



# CONNECTING CROSSROADS

LONG-RANGE TRANSPORTATION PLAN UPDATE



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## APPENDIX

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**CASPER AREA**  
METROPOLITAN PLANNING ORGANIZATION  
Casper • Mills • Evansville • Bar Nunn • Natrona County

## **MEETINGS AND EVENTS SCHEDULE**

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## LIST OF MEETINGS AND OUTREACH EVENTS

When	What	Where	Target Audience
9/5/2018	Technical Committee Kickoff	Mills Town Hall	Committee
9/5/2018	Meeting with CAEDA	CAEDA Offices	Internal
9/5/2018	Citizens Committee Kickoff	Casper City Hall	Committee
9/6/2018	Policy Committee Kickoff	Evansville Community Center	Committee
9/6/2018	Meet with Dave Hough, PRTT	Casper Area Trails	Internal
12/5/2018	Growth Modeling Session	Casper City Hall	Internal
12/5/2018	Combined Committees Meeting	Casper City Hall	Committee
12/5/2018	CATC Transit	Casper City Hall	Internal
12/5/2018	Mills Town Council	Mills Town Hall	Internal
12/6/2018	Developers Forum	Casper City Hall	Internal
12/6/2018	Meeting with Angela Emery	River Trails Trust	Internal
12/6/2018	Pop-up Event	Art 321	External
12/6/2018	Pop-up Event	The Atrium	External
12/7/2018	Infrastructure Sub-committee	Casper City Hall	Internal
12/7/2018	Public Health	Wyoming Medical Center	Internal
12/7/2018	Wyoming Department of Transportation	WYDOT District Office	Internal
3/12/2019	Complete Streets Visioning	Casper College	External
3/12/2019	Technical Committee	Casper College	Internal
3/12/2019	Complete Streets/Safety Site Visits	Various locations	External
3/12/2019	Transit Visioning	Casper College	Internal
3/13/2019	Growth/Development Visioning	Casper City Hall	Internal
3/13/2019	Safety & Congestion Visioning	Casper College	Internal
3/14/2019	Developers' Forum	Casper City Hall	Internal
3/14/2019	Policy Committee	Casper College	Internal
3/14/2019	Charrette Closing Presentation	Casper College	External
3/12/2019- 3/14/2019	Open House	Casper College	External
7/23/2019	Technical Committee Meeting	Casper City Hall	Committee
7/23/2019	City Council Meeting	Casper City Hall	External
7/23/2019	Summer Market Pop-Up	David Street Station	External
7/24/2019	Policy Committee Meeting	Casper City Hall	Committee
7/24/2019	Citizen Committee Meeting	Casper City Hall	Committee
7/24/2019	Mills Town Council	Mills Police Department	Internal

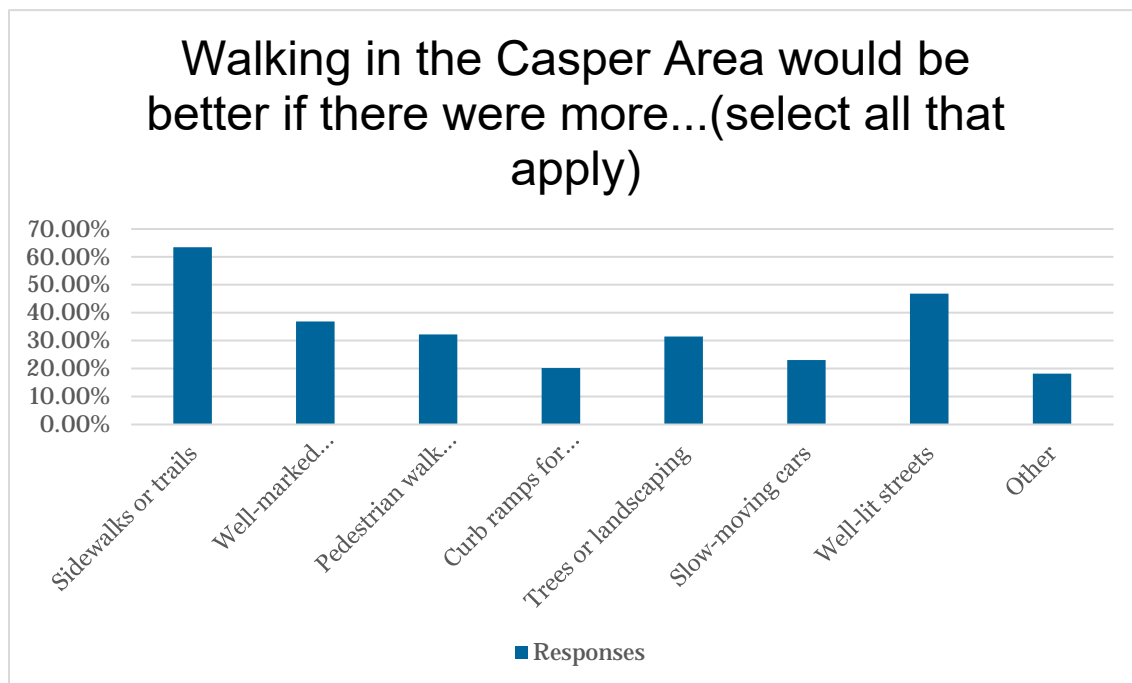
## **SURVEY RESULTS AND PUBLIC FEEDBACK**

## CASPER LONG RANGE TRANSPORTATION PLAN - VALUES & OPPORTUNITIES

### Question 1

Walking in the Casper Area would be better if there were more...(select all that apply)

Answer Choices	Responses	
<b>Sidewalks or trails</b>	<b>63.43%</b>	<b>248</b> 2/3 of respondents
<b>Well-marked crossings at intersections</b>	<b>36.83%</b>	<b>144</b>
Pedestrian walk signals	32.23%	126
Curb ramps for accessibility	20.20%	79
Trees or landscaping	31.46%	123
Slow-moving cars	23.02%	90
<b>Well-lit streets</b>	<b>46.80%</b>	<b>183</b>
Other	18.16%	71
<b>Answered</b>		<b>391</b>
<b>Skipped</b>		<b>15</b>



Respondents	Response Date	Other
1	Aug 09 2019 01:20 PM	private business clear when blocked by snow
2	Jul 25 2019 03:29 PM	Shade
3	Jul 25 2019 08:19 AM	Requirements to place residential dumpsters at street level rather than on sidewalks. Enforcement of rules prohibiting vehicles with wheels on

# CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY

City of Casper

Respondents	Response Date	Other
		Sidewalks. enforcement of rules requiring hedges to be trimmed to allow full access to sidewalks. Enforcement of rules requiring residents to clear snow and ice.
4	Jul 25 2019 07:41 AM	existing sidewalks did not have huge heaves, and uneven surfaces.
5	Jul 24 2019 06:31 PM	Wider sidewalks along major thoroughfares, preferably separated from traffic. 12th street between McKinley and Beverly as well as Conwell between 12th and 4th are both examples of sidewalks w/o enough separation from traffic.
6	Jul 24 2019 04:20 PM	Bikes should not be allowed on the sidewalks; too dangerous for pedestrians
7	Jul 24 2019 01:59 PM	warm days. quit spending money on walking paths to nowhere!
8	Jul 22 2019 07:13 PM	Sky ways
9	Jul 18 2019 01:46 PM	Love the trails we need more!
10	Jul 18 2019 01:27 PM	no opinion
11	Jul 18 2019 01:24 PM	security cameras
12	May 31 2019 11:51 AM	mimes
13	May 31 2019 11:45 AM	longer times to cross pedestrian signals
14	May 29 2019 10:00 AM	fix sidewalks
15	May 21 2019 02:14 PM	lawful requirement to look both ways before turning Lots of drivers don't do that
16	May 21 2019 12:46 PM	if people would pay attention to walkers who are in the crosswalk
17	May 21 2019 10:32 AM	i BELieve it is good Now
18	May 20 2019 10:52 AM	shade...
19	May 20 2019 09:41 AM	Laws similar to CALIFORNIA where against the law to inter crosswalk while pedestrian occupied
20	May 09 2019 01:18 PM	CLean Bus areas - winTer
21	May 09 2019 01:13 PM	Bus shelters
22	May 09 2019 01:10 PM	more police patrol
23	May 09 2019 12:01 PM	if Everything were closer :)
24	May 08 2019 01:25 PM	good sidewalks (Not brocken & uneven, properly snow shoveled
25	May 08 2019 12:50 PM	The Bus is the best because I handicap It real hard for me To walk
26	Mar 22 2019 03:49 PM	The big tree neighborhood is great for walking
27	Mar 19 2019 11:39 AM	None
28	Mar 19 2019 11:15 AM	Elevated pedestrian crossings at major intersections.
29	Mar 19 2019 11:03 AM	we need to educate drivers about cross walks, rails to trails many drivers ignore the cross walks.
30	Mar 18 2019 06:40 PM	Enforcement of red lights downtown

# CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY

City of Casper

Respondents	Response Date	Other
31	Mar 18 2019 04:45 AM	Operable crosswalk buttons. Many don't work all the time.
32	Mar 14 2019 09:12 PM	Trimming of trees and shrubs
33	Mar 13 2019 09:19 AM	Personnally, I would appreciate more walking trails such as the Bridle Trail on the mountain.
34	Mar 10 2019 10:14 PM	benches. I love to walk but can't go very far at a time
35	Mar 09 2019 10:02 AM	Everything is fine the way it is. Don't change Casper or Wyoming!!
36	Feb 22 2019 08:33 AM	Nothing
37	Feb 20 2019 04:05 PM	Tunnels or bridges across west side CY
38	Feb 13 2019 08:01 PM	Actual walking room on more bridges (where s.c. crosses into mills
39	Feb 13 2019 09:21 AM	streets plowed. sidewalks cleared. no right turn on red.
40	Feb 13 2019 07:39 AM	Dedicated walking paths that criss-cross the city.
41	Feb 11 2019 10:57 AM	Bike Trails
42	Feb 11 2019 10:54 AM	(1) more for hiking trails
43	Feb 11 2019 10:26 AM	more patrolling of beech st. bus stop. Especially at night.
44	Feb 11 2019 10:21 AM	People would watch for pedestrians
45	Feb 11 2019 09:56 AM	mid-block crossings on long blocks
46	Feb 11 2019 09:44 AM	speed boat travel as well
47	Feb 11 2019 09:12 AM	Heated
48	Feb 08 2019 04:50 PM	no right on red, no cell phones (distracted), 15 mph downtown
49	Feb 08 2019 04:47 PM	already plenty of trails - really appreciate
50	Feb 08 2019 04:45 PM	already plenty of trails - really appreciate
51	Feb 08 2019 04:38 PM	consistant sidewalk size and placement. ie: 21st between Beverly and outer drive
52	Feb 08 2019 04:30 PM	lots of sidewalks are dangerous due to weather and trees
53	Feb 08 2019 04:04 PM	More public restrooms
54	Feb 08 2019 03:50 PM	More dog friendly
55	Feb 08 2019 09:44 AM	no loose dogs
56	Feb 08 2019 09:22 AM	benches
57	Feb 08 2019 09:06 AM	Crosswalks "recognized" by drivers as Pedestrian!
58	Jan 24 2019 09:55 AM	Pedestrian-centered thoroughfares without cars
59	Jan 23 2019 08:55 PM	No trash receptacles or planters in front od curb ramps.
60	Jan 23 2019 01:23 PM	walkways that go over busy streets, nobody seems to pay attention to crosswalks even with flashing lights
61	Jan 23 2019 01:08 PM	In my neighborhood, some homeowners have bushes overgrowing the sidewalks requiring walkers to step off the sidewalk and into the

**CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY**  
City of Casper

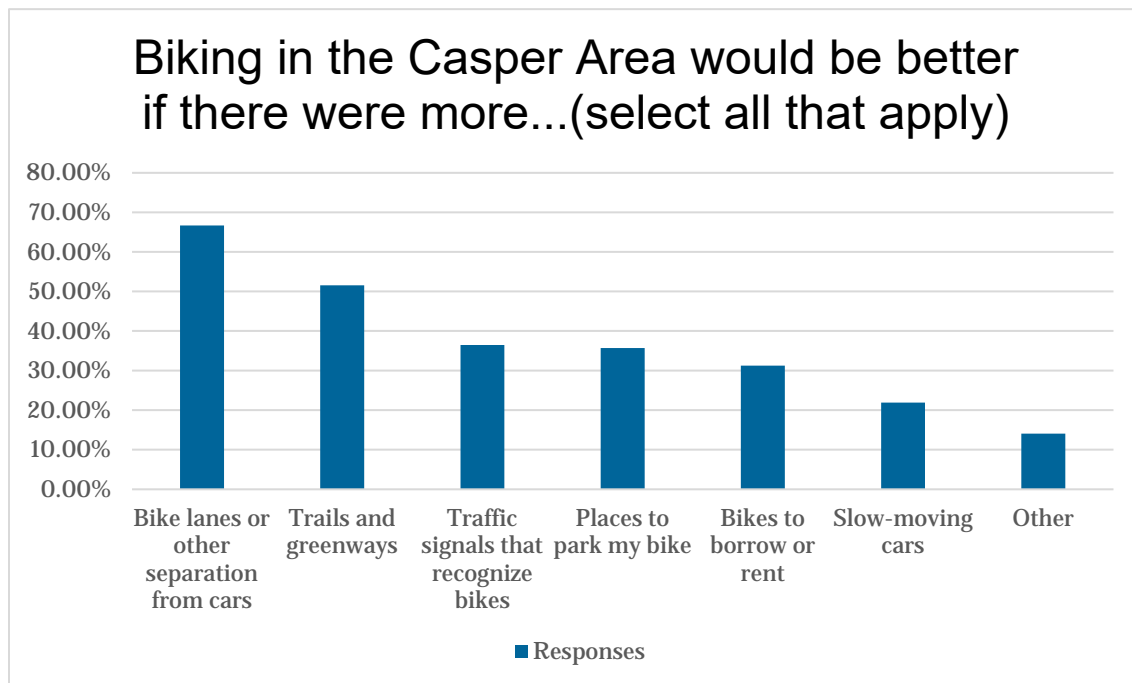
Respondents	Response Date	Other
		roadway to go around the overgrowth. This needs to be addressed. (Specifically on 21st street between Linda Vista and Kingsbury Drive.)
62	Jan 21 2019 01:57 PM	Enforcement of crosswalk right of way.
63	Jan 18 2019 10:33 AM	Maintained sidewalks
64	Jan 18 2019 10:22 AM	Love the River Path
65	Jan 18 2019 10:10 AM	More off-leash dog trails
66	Jan 18 2019 09:55 AM	Especially the well-lit streets
67	Jan 14 2019 04:37 PM	No parking on parkways
68	Jan 14 2019 04:07 PM	Police bike or foot patrol downtown
69	Dec 17 2018 04:44 PM	Stray dogs
70	Dec 05 2018 04:52 PM	sidewalk where shoveled
71	Nov 30 2018 04:22 PM	Other



