-25 than are service roads. There are no studies indicating that the current intersection of Southwest Drive and College Drive “pose a public risk as well as a public nuisance”. In fact, the traffic study stated that there were only nine crashes at this intersection within a five-year period (2016-2020) (page 35 of the Southwest Drive Plan Broken Arrow Alternative.) No signal is needed at Southwest Drive or Broken Arrow Road

The City, County and WYDOT all have specific requirements for how far a roadway and accesses need to be from each other for safety issues and the current location of Southwest

Drive does not meet any of the requirements. According to WYDOT, requirements for NEW DEVELOPMENT ONLY came into effect in 2014, NOT FOR EXISTING ROADS all over Wyoming, such as Southwest Drive. This major collector road is functioning without problems as the studies in this proposed plan confirm. In addition, there are specific requirements for how far one signalized intersection needs to be from another and if signal lights were placed at Southwest Drive, they would be too close to the signals at the interchange and would not meet the requirements. Traffic lights were used during Cheyenne Frontier Days at the same intersection of Southwest Drive and College Drive so if traffic lights can be used then, a permanent traffic light would also be fine, if needed. But, as it turned out, no traffic light was even needed during Cheyenne Frontier Days.

4) It is a straight line from College Drive on Southwest Drive to Lincoln Way — no turns necessary.

While it is not a “straight line” from West College Drive to West Lincolnway, consideration is given to the current use of Southwest Drive as a shortcut for commercial vehicles to access West Lincolnway, which poses a public safety risk. There are no studies indicating a public safety risk. In fact, see the above 5-year traffic study of only 1.8 crashes per year at the intersection of Southwest Drive and College Drive. Southwest Drive is not designed or maintained to be used as a major collector, which creates hazardous conditions for local residents. There are no studies indicating this. The Southwest Drive Major Corridor consisting of businesses and homes is already an 80 foot right-of-way. The use of Broken Arrow Road, designed to address future development and current zoning as Mixed-Use Business and Medium Density Residential, would move traffic off a Low Density, rural road to a specifically developed Major Collector thoroughfare, designed and maintained to support associated traffic use. Broken Arrow Road has been a 30’ right-of-way planned since 1954 as a rural local road only. There are no businesses on Broken Arrow Road. However, on the existing Southwest Drive Corridor/thoroughfare, there are home businesses, a large storage facility, Cheyenne Frontier Days parking lot, Cheyenne Animal Shelter and other businesses. Southwest Drive is NOT a rural road. Broken Arrow Road IS a rural road and planned as such since 1954. The homeowners along Broken Arrow Road and the 100 acre Southcrest Heights Subdivision have fought for over 40 years to keep it rural. Additionally, the owner of the vacant lots in the 50 acre Southcrest Heights Subdivision north of College Drive has purposely not sold any of the vacant lots in over 40 years to keep the open spaces and rural feel. In addition, it is common engineering practice to avoid making roadways straight for long stretches because it encourages speeding. Having roadways curve, etc. helps to reduce speeds, which provides for a much safer roadway. The proposed plan to shift the existing

major collector/thoroughfare of Southwest Drive to Broken Arrow has Broken Arrow from well south of College Drive to parallel to the Animal Shelter as a straight road! It is similar to traffic calming techniques. One of the biggest concerns for the people who live along Southwest Drive is the speeding that takes place on the existing roadway making the roadway unsafe. Keeping it the main corridor, improving the street and keeping it relatively straight will only make the speeding worse. No, it will not. Reducing the speed limit, patrolling the road and giving tickets, speed bumps and a flashing light sign indicating vehicular mph will reduce speeding. However, the Traffic Safety Analysis (page 35 Southwest Drive Corridor Plan) study indicated that for those vehicles speeding going north, "speeding" was less than 5 miles per hour over the posted speed limit. Going south, if a vehicle was speeding, it was more than 5 mph but less than 10 mph over the speed limit. Moving the major collector road to Broken Arrow only shifts the problem, plus creates a mass of other problems and costs over Thirteen Million Dollars! Keeping Southwest Drive as the major collector road is many, many millions of dollars LESS.

5) All houses on Southwest Drive are set back from the easement and road. The houses were built knowing the road already was developed.