## Question 2

**Biking in the Casper Area would be better if there were more...(select all that apply)**

Answer Choices	Responses		
Bike lanes or other separation from cars	66.67%	256	2/3s
Trails and greenways	51.56%	198	over half
Traffic signals that recognize bikes	36.46%	140	
Places to park my bike	35.68%	137	
Bikes to borrow or rent	31.25%	120	
Slow-moving cars	21.88%	84	
Other	14.06%	54	
<b>Answered</b>		<b>384</b>	
<b>Skipped</b>		<b>22</b>	



Respondents	Response Date	Other
1	Jul 30 2019 06:15 PM	Who cares
2	Jul 24 2019 06:35 PM	Bike lanes with separation from traffic would be ideal! Low traffic streets, like 11th between McKinley and Elm or 14th between McKinley and Wolcott, could serve as designated bike routes w/o having to add bike lanes at all.
3	Jul 24 2019 03:47 PM	Ban bikes in town
4	Jul 24 2019 02:30 PM	Educated bicyclists. Teach school children bicycle safety so the neighborhood streets are safer for them
5	Jul 24 2019 02:28 PM	Does not apply--don't bike

# CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY

City of Casper

Respondents	Response Date	Other
6	Jul 24 2019 02:00 PM	warm days again -- quit spending money on this.
7	Jul 24 2019 01:49 PM	NO MORE STUPID BIKE LANES!!! WHY ARE THEY A SPECIAL GROUP? WHEN DO YOU START A TAX ON BICYCLES TO PAY FOR THE SPECIAL LANE?
8	Jul 24 2019 01:25 PM	Under/Overpass intersection crossings, separate from vehicles
9	Jul 18 2019 01:43 PM	Bikes need a designated park area if we rent
10	Jul 18 2019 01:41 PM	improved bike path access
11	Jul 18 2019 01:27 PM	I ride a motorcycle
12	May 31 2019 11:51 AM	obstacle courses
13	May 22 2019 05:12 PM	i don't ride bike
14	May 21 2019 02:14 PM	People were more cautious when exiting side street.
15	May 20 2019 10:53 AM	quieter trucks!
16	May 20 2019 09:42 AM	laws forbidding blacked-out driver & passenger windows that prevent cyclists from seeing white of a driver's eyes.
17	May 09 2019 01:15 PM	I Don't Ride A Bike
18	May 09 2019 07:08 AM	needs to be a sidewalk on Poplar (btwn Collins & CY) and also on 1st west bound)
19	May 08 2019 01:25 PM	some streets, like 2nd out toward E. Walmart you can't Ride
20	May 08 2019 12:51 PM	We Need to put money back iN the bus
21	Mar 27 2019 08:37 AM	Dont bike
22	Mar 19 2019 11:15 AM	Elevated crossing platforms at busy intersections.
23	Mar 19 2019 11:04 AM	Make sure crossing areas are visibe. My daughter, some friends including myself were hit in 2018 by cars that did no see us crossing the road. Even when walking our bikes in cross walks.
24	Mar 18 2019 04:46 AM	<b>The bike paths were better connected. We have a lot of section that need to be joined.</b>
25	Mar 14 2019 09:13 PM	<b>Connection of existing trails</b>
26	Mar 13 2019 09:23 AM	Promoting biking as a viable mode of transport is important. Along with more trails and access to them, it is critical to raise driver awareness that bikers exist and need a certain amount of protection.
27	Mar 12 2019 06:12 PM	<b>Connections between/to trails</b>
28	Mar 09 2019 10:03 AM	We don't ride bikes. Either walk or drive a car. This is Casper,,, not Denver!
29	Feb 20 2019 04:06 PM	Tunnels or bridges across west side CY
30	Feb 16 2019 03:00 PM	Trails that connect for making longer bike rides without running into a deadend. For example...connect River Trail at WalMart West to Casper Mountain Trail. This would connect neighborhoods. Put 600 miles on odometer this year, primarily on Casper trails. Really enjoy it. Thank you.

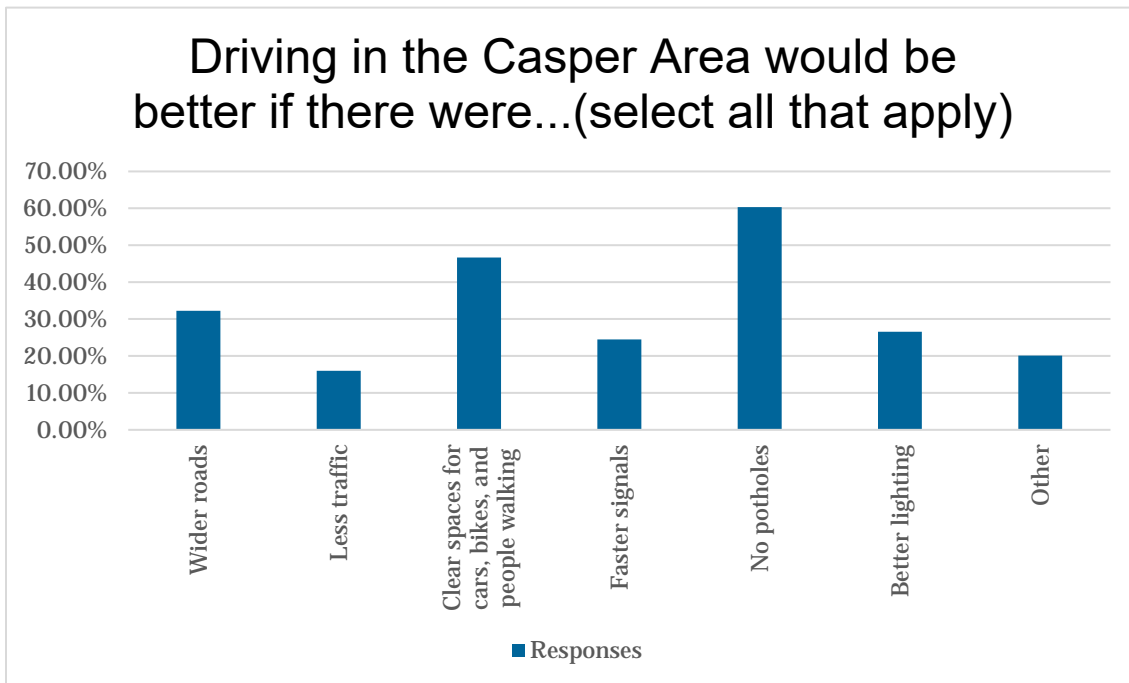
**CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY**  
City of Casper

Respondents	Response Date	Other
31	Feb 13 2019 08:03 PM	<b>widen the bridge over casper creek going into mills</b>
32	Feb 13 2019 02:25 PM	Bikes need to follow the rules of the road if they are going to be on the road.
33	Feb 13 2019 09:22 AM	the bike lanes are useless. Nobody uses them.
34	Feb 13 2019 07:41 AM	<b>Bike paths that do not "compete" with Casper drivers who ignore designated bike paths by driving in them.</b>
35	Feb 11 2019 11:20 AM	<b>off street bike lanes</b>
36	Feb 11 2019 10:54 AM	(1) bike lanes
37	Feb 11 2019 10:22 AM	Educate what a bike lane is.
38	Feb 11 2019 10:10 AM	<b>defined, mapped, signed bike routes and blvds.</b>
39	Feb 11 2019 09:14 AM	Bikers that obeyed the Law & didn't act like they were the only people entitled to use our streets & Highways!
40	Feb 11 2019 09:02 AM	Ft. Collins is a good example.
41	Feb 08 2019 04:47 PM	lots of trails and greenways already =)
42	Feb 08 2019 04:46 PM	lots of greenways already =)
43	Feb 08 2019 09:44 AM	no loose dogs
44	Feb 08 2019 09:22 AM	well-marked and mapped bike boulevards and routes.
45	Feb 08 2019 09:17 AM	Drivers that do not run you over
46	Jan 24 2019 09:56 AM	Lanes separated from cars
47	Jan 23 2019 08:32 PM	Shoulders on the county roads, such as Chaimberlain.
48	Jan 23 2019 01:24 PM	again a safer way to bike- people in cars are ignorant about bike laws and think they have the right of way 100% of the time
49	Jan 21 2019 01:57 PM	Driver awareness of cyclist's rights.
50	Jan 21 2019 01:30 PM	Bikes need to stick to the established trails
51	Jan 18 2019 10:04 AM	Complete separation of autos and bikes

### Question 3

**Driving in the Casper Area would be better if there were...(select all that apply)**

Answer Choices	Responses	
<b>Wider roads</b>	<b>32.22%</b>	<b>125</b>
Less traffic	15.98%	62
<b>Clear spaces for cars, bikes, and people walking</b>	<b>46.65%</b>	<b>181</b>
Faster signals	24.48%	95
<b>No potholes</b>	<b>60.31%</b>	<b>234</b>
Better lighting	26.55%	103
Other	20.10%	78
<b>Answered</b>		<b>388</b>
<b>Skipped</b>		<b>18</b>



Respondents	Response Date	Other
1	Aug 09 2019 01:31 PM	roundabouts at major intersections
2	Aug 09 2019 01:27 PM	roundabouts instead of lights!
3	Jul 30 2019 06:17 PM	Wyoming Blvd to Hat six Cut off
4	Jul 28 2019 04:44 PM	Wider intersections with/and turn lanes turn signals. Stop building or re-doing roads to meet current population, build it with anticipated expansion/capacity
5	Jul 28 2019 06:58 AM	turn lanes and turn lights
6	Jul 25 2019 03:56 AM	Less people running stoplights

# CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY

City of Casper

Respondents	Response Date	Other
7	Jul 24 2019 06:38 PM	Driving would be better if fewer people drove for trips around town and walked or biked instead.
8	Jul 24 2019 04:04 PM	More left turn lights
9	Jul 24 2019 03:07 PM	Construction blocks to many major roads at the same times - please stop doing it this way!
10	Jul 24 2019 02:30 PM	Return to flashing yellows traffic lights overnight
11	Jul 24 2019 01:31 PM	Enforcement of basic traffic laws: I don't think the average Casper driver understands how to properly navigate a 4 way stop sign. Also, dangerous traffic designs need to be thought about given the average Casper driver mentality. The southbound "lane to nowhere" at CY & Poplar, that terminates prior to the Walgreens parkinglot entrance, would be a prime example of a major problem that encourages idiotic driving behavior.
12	Jul 24 2019 11:46 AM	<b>Red light running &amp; speeding enforcement.</b>
13	Jul 24 2019 06:55 AM	Left turn signals that work. Did you ever try to make left turns in Casper during rush hours??? The person that programed them should go back to school!!!!
14	Jul 22 2019 07:14 PM	Metered on street parking, no time limit
15	Jul 18 2019 01:43 PM	slower yellow light
16	Jul 18 2019 01:33 PM	people obeying traffic lights
17	Jul 18 2019 01:25 PM	parking lots bigger per space
18	Jul 18 2019 01:23 PM	synchronized signals
19	Jul 18 2019 01:14 PM	more police patrols on busy streets like 12th. (Live there!) I have seen people have air going over the hill near 12th and Mitchell.
20	May 29 2019 02:07 PM	[nothing written, only box checked]
21	May 21 2019 01:30 PM	Better road demarcations
22	May 21 2019 10:33 AM	Less Louder Engines/no peeling out
23	May 20 2019 10:54 AM	quieter cars
24	May 20 2019 09:42 AM	No complaints here
25	May 09 2019 01:15 PM	I Don't Drive
26	May 09 2019 12:27 PM	I cant drive due to disability
27	May 09 2019 12:02 PM	if I had a car :)
28	May 09 2019 10:06 AM	Lines in Evansville
29	May 08 2019 03:15 PM	Trains less Trains
30	May 08 2019 01:26 PM	side streets properly plowed
31	May 08 2019 12:51 PM	don't Drive
32	Mar 27 2019 08:37 AM	ellemnate traffic islands hazards, less light pollution + glair

# CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY

City of Casper

Respondents	Response Date	Other
33	Mar 27 2019 07:12 AM	more parking
34	Mar 22 2019 03:50 PM	Pretty good compared to other places.
35	Mar 19 2019 11:06 AM	our town does not have very good sinage for cross walks or bike lanes in some areas. example 21st street where there is a bike lane. and rails to trails you dont know cross walks are comming up. I think this causes blind corners sometimes for drivers.
36	Mar 18 2019 11:42 AM	<b>Signals that are synchronized for the speed limit + a couple of seconds, will help stop red light running!</b>
37	Mar 13 2019 09:26 AM	Studies to determine where bottlenecks occur and application of solutions related to perhaps signals, wider or additional lanes, and safety measures for walkers and bikers.
38	Mar 09 2019 10:04 AM	We have the worst roads of anyway besides Montana that I know of. Full of potholes everywhere. Why can't the city fix them correctly?!
39	Feb 28 2019 01:50 PM	Signals that were timed better.
40	Feb 20 2019 04:07 PM	More right turn ramps or bypasses at intersections like Poplar and First
41	Feb 16 2019 03:02 PM	I know you can't control this, but people needto drive better, ie: use turn signals! It's great that you can pretty much get anywhere in Casper in 15 minutes.
42	Feb 13 2019 08:05 PM	Again the bridge on salt creek going into mills needs widened
43	Feb 13 2019 02:41 PM	Stop Dangerous Tailgating creates Violence and Erratic driving reactions
44	Feb 13 2019 02:26 PM	Increase speed limits in certain areas
45	Feb 13 2019 09:24 AM	Get rid of the yellow left turn lights. Fix blind intersections by clearing fences, trees, and bushes. Plow the streets.
46	Feb 13 2019 07:43 AM	More police enforcement on speeding and running stop signs & red lights
47	Feb 13 2019 07:43 AM	Certainly wider streets, mainly because most drivers in Casper drive over-sized and too large pickup trucks/SUVs who tend to drive down the middle of the street.
48	Feb 11 2019 11:21 AM	a bit wider roads, not a full lane
49	Feb 11 2019 11:02 AM	our lighting is great
50	Feb 11 2019 10:54 AM	(1) less traffic
51	Feb 11 2019 10:10 AM	better controls for turning traffic
52	Feb 11 2019 09:24 AM	Better Lines
53	Feb 11 2019 09:15 AM	Less traffic/speed traps/traffic that didn't favor one direction over the other for "Long" periods of time!
54	Feb 08 2019 04:50 PM	better enforcement of tailgating laws
55	Feb 08 2019 04:38 PM	Police enforcing laws - cars parked wrong way on wrong side of street.
56	Feb 08 2019 04:14 PM	Parking downtown

# CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY

City of Casper

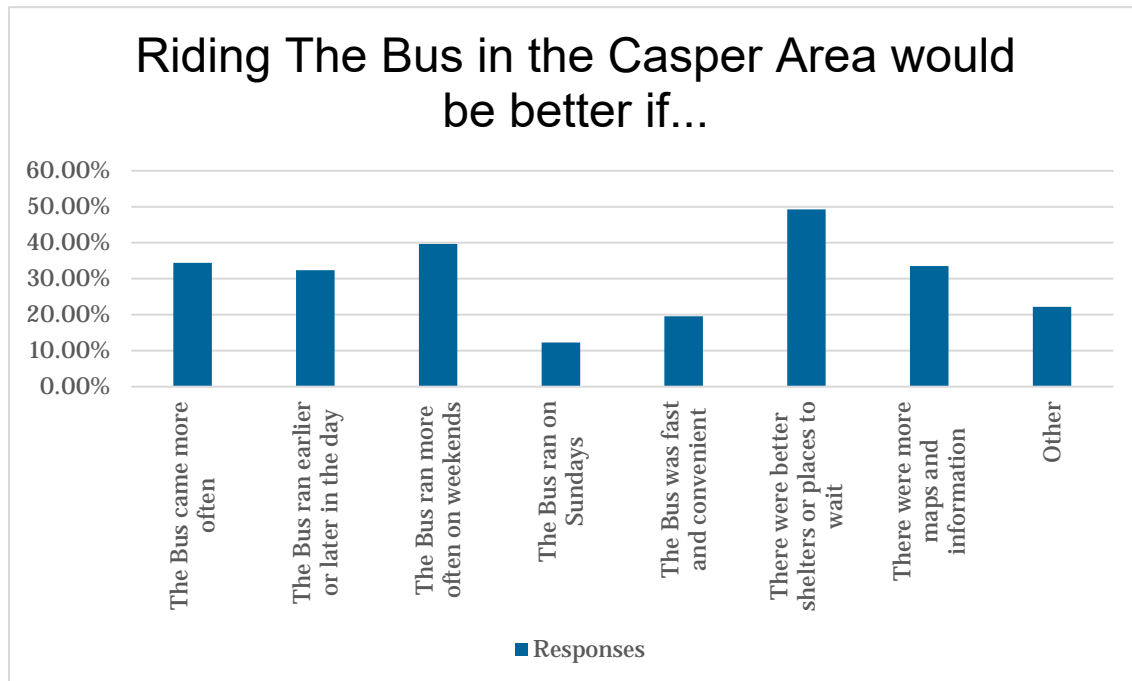
Respondents	Response Date	Other
57	Feb 08 2019 04:00 PM	<b>Consistent signal patterns; ex: light on Poplar under the interstate; Wyo. Blvd. and Cy; Poplar &amp; Yellowstone</b>
58	Feb 08 2019 03:58 PM	better drivers
59	Feb 08 2019 03:07 PM	Less speed traps
60	Feb 08 2019 03:04 PM	Make 15 & Missouri light a sensor. Also make 15 St. from Bev west smoother.
61	Feb 08 2019 09:23 AM	no one-way streets
62	Feb 03 2019 11:21 AM	Coffman from CY to 25th very narrow with the parked cars. Need sidewalks on Poplar between Yellowstone and Collins
63	Feb 02 2019 06:07 PM	<b>Signal timing</b>
64	Jan 24 2019 09:58 AM	Roads designed to slow cars down (narrower lanes, fewer lanes, more landscaping, curving roads like Downtown E 2nd street)
65	Jan 23 2019 08:57 PM	<b>Synchronized signals in 2nd Street from Center to Wyoming Blvd.</b>
66	Jan 23 2019 08:33 PM	another east/west through street
67	Jan 23 2019 01:11 PM	I think our roadways are good. I rarely encounter potholes, there seems to be adequate lighting in most areas, and with the exception of in residential neighborhoods the roads are plenty wide. Good job, Casper!
68	Jan 23 2019 11:06 AM	Consistency with streets, traffic flow, and signals.
69	Jan 21 2019 01:31 PM	Signals that actually give a green arrow for left turns. More enforcement from PD.
70	Jan 18 2019 10:57 AM	Solid arrows for left turns only! CY + Poplar!
71	Jan 18 2019 10:33 AM	<b>Smart lights</b>
72	Jan 18 2019 10:05 AM	Expansion of city footprint should be well planned.
73	Jan 18 2019 09:56 AM	Paint kept up on lanes! Very difficult to see when old.
74	Jan 14 2019 04:38 PM	<b>Accept downtown streets for what they are - discontinue the notion that they have to move traffic like modern streets.</b>
75	Jan 14 2019 04:08 PM	<b>Signals were better coordinated</b>

## Question 4

### Riding the Bus in the Casper Area would be better if...

Answer Choices	Responses	
<b>The Bus came more often</b>	<b>34.40%</b>	<b>118</b>
The Bus ran earlier or later in the day	32.36%	111
<b>The Bus ran more often on weekends</b>	<b>39.65%</b>	<b>136</b>
The Bus ran on Sundays	12.24%	42
The Bus was fast and convenient	19.53%	67
<b>There were better shelters or places to wait</b>	<b>49.27%</b>	<b>169</b>
There were more maps and information	33.53%	115
Other	22.16%	76
<b>Answered</b>		<b>343</b>
<b>Skipped</b>		<b>63</b>

**"Half of respondents"**



Respondents	Response Date	Other
1	Aug 09 2019 01:32 PM	never used
2	Jul 30 2019 06:17 PM	Never rode it
3	Jul 24 2019 03:08 PM	The bus seems filthy dirty and I would not ride it no matter what you do
4	Jul 24 2019 02:32 PM	I used to ride the bus from PV to downtown, for work, at least a few times each month, until the schedule was changed so it only comes to PV every 2 hours. This does not work with an 8 to 5 workday.
5	Jul 24 2019 02:30 PM	Does not apply - don't ride the bus



# CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY

City of Casper

Respondents	Response Date	Other
6	Jul 24 2019 02:01 PM	there is no reason to ride a bus in casper. Uber/Lyft is better
7	Jul 24 2019 01:49 PM	It's fine
8	Jul 24 2019 11:46 AM	I have never used the bus.
9	Jul 18 2019 01:50 PM	I'm not sure
10	Jul 18 2019 01:47 PM	not familiar w/ bus system
11	Jul 18 2019 01:44 PM	more bus stops
12	Jul 18 2019 01:27 PM	Don't ride the bus
13	Jul 18 2019 01:19 PM	I've never used the bus
14	May 31 2019 11:51 AM	if it were free
15	May 29 2019 09:57 AM	the catc bus does a good job
16	May 21 2019 02:09 PM	more bus stops. for someone who is disabled like me it is just hrd to ride the bus
17	May 21 2019 01:54 PM	Just wanted to say that all your drivers are AMAZING!
18	May 21 2019 10:33 AM	very good Now
19	May 20 2019 10:54 AM	24/7 would be awesome unless of course there was more shade.
20	May 09 2019 01:49 PM	an app to see where the bus is and if I missed it or how Late it's Running
21	May 09 2019 01:30 PM	more bus times (one every hours isn't enough)
22	May 09 2019 01:29 PM	more bus times (every hours isn't enough)
23	May 09 2019 01:15 PM	I think the bus system is Just fine
24	May 09 2019 12:02 PM	The Bus is Great!!
25	May 09 2019 10:06 AM	Bus pullouts so they don't block traffic
26	May 09 2019 07:09 AM	more bus stops ~ N. Casper
27	May 08 2019 01:26 PM	more stops & less doouble back on same route Not a loop Not a Backtrack
28	May 08 2019 12:51 PM	I realy Need the bus
29	Mar 27 2019 08:37 AM	Dont use Bus
30	Mar 27 2019 08:17 AM	Didn't know there were buses!
31	Mar 27 2019 07:22 AM	was on time
32	Mar 22 2019 03:50 PM	I don't use the bus (now).
33	Mar 19 2019 11:41 AM	No interest in a bus. None.
34	Mar 18 2019 11:43 AM	I have never ridden the bus in Casper.
35	Mar 18 2019 04:50 AM	<b>There is a stigma with the bus. That needs to be solved. Also it would be nice to have a main line that is faster and then feeder routes that branch off of that.</b>

# CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY

City of Casper

Respondents	Response Date	Other
36	Mar 13 2019 09:27 AM	<b>I do not ride The Bus but realize many citizens do. All of the above suggestions would seem to help.</b>
37	Mar 10 2019 08:43 PM	Never used the bus
38	Mar 09 2019 10:06 AM	I've ridden the buses in big cities. Disgusting, dirty, full of idiots on drugs. This will eventually happen to Casper.
39	Mar 08 2019 12:29 PM	Unsure since I have never used The Bus
40	Feb 25 2019 02:22 PM	I don't use any bus. I don't know
41	Feb 20 2019 04:07 PM	Don't use
42	Feb 16 2019 03:03 PM	It's a great service, but I haven't used it but know people who do.
43	Feb 13 2019 08:08 PM	Your bus system is a joke. go from mills to evansville over 4 hrs so I have heard. Faster to walk it
44	Feb 13 2019 02:43 PM	<b>We need earlier routes like pickup at South Poplar to arrive Downtown by 7:30 am for Jobs PLEASE</b>
45	Feb 13 2019 09:25 AM	I don't use the bus
46	Feb 13 2019 07:45 AM	Need better routes, especially the Green route, it goes to Center Street from downtown, then all the way out to Beverly and K Street area before heading back to Center Street & over to Poplar, there must be a better way to break this route up
47	Feb 11 2019 11:21 AM	haven't used yet.
48	Feb 11 2019 11:13 AM	<b>the bus stations are scary</b>
49	Feb 11 2019 10:54 AM	(1) more information
50	Feb 11 2019 10:27 AM	patrolled more often
51	Feb 11 2019 10:11 AM	the bus/CATC needs an aggressive marketing plan
52	Feb 11 2019 09:45 AM	less poison
53	Feb 11 2019 09:16 AM	<b>The Busses &amp; Shelters had trash bins &amp; Kept clean!</b>
54	Feb 11 2019 09:03 AM	don't know, haven't used it
55	Feb 08 2019 04:51 PM	<b>evenings (thurs artwalk) (friday concerts/music)</b>
56	Feb 08 2019 04:13 PM	N/A
57	Feb 08 2019 04:01 PM	Sorry, I can't comment because I've never used the bus system.
58	Feb 08 2019 03:01 PM	particularly on weekends to the Mall and David S. Station (for teenagers)
59	Feb 08 2019 02:59 PM	unknown, do not take the bus
60	Feb 08 2019 09:47 AM	if it was fun
61	Feb 08 2019 09:44 AM	The bus is great!
62	Feb 08 2019 09:42 AM	more was done to market the bus and CATC
63	Feb 08 2019 09:18 AM	It's great Casper offers a public bus. Bus go later at night and on weekends.

**CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY**  
City of Casper

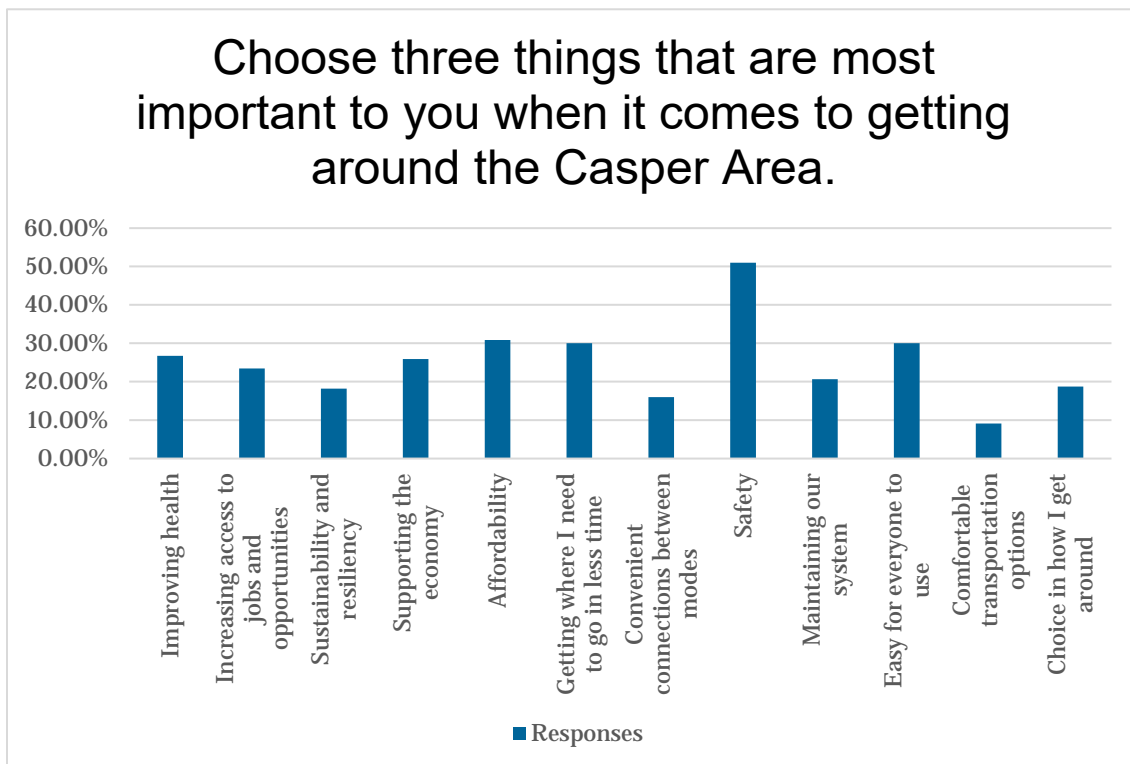
Respondents	Response Date	Other
64	Feb 02 2019 06:08 PM	Don't ride
65	Jan 24 2019 01:56 PM	Never tried to ride the bus.
66	Jan 23 2019 08:34 PM	No interest in a bus. None.
67	Jan 23 2019 01:12 PM	I have never used a bus in Casper because I have the impression a lot of the bus riders are questionable in character.
68	Jan 23 2019 12:19 PM	I have never taken the bus.
69	Jan 23 2019 11:45 AM	I don't use the buss
70	Jan 21 2019 01:32 PM	The Bus was cleaner and had better drivers
71	Jan 18 2019 11:00 AM	N/A
72	Jan 18 2019 10:38 AM	N/A
73	Jan 18 2019 10:33 AM	If I rode it.
74	Jan 18 2019 10:22 AM	don't know
76	Dec 05 2018 04:55 PM	do not use the bus

## Question 5

Choose three things that are most important to you when it comes to getting around the Casper Area.