At the time most of the houses along Southwest Drive were constructed, most of the commercial activity on both sides of the interstate at the interchange were not there and Southwest Drive did not see a lot of traffic. There was no way for the homeowners at that time to know how busy Southwest Drive would become over the years because of all of the businesses at the interchange. Broken Arrow Road is a dedicated public right-of-way and has been since 1954 of only a 30 feet right-of-way and was never intended as anything other than a local rural road. The fact that the road has not been improved to date does not change the fact that the road is a dedicated right-of-way of 30 feet and intended as a local rural road and the roadway could be constructed at any time.

6) Traffic lights are already installed at the intersection of College Drive and Southwest Drive — they just need to be turned on.

The wiring to allow temporary traffic lights to be installed were put in place by WYDOT for Cheyenne Frontier Days (CFD) in order to help control traffic from CFD's parking area to the northwest, during this specific event, one time a year. These are not permanent traffic signals and there are no plans to make them permanent because they don't meet the spacing requirements for the intersection. There was so little traffic that the traffic lights were not needed,

7) Environmentally, it is better because Southwest Drive is not in a pocket, as is Broken Arrow

and the pollution is blown away by the wind.

**No environmental studies were performed in this study and are outside the scope of this report.**

8) Confiscation of property is not involved

**No confiscation of property is proposed as confiscation is illegal and not a method used in Wyoming. The legal process of gaining additional rights-of-way to improve public infrastructure can be clarified by the County or City Attorney. It *feels* like confiscation of property for those of us who would be losing our property.**

9) There is no heartache with one's property and landscaping being seized.

**Nothing is being "seized". It *feels* like seizure for those of us losing property and well-being. This proposed plan does not address the emotional and psychological damage to those of us who own already established homes on and around Broken Arrow Road. It also does not address the damages to the businesses on Southwest Drive if it were closed, as proposed by this plan. There are very specific guidelines, which must be followed to improve public infrastructure. While progress can be slow and disappointing at times, the County and City is bound to advance public infrastructure in the best interest of the greater population. In addition, there are some trees, bushes, etc. along Southwest Drive that are in the right-of-way that would need to be removed with the improvement of Southwest Drive to the preferred section. No land or major landscaping would be lost for those along Southwest Drive. It would cost Over Three Million Dollars of right-of-way on Broken Arrow**

10) There is no heartache with one's life plans being stolen.

**The proposed plan does not steal anything. Yes, it does. There is no compensation for loss of one's life plans, retirement plans, heartache, loss of enjoyment of one's home, and unwanted loss of property and mature landscaping.**

11) There is no monetary loss of property values because it is already built and used

**There is no proven "monetary loss" in developing a dirt track into a well-designed, paved road that has been previously designated as a roadway, on County plats, for the past 70**

**years. It has been a 30' right-of-way since 1954 and in 2019 a short section of 50' right-of-way as a local road only, NEVER as a major collector/thoroughfare! Yes, there is a monetary loss when all the property owners and homeowners built their homes knowing that Broken Arrow had a right-of-way of only 30 feet and the purpose was a local road only, not a major collector/thoroughfare. This is common sense.**

12) Utility easements are already in place so no monetary outlay by property owners is needed.

**No utility easements are needed from existing property owners along Broken Arrow Road. See page 34 of this proposed Southwest Drive Corridor Plan. The quote is listed under 2) (above)**

13) Value of Southwest Drive homeowner's and property owner's value will increase with resurfacing the the road and adding some improvements

**There is no market data to suggest any increase in value to a property based only on resurfacing a roadway, which is already paved. It is common sense that resurfacing an already developed roadway and adding improvements will increase the desirability and value of the homes and businesses on it. If this is true however, then paving and adding some improvements to Broken Arrow will increase the property values along Broken Arrow as well. It is common sense that if Broken Arrow were developed into a major thoroughfare, the properties near it would decrease in value since these homes are close to the 30' to 50' right-of-way that was designated only as a local road since 1954. These homeowners and property owners want the rural feel. That would be completely gone if it were to become a major collector/thoroughfare.**