Answer Choices	Responses	
<b>Improving health</b>	<b>26.72%</b>	<b>97</b>
Increasing access to jobs and opportunities	23.42%	85
Sustainability and resiliency	18.18%	66
Supporting the economy	25.90%	94
<b>Affordability</b>	<b>30.85%</b>	<b>112</b>
<b>Getting where I need to go in less time</b>	<b>30.03%</b>	<b>109</b>
Convenient connections between modes	15.98%	58
<b>Safety</b>	<b>50.96%</b>	<b>185</b>
Maintaining our system	20.66%	75
<b>Easy for everyone to use</b>	<b>30.03%</b>	<b>109</b>
Comfortable transportation options	9.09%	33
Choice in how I get around	18.73%	68
<b>Answered</b>		<b>363</b>
<b>Skipped</b>		<b>43</b>

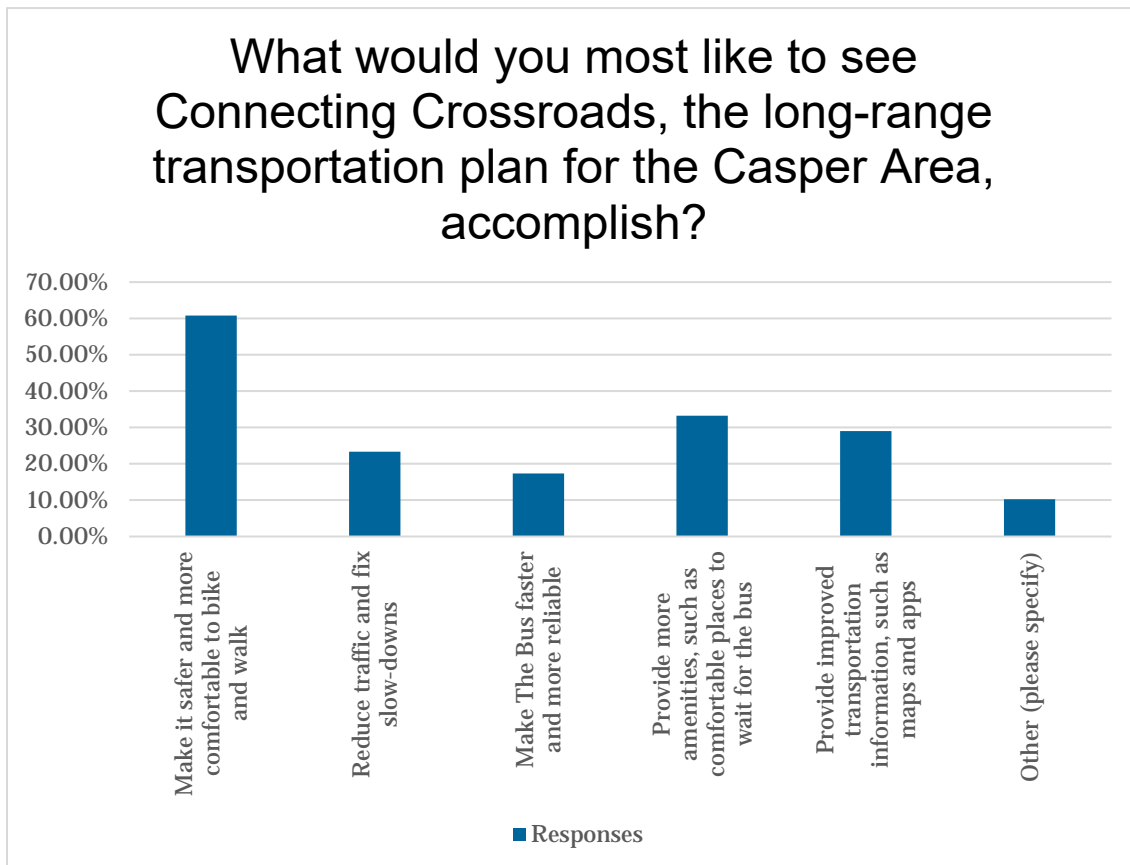
"More than half of respondents"



## Question 6

What would you most like to see Connecting Crossroads, the long-range transportation plan for the Casper Area, accomplish?

Answer Choices	Responses	
<b>Make it safer and more comfortable to bike and walk</b>	<b>60.80%</b>	<b>214</b>
Reduce traffic and fix slow-downs	23.30%	82
Make The Bus faster and more reliable	17.33%	61
<b>Provide more amenities, such as comfortable places to wait for the bus</b>	<b>33.24%</b>	<b>117</b>
<b>Provide improved transportation information, such as maps and apps</b>	<b>28.98%</b>	<b>102</b>
Other (please specify)	10.23%	36
<b>Answered</b>		<b>352</b>
<b>Skipped</b>		<b>54</b>



Respondents	Response Date	Other (please specify)
1	Jul 24 2019 04:22 PM	Safety for walkers.
2	Jul 24 2019 02:04 PM	keep the roads we have in good repair. no new bridges to nowhere (cy & wy blvd)
3	Jul 24 2019 01:52 PM	Walking paths are a good for Casper.

# CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY

City of Casper

Respondents	Response Date	Other (please specify)
4	Jul 24 2019 07:00 AM	Fix left turn signals throughout Casper.
5	Jul 18 2019 01:30 PM	more stuff to do
6	Jul 18 2019 01:28 PM	no opinion
7	Jul 18 2019 01:19 PM	more bike paths/walking trails
8	May 21 2019 10:16 AM	<b>more shelters at all bus stops</b>
9	May 20 2019 10:55 AM	<b>shade please Casper</b>
10	May 09 2019 01:14 PM	<b>Bus shelters</b>
11	May 08 2019 01:27 PM	loop bus Route to get [more?] pickup
12	May 08 2019 09:54 AM	would like bus hours extended by 1-2 hours
13	May 08 2019 09:40 AM	consistency following time schedule
14	Mar 27 2019 08:39 AM	Rid the are of traffic islands Like the one at the Fairgrounds and 2nd + Poplar
15	Mar 18 2019 11:50 AM	Synchronize the stoplights to the speed limit + a couple of seconds.
16	Mar 12 2019 06:19 PM	<b>Better connectivity to/between modes of transport, better lighting and signage on trails and roads</b>
17	Mar 09 2019 10:13 AM	For Heavens sake!,,, We don't need buses. Either walk or drive a car. Buy a beater and keep it maintained. Casper is a western town. We don't want another Denver, here! Don't want more people moving here, either....
18	Feb 20 2019 04:09 PM	Bike bridge or tunnel west side CY
19	Feb 15 2019 09:29 AM	<b>we need a pathway along CY Ave so people aren't walking on the road.</b>
20	Feb 13 2019 08:19 PM	I will never use the bus. go from mills to walmart change busses to downtown change again to walmart east for me to get on the east side, you cant afford to have a good system
21	Feb 13 2019 02:53 PM	<b>Earlier bus for jobs please especially for people who cannot physically walk or bike 10 miles round trip daily for work and \$10 per day for job travel inaccessible and unaffordable</b>
22	Feb 13 2019 02:31 PM	Increase speed limits where appropriate. Faster traffic signals. The CY and Poplar Intersection needs a longer or larger left turn lane (for southbound traffic on Poplar) This intersection is much worse than it was before the construction a few years ago. Southbound cars turning left (east) onto CY can back up traffic on Poplar for hundreds of yards because of how poorly that intersection was designed.
23	Feb 13 2019 09:27 AM	traffic safety
24	Feb 13 2019 07:50 AM	I'm disappointed that the upcoming meetings for the public are essentially during the day when most people are at work. Would be great if there was a later one or a weekend option.

# CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY

City of Casper

Respondents	Response Date	Other (please specify)
25	Feb 13 2019 07:49 AM	Have a dedicated area on city streets where the bus can be out of traffic when a bus patron is boarding or leaving the bus. This would prevent the bus from blocking traffic when stopped.
26	Feb 11 2019 10:59 AM	no comment
27	Feb 11 2019 09:19 AM	<b>wind/cold weather heaters/shields</b>
28	Feb 11 2019 09:03 AM	<b>noticed bus stops have no protection from wind/rain</b>
29	Feb 08 2019 04:41 PM	Transportation to surrounding cities. Would be great to take a bus to Cheyenne or Denver and affordable.
30	Feb 08 2019 04:32 PM	educate and motivate people to use public transit
31	Feb 08 2019 04:02 PM	Stop light consistency
32	Jan 24 2019 10:02 AM	High speed rail from Billings to Cheyenne
33	Jan 23 2019 12:53 PM	close 2nd street downtown and put in a tram that loops to a parking lot
34	Jan 21 2019 01:35 PM	More enforcement of traffic laws and holding poor drivers more accountable
35	Jan 18 2019 09:47 AM	<b>amenities should block wind</b>

## Question 7

**Is there anything else you'd like to tell us about moving around the Casper Area today?**

<b>Answered</b>	<b>112</b>
<b>Skipped</b>	<b>294</b>

Respondents	Response Date	Responses
1	Aug 09 2019 01:22 PM	make it sidewalks easier for wheelchair users
2	Jul 30 2019 06:20 PM	This survey is a joke
3	Jul 28 2019 04:46 PM	Expand roads before the need arise, I feel like the the City waits until roads are at capacity before widening or changing. Be proactive rather than reactive.
4	Jul 28 2019 11:19 AM	It's mainly road conditions. They suck for the most part.
5	Jul 25 2019 07:49 AM	<b>It would be nice if the stop lights in the downtown and other areas were coordinated to create a better traffic flow especially at peak times.</b>
6	Jul 24 2019 08:36 PM	Roads are awful and not well maintained.
7	Jul 24 2019 06:45 PM	<b>Casper is a very easy city to navigate by bike. It seems like continuing to improve the bike path and bike route network is a no-brainer.</b>
8	Jul 24 2019 05:45 PM	Bus system needs to accommodate people who use it to get to childcare then onto their job without spending almost an hour between stops. Also people are unable to take a job at places such as Hat Six due to buses not running to those businesses.
9	Jul 24 2019 05:07 PM	<b>The intersection at Cy and Wyoming Blvd, Cy and Poplar are the scariest places to cross with a bike or walking!!</b>
10	Jul 24 2019 04:15 PM	<b>The west side of casper from wolf creek to morad needs more sidewalks and a sky bridge at the intersection of cy and wy blvd!</b>
11	Jul 24 2019 02:35 PM	<b>Improve the bus service - more frequency should ultimately result in increased usage. It'd be nice to see the bus service become a reliable transportation for youth too young to drive but old enough to be independent.</b>
12	Jul 24 2019 02:33 PM	Overall I think you are doing a good job.
13	Jul 24 2019 02:04 PM	stop spending so much money on downtown area and neglecting the rest of the city
14	Jul 24 2019 01:52 PM	Less patches and more complete resurfaces. How about the Water and Sewer department talk to the Streets and Roads people and not do a street they are going to tear up the next year?
15	Jul 24 2019 01:38 PM	Need to change the recent 20 mph zone from downtown to the hospital back to 30 mph. City council needs to stop over reacting.



# CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY

City of Casper

Respondents	Response Date	Responses
16	Jul 24 2019 11:49 AM	<b>Synchronize lights on long streets IE 2nd. How many years is it going to take to do that? I have been here 30 plus, still hasn't happened.</b>
17	Jul 24 2019 07:00 AM	Fix left turn signals is my biggest gripe. It makes me mad every time I drive here.
18	Jul 22 2019 05:44 PM	1. We think travelling on 2nd Street is a nightmare. Consider eliminating the homes & businesses on the north side of 2nd, adjacent to the street, & use the additional space to add another lane travelling in each direction. Start a few blocks west of the hospital & continue until you get to the intersection of 2nd & Newport, right by Kohl's. The ease of traffic flow would be amazing. 2. Make Wyoming Blvd have two lanes in each direction clear from 15th Street to CY Avenue.
19	Jul 18 2019 01:51 PM	Not having sidewalk directly next to road  Have walk ways and lighting on bridge  Increase lighting under bridges all over
20	Jul 18 2019 01:46 PM	more trails
21	Jul 18 2019 01:30 PM	can we have an amusement park?
22	Jul 18 2019 01:28 PM	more doctors
23	May 31 2019 11:49 AM	most drivers are far too much in a hurry, it's very dangerous to walk in this town
24	May 31 2019 11:46 AM	side walk are a disaster for walkers, hips, ankles
25	May 22 2019 05:16 PM	more CATC buses. I have to wait over an hour for a ride to go home!
26	May 21 2019 02:15 PM	motorist who are very aware of bike riders.
27	May 21 2019 02:09 PM	not fun
28	May 21 2019 01:54 PM	A walking path that leads from 21st area to downtown?
29	May 21 2019 10:34 AM	can't think of anything just no truck cars w/ black smoke etc -----
30	May 21 2019 10:12 AM	<b>more waiting areas.</b>
31	May 20 2019 10:55 AM	I LOVE CASPER!
32	May 20 2019 09:43 AM	the bus drivers put up with more stuff than is necessary for a human being to have to tolerate
33	May 09 2019 01:48 PM	keep up the good work
34	May 09 2019 01:44 PM	<b>love Red Bus Driver Tina must Keep Tina</b>
35	May 09 2019 12:15 PM	<b>most drivers are extremely friendly and helpful</b>
36	May 09 2019 12:02 PM	<b>The Bus is a lifesaver!! Thank you so much you all are Great!!</b>
37	May 09 2019 07:32 AM	The 20 mph Zone on 2nd isn't really working
38	May 08 2019 03:57 PM	if weather is bad, Please drive slow and if people can't walk far, try find close their home

# CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY

City of Casper

Respondents	Response Date	Responses
39	May 08 2019 03:32 PM	That buses are doing great, keep up the great work
40	May 08 2019 12:52 PM	The only I can get around Casper is the Bus for every thing
41	May 08 2019 09:57 AM	There are a lot of inconsiderate people here.
42	Apr 30 2019 10:10 PM	I've mentioned it before in other surveys, and I will mention I again. Pedestrian and cycling transportation from North Casper to the rest of the city could be greatly improved by keeping the McKinley street tunnel (under the railroad tracks) clean (there is about 30+ years of debris and broken glass in the pedestrian part of it), and there is no way to cross Yellowstone, on McKinley, traveling north or south, to connect to the Rails to Trails. Correcting both of those issues would be a huge benefit to a lot of people who often travel by foot or bicycle from North Casper.
43	Mar 27 2019 08:44 AM	Haven't used the bus yet
44	Mar 27 2019 08:43 AM	Lengthen time on crosswalk signals
45	Mar 27 2019 08:39 AM	LED lighting on streets, WYDOT has done good job w/ this
46	Mar 27 2019 08:13 AM	I think it would be neat to have rail cars or something similar
47	Mar 27 2019 07:35 AM	connect west mills to bike trails- difficult and unsafe to access bike trails along the river
48	Mar 27 2019 07:22 AM	none
49	Mar 22 2019 03:51 PM	This is my "biggie" as I love to walk, hike, & cycle.
50	Mar 19 2019 11:43 AM	Love the trails. More of them is even better.
51	Mar 19 2019 11:39 AM	<p>I used the trails here practically ever day. I am an avid biker and walker and even commute to work on these trails through out the entire year. I have noticed that crossing the road is extremely dangerous here compared to other bike path friendly cities and towns. I have sat at cross walks and watched cars blow by kids and pedestrians in Casper. I think we really need to help make these more viable to drivers. I am cautious and was even hit by a car in a bike lane this year wearing hot pink with blinking lights, and I had my daughter with me. Luckily we were OK, my bike not so much. As a community member that sees how much the trails we have are already used we need to focus on making them safer around cars. I love the work you have already done. examples are the under pass at Wyoming Blvd by Morad. Thank you for this. And the new path from the college toward the mountain. As a driver and a bike commuter I appreciate them, these are so much safer for the people that heavily use this area. I see a lot of benefit to our community. the trails are well maintained and light in most areas. It is hard to know where the trails are, I found most by just riding around. An app or a map on a Casper community website would be great to let more people know where our trails are. It would probably help a lot of people use them more readily too. Even google maps does not know some of the trails.</p> <p>Our community supports 3 bike shops! this is impressive for our population. Also bikes are not cheap, most people that buy bikes</p>

# CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY

City of Casper

Respondents	Response Date	Responses
		have good income and will spend money in the community. By making our trails go to local business areas we are inviting visitors and people to support our local economy. I am excited to see new paths and increased safety for these individuals. Thank you for you work to assist our community to continue to grow in ways it has previous lacked.
52	Mar 18 2019 07:22 PM	very disappointed trails just end for no reason
53	Mar 18 2019 11:50 AM	Synchronizing stoplights #1  Better enforcement of traffic laws (speeding/redlight runners) #2  Some lights may be able to be replaced by 4-way stops #3  Maintenance in general (holes/curbs/sidewalks/gutters/etc) #4
54	Mar 18 2019 05:00 AM	Currently we are seasonal bike riders for work and recreation. It would be great to have route that are kept clean and clear in the colder season so that we are more able to walk/bike during those times. I have been watching progress on previous transportation plans and feel that finishing up some of those project would be a huge leap forward in encouraging more path use. For example connecting safe to school route to the other paths. Also, the completion of the "sidewalk to nowhere" on Poplar over the tracks is going to be a huge improvement for getting around that area. Thank you.  Finally, I am a student at Casper College. Is there a Summer internship available at you office? I am very passionate about walking and biking in Casper and would like to get more involved. Tre Young. 307-262-4901
55	Mar 14 2019 09:17 PM	The sidewalks are in disrepair and have a lot of obstacles. Shrubs and trees block the sidewalks
56	Mar 13 2019 09:31 AM	The "outer drive" options, rather than having to route through the heart of the city, are efficient and fast
57	Mar 12 2019 08:50 PM	good luck
58	Mar 11 2019 11:03 AM	Stiffen the penalties for distracted driving and make it law that drivers must pull over for emergency vehicles. Improve the roadways.
59	Mar 11 2019 09:40 AM	Please encourage drivers to use their turn signals!
60	Mar 09 2019 10:13 AM	We like simple living here that's why we moved here 23 years ago. Low taxes, wide open spaces or at least were,, cheaper way of life,, or was,,, etc.
61	Mar 08 2019 10:42 AM	Promoting rentable bikes or electronic (battery powered) bikes, through city, nonprofit, or a small subsidy to local bike businesses (contractor) to promote bike use is a great idea and worth exploring. This as part of an overall bike transit improvement. We already have many miles of great trails, by the river, ex-rail, and in city drainages. That are not used

# CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY

City of Casper

Respondents	Response Date	Responses
		to their full potential compared to other western cities. If you connect the residential area drainages to the River and ex-rail trails corridors, then people would bike to work and school more (cheaper, healthier, and less traffic on roads).
62	Feb 25 2019 07:06 PM	<b>I feel that providing covered bus stops should be a priority as many people in fragile health have to stand out in the weather, the heat and the cold.</b>
63	Feb 25 2019 02:26 PM	Casper is a very dangerous town to ride a bike on. I try not to ride my bike on a city road. Very aggressive drivers and many on the phone while driving.
64	Feb 22 2019 12:06 PM	icy snow covered sidewalks arent all that great. the area around the atrium is icy even after being shoveled and gets bad with melt coming from the roof. and some paces on 1st st across from the fire station on down towards us bank dont get shoveled at all. and with caspers weather itd make sense to me that the bus stations be covered so people can get out of the weather completey- not built to be pretty and have people use their umbrellas even when underneath them. (dealt with such in ohio tht were not worth the money spent of them). itd be easier to know where the stops are that way
65	Feb 20 2019 04:09 PM	Thanks !
66	Feb 19 2019 04:58 PM	Living in many large Cities, Casper is not difficult for travel, School areas at start/closing times is very congested on main streets, don't have solution.
67	Feb 16 2019 03:09 PM	Some off-streets need repair.
68	Feb 15 2019 09:29 AM	if only you could fix bad drivers...
69	Feb 13 2019 08:19 PM	Ya would REALLY like to see some work done on some of the dirt roads. I still pay taxes, plates etc. But I live on a dirt road so I have to put up with horrible roads. Not once in 16 years have the roads even been graded.
70	Feb 13 2019 02:53 PM	Please consider how important it is if people who cannot just walk or bicycle round trip to jobs (middle aged, knee problems, disabled, or just plain dangerous for a woman walking alone at night, carrying groceries, etc) and cannot afford \$10 round trip daily as only other option CATC if no bus at south poplar to get to job by 8am. Thank you!
71	Feb 13 2019 02:31 PM	We should be spending our money on maintaining our roads in good condition.
72	Feb 13 2019 09:50 AM	<b>It is unfortunate that we have a beautiful trail system for walking and riding at Morad Park and can't get to it from our neighborhood (Wolf Creek) without loading up bikes and strollers in a car. This gap in sidewalks and crossings along Wyoming Blvd and across CY Avenue is ridiculous. I have seen children walking along the side of the road to get from CY junior high down to the apartments by Walmart. Please add sidewalks and crossings along this area!</b>
73	Feb 13 2019 09:27 AM	no

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City of Casper

Respondents	Response Date	Responses
74	Feb 13 2019 07:50 AM	I came from another state 22 years ago that has fantastic public transportation and I support public transportation and would like to use, however, I live in Evansville and I would have to take multiple buses to get to work and a total time of 1-1/2 hours! I can walk to work faster than a bus can get me there. The routes need to be redesigned. View other cities of similar size, population, etc. of their public transportation. Thank you.
75	Feb 13 2019 07:49 AM	Driving in Casper has been improved with the traffic signal timing has been somewhat more coordinated, but this can be improved with the entire street of Wolcott from Collins to 15th, as an example.
76	Feb 12 2019 04:40 PM	Casper in general seems very unfriendly to bikers. Reliable public transit options (and more info about them) would be nice, but I don't expect much from public transit here in Wyoming.
77	Feb 11 2019 11:03 AM	Keep up the good work Casper
78	Feb 11 2019 09:38 AM	The path from the YMCA up toward mountain has been amazing and I'd love to see more connections like that for more outdoor rec. out your back door =)
79	Feb 11 2019 09:19 AM	Put more money into the existing neighborhoods instead of financing all the entrepreneurs, city "in the know people." New housing & apartment complexes! Help clean up the needy neighborhoods!!!!
80	Feb 11 2019 09:00 AM	I want more bike trails.
81	Feb 08 2019 04:54 PM	great place
82	Feb 08 2019 04:41 PM	Need more options for wheelchairs. CATC is very uncomfortable. CATC buses are too slow and takes hours to get anywhere.
83	Feb 08 2019 04:22 PM	Drivers need to be off their phones when driving. Could hurt bikers and walkers and other drivers.
84	Feb 08 2019 04:19 PM	Train to Denver.
85	Feb 08 2019 04:02 PM	I like the improvements that have been made to downtown Casper and David St. Station; I wish similar upgrades, such as bike paths, would be added in Bar Nunn and along Salt Creek Hwy.
86	Feb 08 2019 03:59 PM	Casper needs a regular bus route year round.
87	Feb 08 2019 03:08 PM	Lights that sense vehicle presence, when no other vehicles present.
88	Feb 08 2019 03:03 PM	Please support revival of the "bullet train Casper - Albuquerque" idea - even if it were only available on weekends. Also - we need bus source to Laramie, particularly football weekends.
89	Feb 08 2019 09:56 AM	More parking buy David St. Station
90	Feb 08 2019 09:47 AM	It was cold but fun.
91	Feb 08 2019 09:42 AM	There is a need for more ride hailing services to compliment the bus system.
92	Feb 04 2019 08:59 PM	It's more frustrating getting behind a bicyclist who thinks they are a car more than anything else. Make it so they are not permitted on any roads over 30 mph

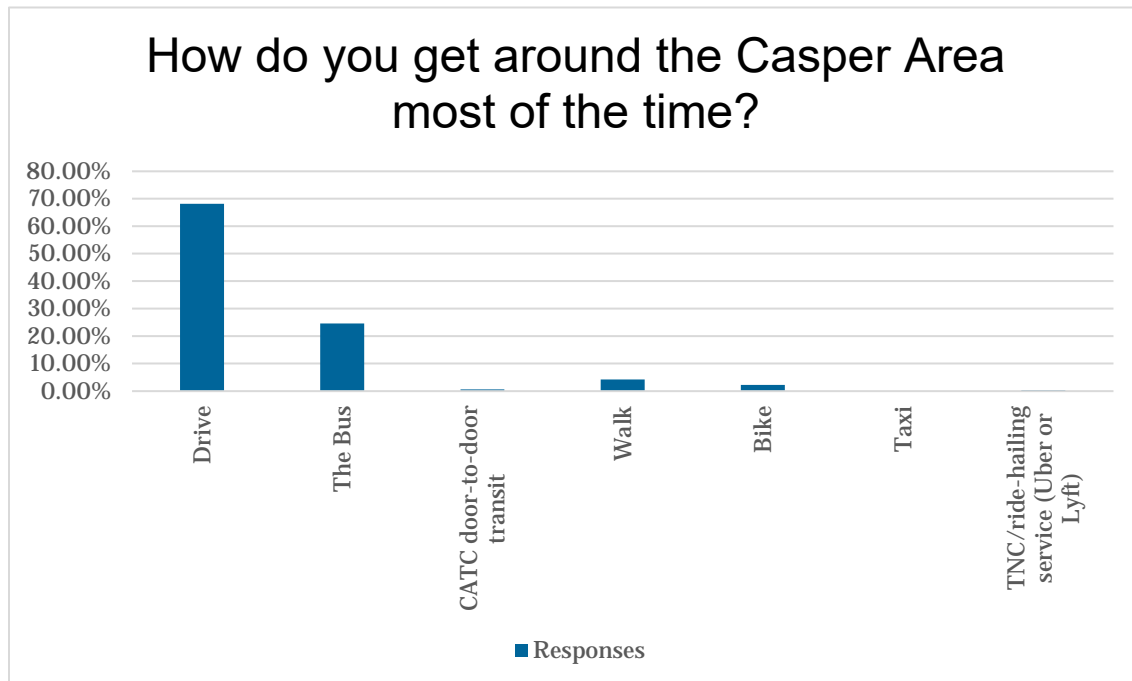
**CASPER LONG RANGE TRANSPORTATION PLAN – VALUES & OPPORTUNITIES SURVEY**  
City of Casper

Respondents	Response Date	Responses
93	Feb 03 2019 11:26 AM	Increase police patrol for traffic violators
94	Jan 31 2019 02:38 PM	nope
95	Jan 24 2019 02:01 PM	collision reduction
96	Jan 24 2019 10:02 AM	<b>Emphasize walkable development and facilitate transportation for everyone, especially those without cars</b>
97	Jan 23 2019 08:59 PM	No
98	Jan 23 2019 08:38 PM	<b>The more biking and walking paths, the more chance folks will choose a healthy option to getting around.</b>
99	Jan 23 2019 03:26 PM	Thank you for all your work!
100	Jan 23 2019 12:20 PM	No!
101	Jan 23 2019 11:57 AM	Eco-friendly transportation,systems,and planning
102	Jan 21 2019 01:35 PM	The bike trail along the river is in desperate need of being maintained. Cracks/holes/etc
103	Jan 18 2019 10:39 AM	Pedestrian safety is dependent on a mentality shift in our driving community. Most (a lot) are disapproving of bikes/pedestrians and are not cognizant of other modes.
104	Jan 18 2019 10:34 AM	It's pretty good and easy.
105	Jan 18 2019 10:07 AM	Maybe wind mobiles
106	Jan 18 2019 09:53 AM	Too much traffic!
107	Jan 14 2019 04:34 PM	More lighting at night. Better synchronized traffic lights.
108	Dec 17 2018 04:47 PM	No
110	Dec 05 2018 04:58 PM	no
112	Nov 30 2018 04:26 PM	Yes

## Question 8

**How do you get around the Casper Area most of the time?**

Answer Choices	Responses	
<b>Drive</b>	<b>68.16%</b>	<b>244</b>
<b>The Bus</b>	<b>24.58%</b>	<b>88</b>
CATC door-to-door transit	0.56%	2
Walk	4.19%	15
Bike	2.23%	8
Taxi	0.00%	0
TNC/ride-hailing service (Uber or Lyft)	0.28%	1
Other (please specify)		6
<b>Answered</b>		<b>358</b>
<b>Skipped</b>		<b>48</b>

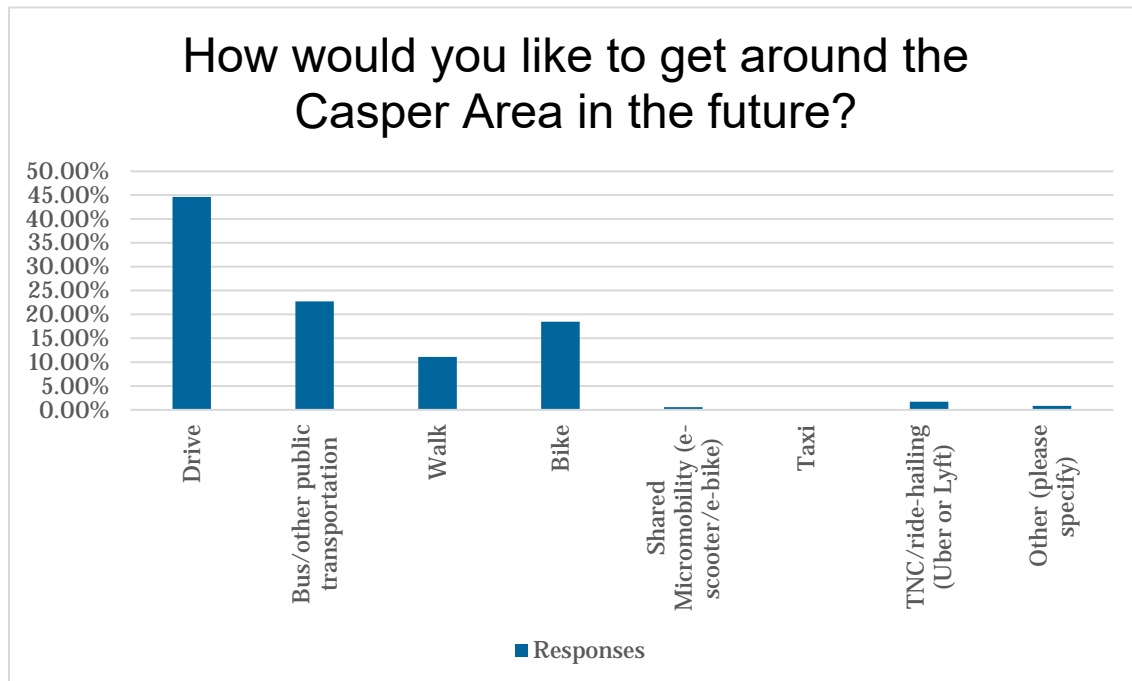


Respondents	Response Date	Other (please specify)
1	Jul 24 2019 04:24 PM	walk for fitness
2	Jul 24 2019 01:53 PM	Motorcycle
3	Jul 18 2019 01:31 PM	rides from family
4	Jul 18 2019 01:28 PM	motorcycle
5	Feb 13 2019 08:23 PM	But I have to get rides from friends vision problem