**Reasons NOT to develop Broken Arrow Road as a major Collector/thoroughfare and to leave Southwest Drive as the major Collector/thoroughfare:**

**page 10 of 20**

1) The entrance to Broken Arrow from College Drive is at the base of three hills — making it very difficult for semis, other heavy vehicles and cars to negotiate in ice, snow and blowing dust/snow now, let alone turn into Broken Arrow Road — Southwest Drive is flat. **ALL the semis going west from the BNSF railroad tracks use jake brakes/compression brakes coming down the hill to pass Broken Arrow Road. When the BNSF overpass is built on College Drive the steepness will be significantly increased and pose a serious and hazardous condition for vehicles, especially semis, to stop or turn at Broken Arrow Road, as this proposed plan states.**

**Given the existing shallow slopes of College Drive, An almost 4% grade on**

either side is not shallow, especially for a semi going from a stopped position up a short distance to make a turn, particularly in inclement weather. They are using Jake brakes to pass by Broken Arrow now, indicating that it is steep there is no documented proof that there would be an issue. **Ask any semi, heavy load or even auto driver.** There are numerous roadways throughout Cheyenne that are much steeper than College Drive that do not support this theory. The express purpose of this study is to address the location and issues of the entrance to Southwest Drive from West College Drive. The placement of the Southwest Drive entrance in close proximity to the I-25 interchange and the commercial properties to the west, east and south, pose a public risk as well as a public nuisance due to commercial traffic on and around the Southwest Drive entrance. [SEP]

The entrance to Broken Arrow Road will be designed to address slope and expected traffic flow. Please see Plan and Profile Sheet 6 on page 9 of 448 in the Appendices.

- 2) Slowing or stopping for semis and other heavy vehicles and cars for a potential stop sign or traffic light at the intersection of College Drive and Broken Arrow Road, makes it very difficult for the heavy vehicles to accelerate again, to go up a hill, especially in inclement weather.

Grades less than 4%, which is what College Drive is in both directions from Broken Arrow Road, do not make things “very difficult” for trucks. These types of grades are extremely common at intersections throughout the United States and large trucks navigate them on a daily basis without issues. [SEP] **Ask any heavy load vehicle driver. Going from a stopped position, especially in ice and snow conditions, up a 4% grade a short distance to make a 90-degree turn is very difficult. It is even for the driver of an auto vehicle.**

- 3) Broken Arrow Road has only a 30’ to 50’ easement (page 32 of 48, Southwest Drive Corridor Plan, 35% Design Plan) [SEP]

There is only approximately 1,200’ (Only?!) of Broken Arrow Road where there would need to be additional right-of-way needed for the 80’. The remaining approximately 4,100’ of Broken Arrow Road would be obtained by the developer of the property. Broken Arrow Road is a public right-of-way, designed in the 1950’s. The need to bring Broken Arrow Road up to current standards has existed for quite some time. At some point, improvements will come to any developing area. **It is a 30 feet right-of-way for local use only since platted in 1954, NOT**



**an 80 or more feet right-of-way major corridor/thoroughfare.**

4) Has only one utility easement

**Utilities located in the right-of-way do not require easements. No additional easements are needed for utilities.**

5) Cost of adding needed easements would be borne by the residents

**No utility easements are needed from the adjacent property owners of Broken Arrow Road.**

6) Cost of maintaining the utilities would be at the property owner's expense

**Maintenance of utilities, and associated costs, are done by the utility owners and not at the property owner's expense. Page 34 of the Southwest Drive Corridor Plan, Broken Arrow Alternative, states. "Numerous utility easements are in place along Southwest Drive adjacent to the right-of-way per the various plats. Broken Arrow has a utility easement along the eastern side of the right-of-way. Although construction of improvements such as roadway, sidewalks, greenway, etc. may be possible, there is a risk of financial obligation on the public entity rather than the utility owner for repairing and/or replacing these improvements when work is completed on the respective utility. Existing utilities are both over head and buried within the corridor."**