## Question 9

**How would you like to get around the Casper Area in the future?**

Answer Choices	Responses	
Drive	44.60%	157
Bus/other public transportation	22.73%	80
Walk	11.08%	39
Bike	18.47%	65
Shared Micromobility (e-scooter/e-bike)	0.57%	2
Taxi	0.00%	0
TNC/ride-hailing (Uber or Lyft)	1.70%	6
Other (please specify)	0.85%	3
	<b>Answered</b>	<b>352</b>
	<b>Skipped</b>	<b>54</b>



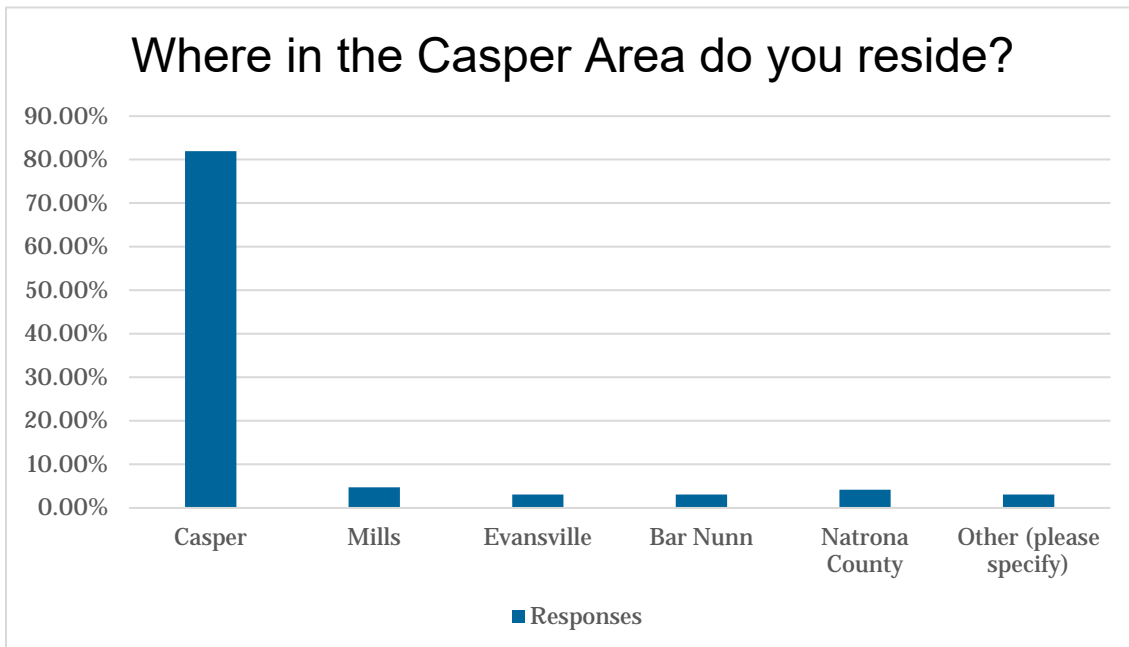
Respondents	Response Date	Other (please specify)
1	Jul 18 2019 01:28 PM	motorcycle
2	Feb 16 2019 03:12 PM	If we had more connecting trails I would ride my bicycle more. Streets are not safe for bicycles.



## Question 10

### Where in the Casper Area do you reside?

Answer Choices	Responses	
Casper	81.94%	295
Mills	4.72%	17
Evansville	3.06%	11
Bar Nunn	3.06%	11
Natrona County	4.17%	15
Other (please specify)	3.06%	11
<b>Answered</b>		<b>360</b>
<b>Skipped</b>		<b>46</b>

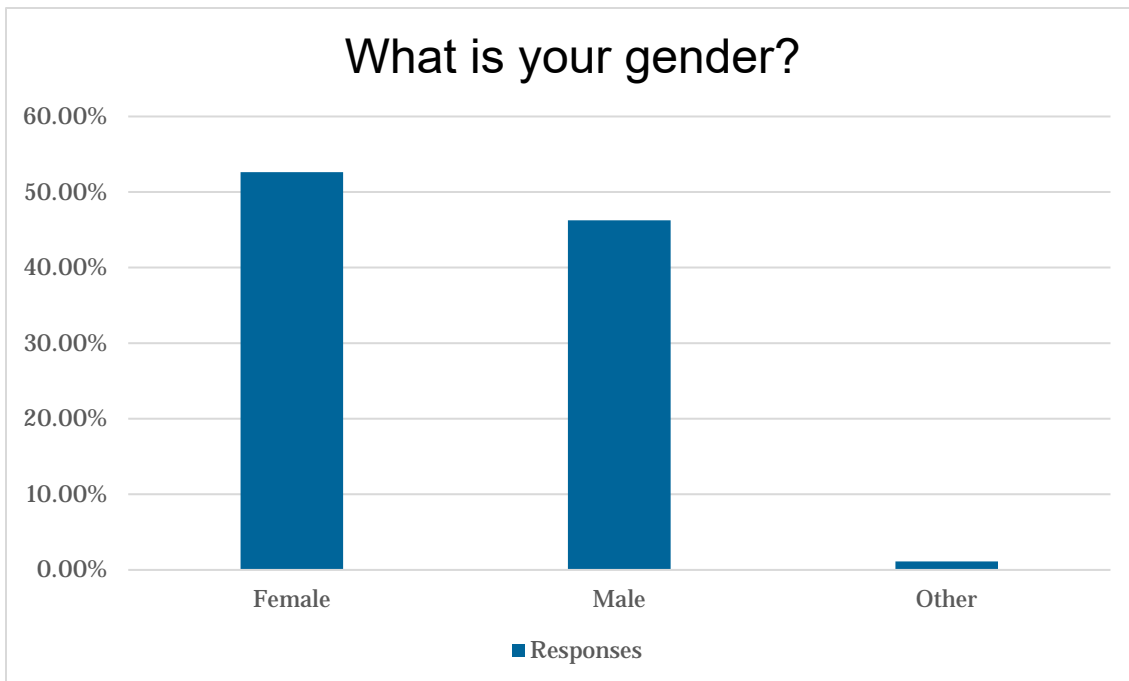


Respondents	Response Date	Other (please specify)
1	Apr 30 2019 10:13 PM	North Casper
2	Feb 25 2019 02:27 PM	Web creek
3	Feb 13 2019 08:23 PM	1 mile up salt creek from mills
4	Feb 11 2019 11:18 AM	Wolf Creek
5	Jan 24 2019 10:03 AM	Former resident, family currently lives in Casper
6	Jan 23 2019 09:01 PM	Downtown Casper
7	Jan 23 2019 08:40 PM	dempsey acres
8	Jan 23 2019 11:49 AM	Casper Mountain
9	Jan 18 2019 10:28 AM	Glenrock
10	Jan 14 2019 04:35 PM	Glenrock

## Question 11

### What is your gender?

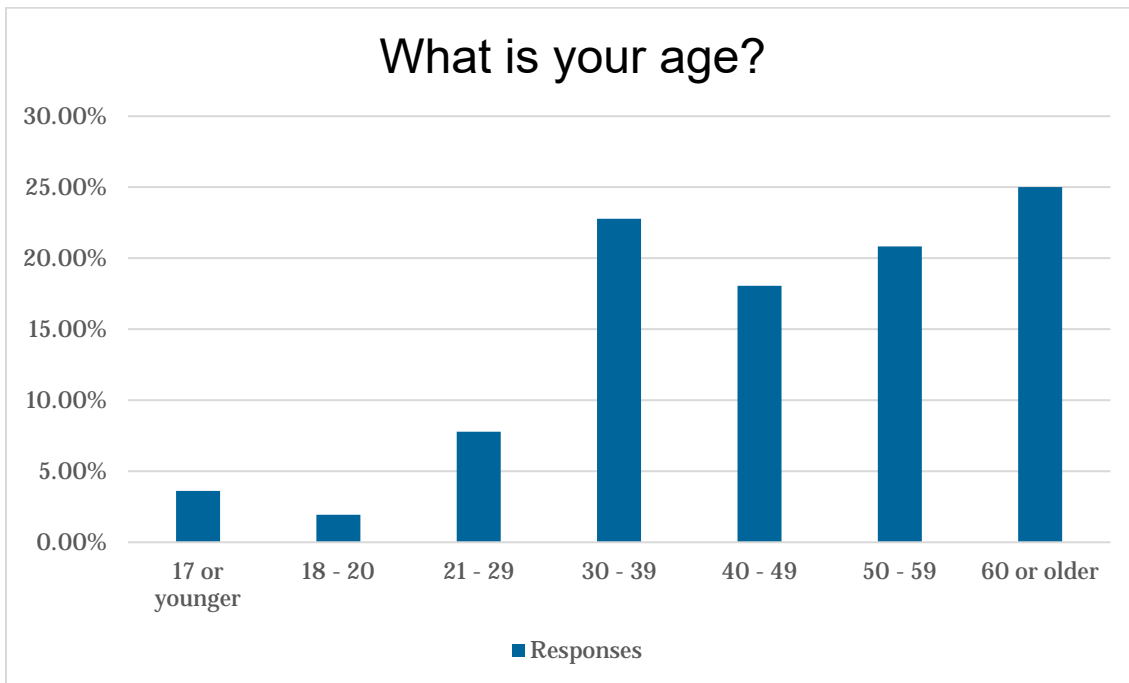
Answer Choices	Responses	
Female	52.63%	190
Male	46.26%	167
Other	1.11%	4
<b>Answered</b>		<b>361</b>
<b>Skipped</b>		<b>45</b>



## Question 12

### What is your age?

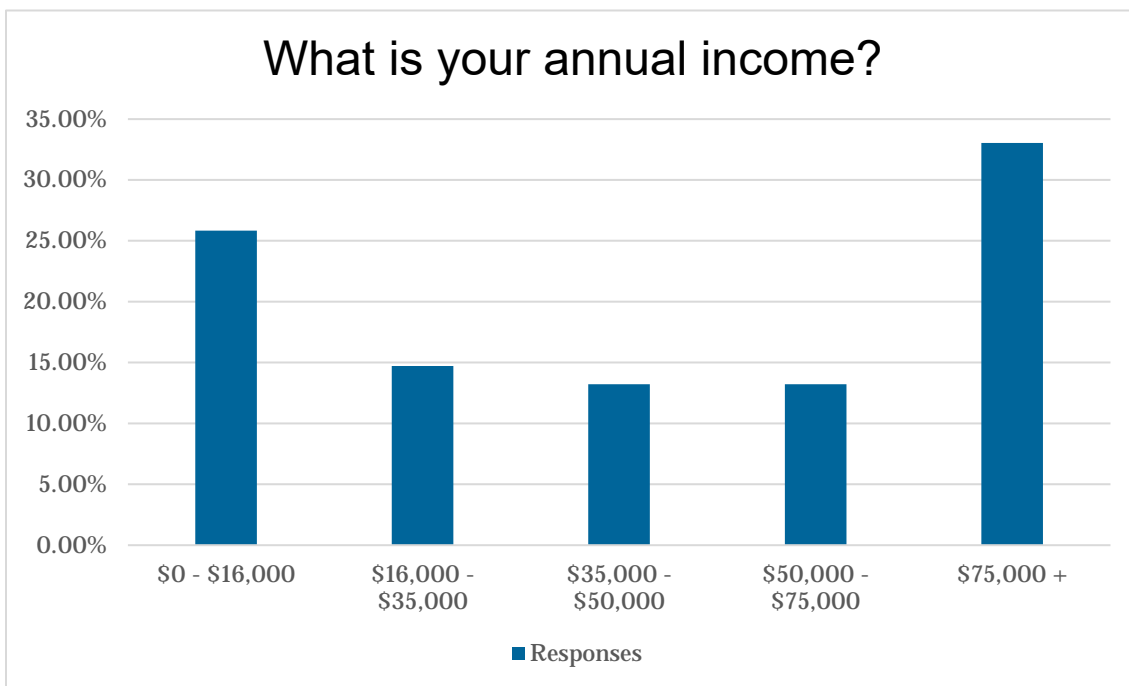
Answer Choices	Responses	
17 or younger	3.61%	13
18 - 20	1.94%	7
21 - 29	7.78%	28
30 - 39	22.78%	82
40 - 49	18.06%	65
50 - 59	20.83%	75
60 or older	25.00%	90
Answered		360
Skipped		46



## Question 14

### What is your annual income?

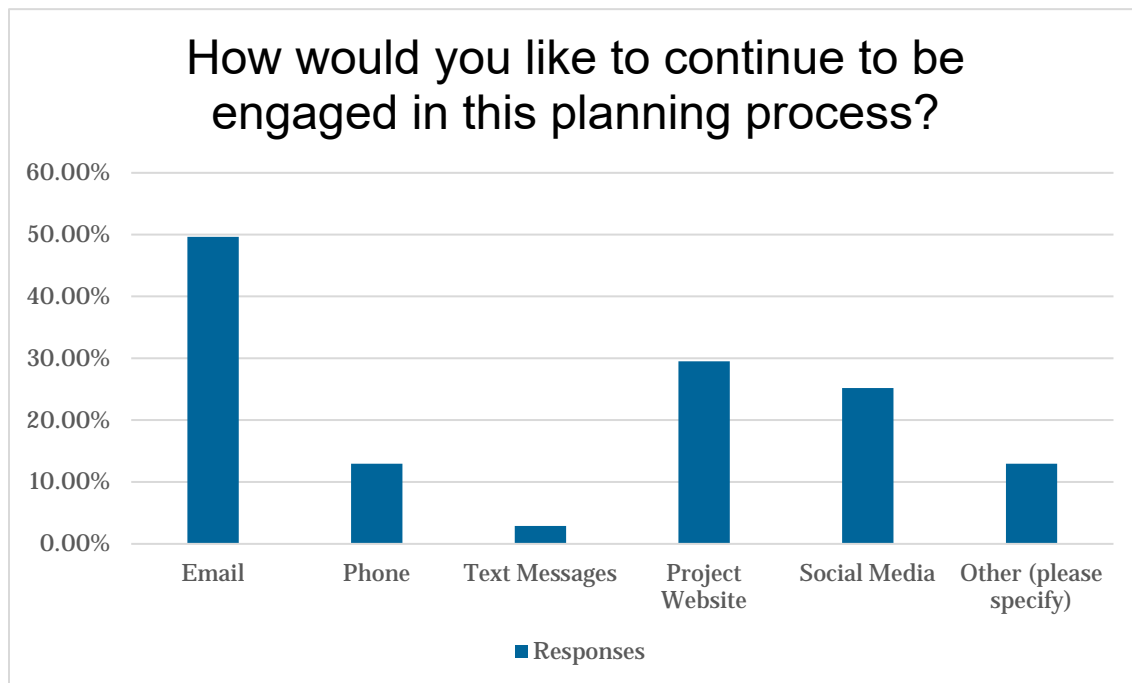
Answer Choices	Responses	
\$0 - \$16,000	25.83%	86
\$16,000 - \$35,000	14.71%	49
\$35,000 - \$50,000	13.21%	44
\$50,000 - \$75,000	13.21%	44
\$75,000 +	33.03%	110
Answered		333
Skipped		73



## Question 15

How would you like to continue to be engaged in this planning process?