7) Would require taking already landscaped property of current homeowners

**Widening of the existing right-of-way would require acquisition (taking) additional right-of-way once the development of Broken Arrow is initiated, which could be 20-30 years in the future. The new proposed Southwest Drive Corridor Plan, Final Plan has no time frames except for development of Swan Ranch Road which it proposes for 2045. Development of Swan Ranch Road and the proposed over or underpass of the BNSF railroad track to Parsley Blvd, would relieve the impass that occurs on Southwest Drive crossing the railroad tracks to Lincoln. Development of Broken Arrow Road south of College Drive has already begun. So, what are the most recent proposed time frames? Currently, there is only one property on Broken Arrow Road where the needed additional right-of-way would impact existing landscaping.**

8) If the current easements are increased, it would require the taking of our land, destruction of mature landscaping, trees and bushes as well as having current home's front doors ending up right next to the collector/thoroughfare

Ms. Sheehan's house is approximately 90' from the existing right-of-way line. Since No surveying has been done, we do not know where the existing right-of-way line even is, let alone if it is being 90'. The additional right-of-way needed would put the right-of-way (not the roadway) approximately 50' away from the house, but the house would be approximately 70' away from the proposed roadway. Currently Ms. Sheehan's house is approximately 16' away from Horseshoe Road right-of-way and 47' from the road. This is an excellent example of just seeing a line on a piece of paper and knowing nothing of the area nor how the "road" is used. This is practically a private road that separates Dr. Sheehan's home from the small building she owns that was built by her aunt and uncle as the store for the Southcrest Nursery in 1954. No one uses this "road" but Dr. Sheehan who walks the short distance and very occasionally the owner of the home north of the small building. Ms. Sheehan's property is the only residential property with mature landscaping along Broken Arrow Road that would be affected by the proposed widening of the right-of-way.

9) It would require taking already platted (since 1954) lots in Southcrest Heights Subdivision

The Southcrest Subdivision, along Broken Arrow, is solely owned by Kathleen M. Sheehan, the writer of this letter. Widening of the right-of-way would not "take" any lot within the subdivision. It would require unwanted loss of the owner's property and devaluing of the then reduced area of the lots that were platted to be next to a 30' right-of-way local road only since 1954, NOT a major collector/thoroughfare of 80 feet or more.

10) It would place the burden of loss of property, already established landscaping of mature trees and bushes and loss of platted lots on one person, which is unethical and discriminatory.

No confiscation of property is proposed as confiscation is illegal and not a method used in Wyoming. The process of legally obtaining additional rights-of-way to improve public infrastructure can be clarified by the County or City Attorney. It is not unethical or discriminatory when it is in the best interests of the greater good. There are no studies indicating this would be in the "best interest of the greater good." Leaving the already existing major corridor/thoroughfare of Southwest Drive is best for the businesses already established along it, causes no additional problems along Broken Arrow Road, and saves the tax payers many millions of dollars that could be put to better use.

11) It would require heartache and loss of enjoyment of our already established homes and property

Broken Arrow Road is a recorded public thoroughfare in Laramie County, which was recorded

with the original plat in 1954 and then in the replat of the Southcrest Heights Subdivision in 1957. The fact that the road has not been improved to date does not change the fact that the road is a dedicated right-of-way. **Again, this has been platted since 1954 as a local road only with a 30' right-of-way, not a major collector/thoroughfare.**

12) Loss of property, especially to one resident, and loss of livelihood and retirement plans.

**As the city and county grow, development happens all over and affects many people. One cannot expect to live in an area that still has potential for development and not be impacted by improvements, changes to roadways, changes to the surrounding properties, etc. Again, this has been platted since 1954 as a local road only, not a major collector/thoroughfare.**

13) Studies show that having a collector/thoroughfare next to and near residential areas decreased property values (Email from Scott Larsen, owner of Benchmark Engineering to Kay Sheehan, April 12, 2024)

**Scott Larson's email actually said that studies he has been aware of in the past indicated property values increase with roadways and improved roadways, however, they do decrease if the property is immediately adjacent to an interstate or highway. Broken Arrow is not an interstate or highway.**

**Developing Broken Arrow Road is many millions of dollars more than it is to leave the existing major corridor/thoroughfare of Southwest Drive with improvements. It is common sense that if homes and vacant lots in a residential area designed since 1954 to be adjacent to a 30' ROW local road only, that if it changed to an 80' ROW with unwanted loss of property and landscaping, increased traffic, including semis, and noise and pollution that the property loses value.**

**Leaving Southwest Drive as the major corridor does not solve the issue and problems with the intersection with College. While progress can be slow and disappointing at times, the County and City is bound to advance public infrastructure in the best interest of the greater population. There are no studies cited in this plan of ANY issues and problems with the intersection of Southwest Drive and College Drive. In fact, there have been less than two accidents (only 1.8) per year at the intersection according to the 5-year timeframe of 2016 to 2020. (See the Traffic Safety Analysis, page 36 of the Southwest Drive Corridor Plan).**

**The Suggestions of what to do.**

The best placements for a collector/thoroughfare and to relieve traffic at the intersection of I-

25 and College Drive is to:

1) Leaving the thoroughfare at Southwest Drive, where the road is already developed with ditches on either side and the homes are already set back from the road, not requiring confiscating peoples land, and simply improving the road surface. This is by far the less expensive plan and best for the reasons listed above and would not take property from those of Us on Broken Arrow Road as well as the platted lots in Southcrest Heights Subdivision,

□ **Please see prior narratives.**

and/or

2) Moving the thoroughfare to the west side of 1-25 either in back of Mac Donalds or in front of Mac Donalds where there is already a road going to the Wyoming Department of Transportation Drivers Services and extending it to Lincoln. This is open land and would not disturb any homes - since there are none. Plus, this would keep the semis, trucks, campers and cars on the west side where the Flying J, Quality Inn, semi-truck wash, Mac Donalds, Industrial Park and High Plains Drive is, so they do not have to cross the overpass to access Lincoln. This would reduce congestion now, and in the future as the west side of 1-25 is developed.

It is stated in the Southwest Corridor 35% Design Plan that the railroad crossing at Southwest Drive and Lincoln Way does not have enough room to construct either an over or underpass. Moving the Collector Road/thoroughfare to the west side of 1-25 allows room for either an overpass or underpass at the railroad crossing at Lincoln Way, alleviating wait times of over 30 minutes, as much as eight hours every day.

□ **There are significant grade/terrain issues, floodplain issues, and issues with the I25 and I80 interchange that makes this option financially unfeasible and potentially not physically practical. No study has been done. In addition, this alignment would not allow an overpass or underpass at the railroad and the UP would not grant another crossing at this location. Also, with this alignment, people who want to get to Lincolnway would have to go further out of their way by going west, then north, then back east once they get to Lincoln Way. Therefore, this would not reduce the traffic on Southwest Drive because it would be a more direct/shorter route. This also does not address the issues with the intersection of Southwest Drive to College. Again, according to the Traffic Safety Analysis there were less than two (1.8) crashes, per year in a 5-year study and in the study of “speeding” going north, those vehicles that were “speeding” were only “going less than 5 miles per hour over the 40-mph speed limit.”**

and/or<sup>[L]<sub>SEP</sub></sup>

3) Another alternative is to have a separate entrance (should read exit) from 1-25 going north to Love's truck stop and to have a separate entrance to 1-25 from behind Sinclair truck stop for semi's and heavy load vehicles.

**This proposed option is neither financially feasible nor physically practical and does not address the issue at hand. No studies have been done regarding the feasibility of this alternative.**

These proposals alleviate by far the majority of semi, heavy vehicles and cars in the 1-25 and West College and the Southwest Drive thoroughfare and are proposals from those of us who live in this area not just those who see lines on a map.

These proposals not only reduce all traffic in this area but also, do not require seizure of any already established home property, landscaping of mature trees and bushes and already platted residential lots.