Answer Choices	Responses	
Email	49.64%	69
Phone	12.95%	18
Text Messages	2.88%	4
Project Website	29.50%	41
Social Media	25.18%	35
Other (please specify)	12.95%	18
<b>Answered</b>		<b>139</b>
<b>Skipped</b>		<b>267</b>



Respondents	Response Date	Other (please specify)
1	Aug 09 2019 01:23 PM	other
2	Jul 28 2019 11:20 AM	N/a
3	Jul 24 2019 04:24 PM	Will read about it online
4	Jul 24 2019 03:49 PM	none
5	Jul 24 2019 03:16 PM	I'll read it in the paper
6	Jul 24 2019 02:05 PM	not
7	Mar 19 2019 11:39 AM	If you need community member help I would love to help you more.
8	Mar 18 2019 11:53 AM	I fell like you have what I would like to say. Done Good Luck

## CASPER CITY COUNCIL SESSION

1/14/2019

### Questions and Concerns

- East Belt Loop Road – why is this project labeled as low priority? Brings traffic to the area and seems like it would be a negative impact to the community.
  - Project has been “studied to death,” resulting in a call for higher priority in previous plans.
  - Echoes what was said in the 60s when sceptics didn’t believe in the growth of Wyoming Blvd and its surrounding communities
  - Landowners getting property divided so having several years would be good for land acquisition.
- Like the idea of addressing sprawl and consolidating/utilizing land especially near the downtown core

## PLAN REVIEW

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## Previous Plan Review

The LRTP incorporates and builds upon the concepts and recommendations from previous planning efforts. The plans, studies, and projects related to the development and implementation of the LRTP are summarized below.

### Casper Area Long Range Transportation Plan, 2014

The previous Long Range Transportation Plan, Connecting Casper 2040, was published in 2014 as a comprehensive planning document for the movement of goods and people within the Casper MPO region to the horizon year of 2040. The plan conceptualizes the future transportation system for roadways, active transportation (bicycles and pedestrians), transit, freight, and aviation. Goals for the plan are as follows:

**Goal 1: Safe and Efficient Transportation:** Develop a safe and efficient transportation system that provides for the movement of persons and goods within and through the Casper Metropolitan Planning Area.

**Goal 2: Meet Demands Cost Effectively:** Develop plans that meet present and future travel demand and maintain a cost-effective transportation system in the Casper Metropolitan Planning Area.

**Goal 3: Promote Alternative Travel Modes:** Coordinate long range planning recommendations with efforts to promote alternative travel modes (ride-sharing, walking, public transit, rail, bicycles, air, etc.).

**Goal 4: Coordinate Land Use and Transportation:** Develop a transportation system which encourages coordination with land use planning.

**Goal 5: Invest in Transportation to Promote Growth and Diversification:** Support the development of transportation systems by all levels of the government and private sector to promote community and regional economic growth and diversification.

Specific recommendations to address transportation deficiencies identified in the planning process include the following:

- **Roadways:** The recommended roadway plan includes committed projects identified in the Casper MPO Fiscal Year 2014 to Fiscal Year 2017 Transportation Improvement Program (TIP) and the WYDOT FY 2014 – 2017 State TIP. Additional projects, or future projects beyond 2017, were also identified to address future year transportation needs throughout the Casper Area.
- **Roadway Safety:** In order to improve roadway safety, the Casper MPO should consider performing an in-depth crash rate analysis to identify roadway segments with crash rates above state or national averages for VMT per roadway type. The MPO should take action to improve the intersections prioritized in the 2007 High Hazard Intersection Study. In



- addition, the MPO should consider the ability of emergency response to reach distressed persons.
- **Pedestrian Safety:** Since nearly half of all pedestrian accidents occurred at or involved intersections it is important to evaluate the presence of street crossings or difficult street crossings in the Casper area that could adversely affect pedestrian activity. Intersections where pedestrian crashes occurred can be assessed to understand contributing factors, such as:
    - Missing crosswalk signals, or insufficient time to cross the street
    - Long crossing distances on wide streets with multiple lanes
    - Uneven curbs or missing curb ramps
    - Ineffective or missing pavement markings
    - Heavy turning volume (especially heavy right-turn movements that can occur on red lights)
    - Discontinuous walking route through intersection (curb cuts that occur at different locations within an intersection)
  - **Bicycle Safety:** It is recommended that the following strategies identified in the CATPBP be implemented in order to promote safe conditions for bicyclists:
    - Improve walking and biking infrastructure for safety and comfort.
    - Educate the population about how to be safe while walking and biking.
    - Review the City’s signal timing policy and revise as necessary to accommodate bicyclists at all intersections located on the bicycle network.
    - Develop a protocol for assessing concerns from bicyclists regarding detection or additional time to cross at other locations.
    - Make infrastructure safety improvements near schools.
    - Educate students on the rules of the road and safe walking and biking practices.
    - Promote Safety through additional Local Ordinances such as helmet requirements, establishing a minimum passing distance between motor vehicles and bicycles (i.e. a “3-foot law”), opening a vehicle door in front of (“dooring”) a cyclist, and driving or parking in bicycle lanes.
    - Educate police officers on the laws pertaining to bicyclists and bicycle facilities.
    - Continue to collect data and analyze bicycle and pedestrian crashes.
  - **Transit:** Transit recommendations are provided under an increased funding scenario and a fiscally constrained scenario. Conceptual adjustments include:
    - Saturday service on The Bus
    - Extend weekday service hours on The Bus
    - Reduce/eliminate Saturday/Sunday service on CATC
    - Sunday taxi voucher program
    - Obtain ADA certification for CATC
    - Discontinue route deviation on The Bus
  - **Freight:** Through the plan review, existing conditions analysis, and dialogue with the WTA, the following freight needs were identified:
    - Provide adequate connections to major freight corridors including 80 and I-25.

- Implement Wyoming Quiet Zone Study recommendations: new medians at four rail crossing locations: Curtis Street, Evans Street, Mystery Bridge Road, and Wyoming Boulevard, and Wayside horn at Western Avenue.
- Grade-separate one existing, at-grade crossing in Evansville.
- Determine the need to accommodate trucks during interstate closures.
- Consider truck access needs during development plan review.
- Develop a comprehensive truck parking plan to accommodate trucks during roadway closures.
- Develop a western connection from Bar Nunn and Casper to the airport
- Aviation: Relevant recommendations as identified in the Casper/Natrona Airport Master Plan are as follows:
  - Implement Strategic Business Plan and Air Cargo Study to capture potential business for the Airport.
  - Continue to be involved in air service development and recruitment to provide new and expanded air service

## **Casper Wyoming Safe Routes to School (2011)**

The Casper Wyoming Safe Routes to School report was prepared by the Walkable and Livable Communities (WALC) Institute for the City of Casper in March 2011. The WALC Institute team, the Casper area MPO, and local partner organizations conducted assessments, workshops and audits surrounding eight schools within the district which allowed participants to identify major barriers to walking and biking in these areas. Key issues affecting safe routes to school in the Casper area are as follows:

- Policy - policies relating to schools are missing from the Casper Area Comprehensive Plan
- Schools of Choice – due to the Schools of Choice program children don't necessarily attend the school within their neighborhood so there is a larger need for busing or driving
- Vehicle Speed – vehicles traveling too fast through school zones was an issue at all schools studied
- Weather – high winds and cold weather deter active transportation in winter months. Also, snow plowing often creates banks of snow in areas near schools where students would otherwise walk
- Darkness – sunrise is often late during the fall and early winter seasons meaning children are often traveling to school in the dark
- Wide Roads and Wide Intersections – roads and intersections that are too wide discourage active transportation
- Sidewalks – in too many areas, sidewalks have gaps, are not connected, are too narrow, and are built against the curb with no buffer from the street. Vehicles parked in driveways and along streets often block sidewalks
- School Siting – schools outside the urban core have limited access points and newer schools are not being located within neighborhoods, causing challenges to walking and biking as viable modes of travel to school

- Perception of Safety – parents and principals voiced concerns that traffic congestion near schools and on school grounds created conditions that are not safe for children to walk or bike through; additionally, “stranger danger” is an issue that should be addressed

## **Casper Area Trails, Path and Bikeway Plan, 2013**

The Casper Area Trails, Path and Bikeway Plan provides a regional vision for a comprehensive and connected bicycle and pedestrian network. The primary goal of the plan is to increase the number of people walking and bicycling in the Casper Area. An extensive public and stakeholder engagement process helped identify the objectives and recommendations below. The study objectives include:

- Make it safe for people of all ages and abilities to walk and bike
- Make it convenient to walk and bike by developing a connected network and removing barriers.
- Foster the development of a culture where walking and bicycling are accepted and viable travel mode choices.

The plan identifies deficiencies in the current bicycle and pedestrian infrastructure as well as the current state of policies and programs that support walking and biking. These gaps in the network and insufficient policies and programs were used to make recommendations to increase biking and walking in the Casper Area.

## **Wyoming Boulevard Sidepath Study and Conceptual Design Casper, WY (2013)**

The Wyoming Boulevard Sidepath Study includes a feasibility assessment and conceptual design of the three proposed sidepath options along Wyoming which will travel from CY Avenue (West Casper) to Yellowstone Highway (East Casper) for a total of eight miles. Each sidepath option was evaluated using the following categories. Evaluation results are presented in the table below.

- Topographical and Space Constraints – Considers the number of locations where the sidepath would need to use minimal widths or be attached to the roadway to avoid a space constraint.
- Weather and Prevailing Winds – The prevailing winds found along the corridor make a sidepath located on the north side more desirable
- Connection to future on- and off-street trail network – Generally the majority of existing and future trail connections will be provided on the north side of the Wyoming Boulevard
- Constructability – Considers the amount of drainage, utility, environmental impacts that would need to be mitigated
- Capital Funding Requirements – Generally lower capital cost is preferable
- Right-of-Way Impacts – Considers the number of potential right-of-way impacts and the associated cost.

**Appendix**  
Casper Area MPO

Sidepath Evaluation Results			
	Option 1	Option 2	Option 3
<b>Topographical and Space Constraints</b>	Low (Less Desirable)	Medium	Medium
<b>Weather and Prevailing Winds</b>	High (Most Desirable)	Low (Less Desirable)	Medium
<b>Connection to Future On- and Off- Street Trail Network</b>	Medium	Low (Less Desirable)	High (Most Desirable)
<b>Constructability</b>	Medium	High (Most Desirable)	Medium
<b>Capital Funding Requirements</b>	Medium	Medium	Low (Less Desirable)
<b>Right-of-Way Impacts</b>	Medium	Low (Less Desirable)	Low (Less Desirable)

## Casper Public Participation Plan, 2014

The Casper Public Participation Plan is an adopted document of the Casper MPO with the intent to involve the public early on in the transportation planning process and include public involvement opportunities beyond formal hearings. The plan was established to help explain and describe how the public can be involved in the transportation planning process. Public participation guidelines established by the plan for the MPO to follow are as follows:

1. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, other interested parties, and segments of the community affected by transportation plans, programs, and projects (including but not limited to local jurisdiction concerns).
2. Provide reasonable public access to technical and policy information used in the development of the Long Range Transportation Plan, the Metropolitan Transportation Improvement Program, and other appropriate transportation plans and projects, and conduct open public meetings where matters related to transportation programs are being considered.
3. Give adequate public notice of public participation activities and allow time for public review and comment at key decision points.
4. Respond in writing, when applicable, to public input. This is required when significant written and oral comments are received on draft plans as a result of the public participation process.
5. Solicit the needs of those under-served by existing transportation systems, including but not limited to (1) the transportation disadvantaged, (2) minorities, (3) seniors, (4) persons with disabilities, and (5) low income households. The MPO shall provide reasonable opportunities for the affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation facilities, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation planning process.

6. Provide a public comment period of 45 calendar days prior to the adoption of the Public Participation Plan and/or any amendments. Notice of the comment period will be advertised in a newspaper of general circulation and various other publications prior to the commencement of the 45 day comment period. Notice will also be mailed to the entire MPO mailing list prior to the start of the 45-day comment period.
7. Provide a public comment period of not less than 30 calendar days prior to the adoption of the Long Range Transportation Plan, the Metropolitan Transportation Improvement Program, the Unified Planning Work Program, Transit Development Plans, any formal amendments or updates, and other appropriate transportation plans and projects.
8. Coordinate the Public Participation Process with statewide Public Participation Processes wherever possible to enhance public consideration of the issues, plans and programs, and reduces redundancies and costs.

## **Wyoming Statewide Freight Plan (2015)**

The Wyoming Statewide Freight Plan sets forth the existing and future roles of freight activity in Wyoming, freight trends and forecasts, freight network challenges and opportunities, proposed freight network improvements and investments, and the long-range freight network and investment program. Through this study, key issues were identified, and the following goals were set:

- Safety – Achieve a safe transportation network by decreasing the number and severity of crashes involving freight-related vehicles and decreasing the number and severity of crashes at rail crossings
- Economy – Encourage freight investments with positive economic benefits to the Wyoming economy, maintain an efficient multimodal freight network for Wyoming businesses across all key industries, and strengthen rural economies' farm-to-market, manufacturing and resource industry sector
- Mobility – Improve mobility and efficiencies of the freight network by identifying and mitigating impediments to the freight network for all modes, including truck, rail, air, and pipeline. This includes items such as adding truck climbing lanes, converting to rail systems that support 286k modern rail cars, and minimizing area with oversized and overweight restrictions, as well as improving multimodal connectivity and last-mile connections.
- Maintenance – Maintain the state of good repair of the freight system by reducing the number of deficient bridges on the freight network and maintaining the freight network pavement condition.
- Reduce and/or mitigate adverse environmental impacts of freight
- Promote redundancy and flexibility within the system to meet unanticipated events and aid in emergency response; reduce the frequency and duration of road closures

## **Wyoming Statewide Rail Plan (2015)**

The Wyoming Statewide Rail Plan (SRP) is a comprehensive study of the state's freight-rail network meant to serve as a set of directions for future rail planning and project development over the next 20 years. Wyoming hosts a large volume of transcontinental rail traffic between the

Midwest, west coast, and east coast and is the largest originator of coal in the United States. As a result of input received from stakeholders and the public during the preparation of the Wyoming SRP the following recommendations were made:

- Establish a Rail Program, with the primary mission of helping the state's railroads, and particularly short-line railroads, secure federal funding for improvements.
- Continue to promote and enhance rail safety at crossings through public awareness, coordination with railroads, and infrastructure improvements.
- Provide advocacy for rail shippers, helping to mediate disputes between shippers and their serving railroads.
- Continue to work with neighboring States on freight- and passenger-rail initiatives that benefit the region.
- Support the study of new intercity rail initiatives that enhance mobility options for Wyoming.

## **Casper Area Transit Development Plan, 2015**

The Casper Area Transit Development Plan (TDP) update studied how the community has changed and will likely change over five years, and how the transit system will need to change to provide quality service to a changing demographic and increasing number of passengers.