**Please see prior narratives.**

"Tom Mason of the MPO stressed that there is no funding for this project at this time." (Page 28 of the Southwest Drive Corridor Plan, 35% Design Plan)

**As stated in the Southwest Drive Corridor Plan document, there is no funding at this time for this project, like many other proposed improvements across Cheyenne. This is a 35% design plan to be used as a reference for many years in the future and can be modified if conditions change.**

**Additional Comments:<sup>[L]<sub>SEP</sub></sup> It is nearly impossible for plans like these to solve the problems and issues while making everyone happy with the proposed solutions. Unfortunately, people are impacted by progress in Cities and Counties. The proposed improvements in the current plan solve the issues with the intersection of Southwest Drive and College, address most, if not all, of the major concerns of the 27 residents along Southwest Drive and minimize the amount of additional right-of-way needed to only one property owner. Cities and Counties sometimes must make the hard decision to impact the few in the best interest of the greater population. There are NO studies indicating that this proposed plan is "in the best interests of the greater population."**

**This proposed plan not only does not solve anything, but creates more problems and hazards and costs over 13 million dollars, if done last year.**

As stated, numerous times, if the main corridor remains on Southwest Drive, it will not solve the issues and problems with the intersection at College Drive which was the main issue to resolve with this study. According to your own Traffic Safety Analysis, (page 35 in the proposed Southwest Drive Corridor Plan, Final Plan), given the low incidence of accidents and the minimal amount of speeding, there really are no significant issues at the intersection of Southwest Drive and College Drive and if there were any, all this proposed plan does is shift them 600 feet to Broken Arrow creating more issues, solving nothing and costing over 13 million dollars! In addition, long range plans have Broken Arrow extending to the east and tying into West Wallick Road to provide another roadway for the Cosmos development to be able to use as well as other currently undeveloped properties. Broken Arrow Road to the south of College has been established in planning documents as a collector as well. This is a 20' ROW since 1954. There are better options, such as Bridle Bit that has an already existing right-of-way of 80 feet and already has a road, as well as many other options. Wydot knows of no plans to construct an overpass at the intersection of College Drive and the BNSF railroad tracts that would interfere with using Bridle Bit (as Mr, Larsen stated would not be feasible because of a proposed overpass). An overpass has been planned for Swan Lake Road and is not needed on College Drive. This would cost over 24 million dollars if an overpass were put on College Drive to solve a problem that does not exist, because there are not many trains and delays are very minimal to none.

When this road gets developed, there will need to be a signal light at College. If Southwest Drive is used as the collector instead of Broken Arrow, there would need to be a signal at the intersection with College as well and there cannot be two signalized intersections that close together for safety and operational reasons. There are no studies indicating that a stop light is needed at the existing major collector/thoroughfare of Southwest Drive and no studies indicating a need for a stop light at College Drive and south Broken Arrow if it were to be developed. It only makes sense and it is the only way to meet all of the requirements that the one signalized intersection be at Broken Arrow for both the north section of Broken Arrow and the south section. The studies within this proposed Southwest Corridor, Final Plan supports the fact that there are no major problems at the intersection of Southwest Drive and College Drive. Furthermore, it shows that this plan solves nothing and creates more problems at a cost of over 13 million dollars! Broken Arrow Road to the south of College is expected to be constructed in 2024. So how does this relate to your stated 20-30 year timeframe?

This proposed Southwest Drive Corridor Plan, Final Plan has tunnel vision and only looks at two lines on a map seemingly without knowledge of the area. A plan needs to be developed

**with in-put from those of us living in this area which looks at several alternatives. Our involvement needs to be a direct and meaningful involvement, not just an open meeting at the Animal Shelter where MPO lays a plan on us and just takes our questions.**

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We are pleading with the Cheyenne Planning Commission to VOTE NO on this Southwest Corridor 35% Plan and to go back to the drawing board with our proposals and include those of us who live and own property in this area on the MPO and other planning bodies.

### SUMMARY

We are a United Group of Southwest Drive Homeowners and Business owners, Broken Arrow Homeowners and Property owners and Homeowners and Property owners of the 100 acre Southcrest Heights Subdivision. We are COMPLETELY OPPOSED to this proposed Southwest Drive Corridor Alternative Plan, Final Plan. We are pleading with the Cheyenne Planning Commission to VOTE NO on this misguided, hazardous proposal.

The best, and much less expensive plan, is for the 80' ROW Southwest Drive to be improved and left as the major collector/thoroughfare that it is. To the east, the 80' ROW Parsely Blvd., should be improved and left as the collector/thoroughfare that it is. Broken Arrow Road, platted as a 30' ROW local residential street only since 1954 should be left alone.

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