Recommendations of the plan for future study include the following:

- Increase demand-response fares: Increasing the fares could encourage able bodied riders to use the fixed-route service, increasing the capacity for disabled and low-income individuals on the demand-response system.
- On-board tracking: A GPS based on-board navigation system should be installed on the buses to assist the drivers with their routing and improve efficiencies.
- Limited mobility transfer station: To better serve those with limited mobility, it is recommended that a transfer station designed specifically for wheelchairs and scooters be considered. A platform constructed to the same height as the bus floors would allow ramps to be used to enable riders to move from bus to bus quickly and without assistance. Passengers could be picked up, brought to the station, and transfer to a bus that serves a specific destination or part of town.
- Crosstown Express: A crosstown express fixed route which would provide more rapid service to Downtown Casper and the major shopping locations in the community should be established. It could connect with the other routes at numerous locations to provide a versatile effective network.
- Minimize Headways: Steps should be taken to minimize the route times to the greatest extent possible. Stakeholders that participated in surveys and discussions favored short headways over fewer transfers between buses.
- Maximize Connectivity: Having more opportunities to transfer from one bus to another is viewed as an effective means to maximize the flexibility of the fixed-route system, rather than having most of the transfers take place at the Transit Plaza on an hourly basis. Coordinated transfers at locations like Casper College, Smith's Grocery, and Kmart can improve the service.

- Number of Stops and Placement - The fixed-route system has stops from 2 blocks to 3 mile apart with an average spacing of 1/2 mile. The number of stops should be increased significantly. The improvements at new stops can be limited to a sign to minimize costs. Stops that are used can be upgraded and those that are not can be abandoned.

## **Casper Signal Timing Study, 2016**

The Casper Signal Timing Study establishes a signal coordination strategy to reduce travel times and automobile emissions with the Casper MPO study area. Recommendations of the study are as follows:

### **Signal Phasing Improvements**

- Adopt the following Flashing Yellow Arrow (FYA) Implementation Strategy
- Consider implementing right-turn overlap at the following locations:
  - 2nd Street and Country Club Road – Northbound Approach
  - 2nd Street and Walsh Drive – Northbound Approach
  - 2nd Street and Wyoming Boulevard – Westbound and Southbound Approach
  - 2nd Street and Eastridge Mall/Walmart – Southbound Approach
  - Durbin Street and 15th Street – Northbound Approach
  - 12th Street and Walsh Drive – Southbound Approach
  - Blackmore Road and Landmark Drive – Southbound Approach

### **Signal Equipment Improvements**

- Install the detection, whether mainline or side street, needed to discontinue late-night flash operations.
- Replace the outdated ASC8000 and ASC/2 signal controllers with ASC/3 controllers before field implementation.

### **Geometric Improvements**

- 2nd Street and Beverly Street Northbound Approach: Weigh the cost of construction versus the operational benefits of constructing a right-turn lane.
- 2nd Street and Walsh Drive: Construct a southbound right-turn lane
- 12th Street and Country Club Road Southbound Approach: Convert the southbound approach to a left-turn and through/right-turn lane.
- Beverly Street and 15th Street: Widen eastbound right-turn lane from 3 feet to 12 feet.

### **Road Diets**

- Consider implementing road diets along the following corridors:
  - Wolcott Street from 2nd Street to Campus Drive
  - 12th Street from McKinley Street to Country Club Road



### **Intersection Function**

- Look for opportunities to provide access management improvements.

## **Senior Services Study Update, 2016**

This study represents an update to the 2008 Boomer Study, with the goal of preparing the City of Casper for the aging of the baby boomer generation (born between 1946 and 1964) which is anticipated to place greater demands on existing senior citizen services including transportation. Recommendations related to transportation are as follows:

- **Faith-based Organization Involvement:** There may be an opportunity to expand faith-based organization transportation programs to include volunteer drivers who transport the aging population throughout the community. A discussion could be held with existing interfaith groups to determine their interest in helping with this program.
- **Transit Development Route Study:** The Metropolitan Planning Organization (MPO) is in the process of completing a route study to evaluate the need for extended hours for CATC and The Bus. CATC and The Bus provide good options for seniors but more flexible schedules and fixed stops would be helpful.
- **Taxi Voucher Program:** Work with stakeholder organizations to expand the existing taxi voucher program. Consideration should be given to establishing a formal voucher program for the aging population in cooperation with local taxi services and other private entities. The program would require a sponsoring organization(s).
- **Accessible Vehicle Grant:** More accessible vehicles are needed to meet the taxi demand. Explore grants that would assist in the purchase of an accessible van. Grants may be available through WYDOT's 5310 program for accessible vehicles.
- **Volunteer Driver/Vehicle Program:** Support efforts to form a volunteer community service organization that provides transportation for seniors.

## **Casper/Natrona County International Airport Master Plan (2016)**

The Casper/Natrona County International Airport Master Plan report includes a detailed inventory of existing site conditions, a forecast of future aviation activity, facility requirements, alternatives analysis, airport layout plan, and an implementation plan. Although there are issues of passenger leakage to larger regional airports such as Denver International Airport, demand at Casper/Natrona County International Airport is expected to grow in tandem with economic conditions in Casper and the surrounding region. A summary of airport facility needs to support future activity is outlined in the table below. Implementation of these projects has been separated into three time periods; 5-year short-term, 10-year intermediate-term, and 20-year long-term.

Item	Identified Need
Runway 8 Blast Pad	Add 3 feet in length to Runway 8 blast pad
Runway 8-26 Shoulders	Add 25-foot-wide paved shoulders on Runway 8-26
Runway Protection Zones (RPZs)	Upgrade Runway 21 RPZ dimensions to that required for RNAV approach
Taxiways (all taxiways)	Add 30-foot-wide paved shoulders to all taxiways
Taxiway A1, A2, C, B1	Move hold line an additional 4 feet back from runway centerline



**Appendix**  
Casper Area MPO

Taxiway A1, A2, A3, A4, A5, A6, A7, C1, C2	Reconfigure fillets to comply with new FAA specifications
Taxiway A4	Prevent direct access from the aircraft apron the runway
Taxiway C /A5	Reconfigure taxiways to address FAA designated "Hot Spot"
Taxiway A7	Remove pavement so that the outer edge of the turn is curved
Taxiway B1	Reconfigure Taxiway B1 to enter Runway 8-26 at a 90-degree angle
Intersection: Runway / Taxiway A6	Reconfigure intersection to address FAA designated "Hot Spot"
Intersection: Taxiway A / B and B / B1	Reconfigure fillet geometry to comply with new FAA specifications
Pavement: Runway / Taxiway / Apron	Conduct a pavement strength survey to identify pavement in need of strengthening
Visual Aids	Replace Runway 3-21 and 8-26 lighting electrical components
Visual Aids	Replace Taxiway A light base cans
Visual Aids	Replace Taxiway B, B1, C, and C1 lighting electrical components
Visual Aids	Install tethers to all airfield signs, repaint faded frames, and remove non-standard panels
Visual Aids	Replace electrical components of guidance signs as necessary
Navigational Aids	Replace all VASI systems with PAPI systems
Navigational Aids	Replace rotating beacon
Navigational Aids	Relocate primary wind cone and segmented circle
Navigational Aids	Remove wind cone between Taxiway A3 and A4
Navigational Aids	Relocate wind cones outside the runway OFA and place within longitudinal limits
Commercial Passenger Terminal	Modify facility to accommodate future passenger demand
Public Parking	Preserve 320,608 sf of land for future public parking
Rental Car Parking and Facilities	Preserve 27,105 sf of land for future rental car parking and Quick-Turn facility
Air Traffic Control Tower	Replace ATCT
Snow Removal Equipment Building	Replace snow removal equipment and maintenance building
Public Safety Department/ARFF Facility	Expand Public Safety Department/ARFF Facility
Utilities	Conduct utility master plan to inventory and assess existing utility infrastructure
Movement Area Boundary	Repaint movement area boundary line outside of Taxiway A and B Object Free Area
Deicing	Reconfigure apron area for more efficient deicing operations
Air Cargo	Preserve land for an additional 18,920 sf of warehouse space, 24,500 sf of GSE

	storage, and 11,352 sf of parking
Hangars	Preserve land for an additional 102,225 sf of hangar space

Source: RS&H Analysis 2014

## **Natrona County Development Plan (2016)**

The Natrona County Development Plan is a policy guide for decision making around physical development of both public and private land within the county. The plan is meant to be a living document that should be reviewed every five years and updated every twenty years. The purpose of the plan is to establish the following:

- Land use designations for urban and rural areas of the County to ensure both develop in a logical manner
- Land development policies so to ensure effective updates and administration of current zoning and subdivision regulations
- Program for plan implementation and development of a planning program for the county
- Interagency coordination between the county, municipalities, and other agencies

A summary of the goals and policies of the plan are outlined below:

- Provide an updated County Development Plan
- Minimize conflicting land uses and improve zoning
- Develop and update guidelines for the enforcement of planning regulations and Conditional Use Permits reviews on a yearly basis.
- Adopt two planning formats for the county:
  - Growth Management Area – the area within one mile of a municipality which can be serviced efficiently by local government
  - Rural Area – county will work with federal, state, and local government agencies, including Natrona County Conservation District (NCCD), to support agriculture and natural resource development. The county will allow appropriate residential subdivisions and will promote agriculture, mineral extraction, and recreational uses in the rural area.
- Maintain and improve the quality of the environment to include natural, scenic, open space, wildlife, agriculture, and historic resources
- Urban area growth shall be compact and should occur from the edges of municipalities outward rather than in the county toward existing municipal boundaries. This will ensure cost effective development and provision of services, reduce sprawl, and help preserve the quality of the environment
- Encourage diversification of the economy to minimize boom and bust cycle effects. Provide for strong agricultural and mineral development sectors of the economy in a sustainable manner to support a stronger tax base for the county.
- Appropriate resources of the county to actively engage in state and federal land management processes where the county utilizes its cooperating agency, consulting party, and special expertise status as afforded by the state statute under federal law

- Protect site specific land-based activities in rural areas; ranching, agriculture, mining, tourism, and recreation

## **River Front Property Feasibility Study Final Concept Plan (2016)**

The River Front Property Feasibility Study Final Concept plan is a distillation of multiple concepts and ideas from the initial planning group's suggestions. The purpose of the plan is to create an iconic retail/business destination that supports the outdoor spaces that make the Town of Mills a great place to live and to create a common central place for the community to gather. Key characteristics of this development include:

- Embracing the history of the site location and the Town of Mills will mold the identity of the site and ensure a sense of place
- Mixed-use allows a center to be made rather than a single destination
- Public space is both the center of the commercial development and the heart of the green space
- Parking can fill the sides of the commercial development and not create a barrier to pedestrians and bicycles by still leaving a riverside corridor. Visual and real connections to the adjacent river and open park-like land on the south side of the river also expand the feeling of the site
- Maximize access by providing parking in every direction, safe pedestrian access and easy connectivity with the regional trail system
- A larger town planning study is needed to answer questions about what becomes the center of a commercial core to Mills- this site alone is insufficient to provide that core. What does it mean to be a downtown in 2020? Can we get away from big box stores?
- Trail connectivity is important for the commercial hub expanding the ease and ways in which locals access the site.

## **Generation Casper Comprehensive Plan, 2017**

Generation Casper is the City of Casper's revised and updated Comprehensive Land Use Plan and Transportation Plan. The plan serves as a guide for policy changes, land use and transportation planning, economic development forecasting, and capital improvement planning. The land use plan provides an overview of the City's obstacles and opportunities; outlines future land use and transportation visions, principles, and goals; and includes a monitoring program for both implementation and necessary amendments to reflect changing conditions and values. Key elements of the plan are summarized below:

### **Vision**

- Endless Character - Casper will cultivate a dynamic, welcoming community with growth and redevelopment based in best practices and history that set the stage for a vibrant future.
- Vibrant Urban Center - Casper will work to realize untapped potential and foster a vast network of entrepreneurs to support a thriving Downtown and Old Yellowstone District with unique character that anchors the community.

**Appendix**  
Casper Area MPO

- Distinctive Regional Hub - Casper will embrace strong relationships between education and industry to retain talent, promote business-friendly policies, and cultivate incubators aimed at fostering fresh ideas and allowing small businesses to make their mark on Casper.
- Enhanced Connectivity - Casper will offer transportation choices through safe, reliable streets and a bike and pathway network that connect all residents to their destinations through a variety of traditional and emerging transportation modes.
- Embracing The River - Casper will engage with the world-class North Platte River and a network of trails that are visually and physically linked to commercial centers to foster economic opportunities.
- Undiscovered Quality of Life - Casper will be comprised of creative, safe, family-friendly neighborhoods and gathering areas where all residents and visitors can enjoy rich culture, stunning vistas, vast open spaces, recreational opportunities, and big city amenities.

### Transportation Plan

Recommended monitoring metrics and strategies from the plan related to transportation are summarized in

**Table 1      Generation Casper Monitoring Metrics**

Metric	Baseline	Target
Bicycle Infrastructure (bicycle lanes, pathways, trails and amenities)	Existing bicycle infrastructure system	Implement projects identified within the CATBPB within 10 years
Connectivity/ Block Perimeters for New Development	Many areas >5,000 feet	< 2,000 feet in Neighborhood 2 and 3 and Urban/ Community/ Neighborhood Centers
Dedicated Funding for Multimodal Transportation	Current spending inconsistent and minimal	Increased % of annual capital budget to be dedicated to multimodal improvements
Number of Vehicular-Related Fatalities	12 (from 2011 - 2014)	Ongoing and continued reduction
Streets Level of Service (LOS)	LOS as identified within the 2014 LRTP	Maintain or improve citywide LOS

**Table 2      Generation Casper Transportation Strategies**

Strategy	Priority (* - ***)
5. Evaluate code changes to encourage shared parking and parking maximums through a parking study. Track the reduction of parking per project from current standards to updated standards and guidelines. Create incentives for quality development such as the elimination of the transportation analysis requirement, reduction in fees, or quicker review process.	***
6. Align the City of Casper Water and Sewer Policy with the UGB to encourage growth in 6. Align the City of Casper Water and Sewer Policy with the UGB to encourage growth in appropriate locations.	***

**Appendix**  
Casper Area MPO

16. Provide improved transportation options that funnel people to Casper's urban core (such as hotel shuttles, trolley, improved pathway system that creates a "hub", etc.). Increase the percentage of transportation funding within the urban core to allow for higher frequency transit service, improved transit stations/shelters, and the implementation of complete streets.	*
17. Increase the cohesion of the urban center by reducing the number of large surface lots. Work with stakeholders to ensure a convenient and well-distributed parking supply by developing an overall parking strategy that includes promotion of existing parking and signage and review of existing strategies such as metered parking, parking maximums, scattered small surface parking lots (public), diagonal parking and potentially a new parking garage as demand increases. Garages could include secondary uses such as storage for housing or vertical greenhouses; incorporated into mixed use buildings; or offer direct access to retail shops and apartments.	***
8. Improve walkability in the urban center, including fixing sidewalks, constructing ADA ramps, pedestrian refuges (islands) for crossing wide streets, traffic calming, sidewalk widening, etc.	**
32. Implement the Major Streets Plan.	***
33. Adopt typical cross sections and associated right-of-way widths for new and existing roadways which incorporate all users. Cross sections should be determined by roadway type and include separate cross sections for the urban center.	**
35. Evaluate the feasibility of installing Intelligent Transportation Systems throughout the traffic signal system and install High Intensity Activated CrossWALK (HAWK) beacons at key intersections to increase pedestrian safety.	**
37. Adopt standards to evaluate the level of safety/efficiency provided in the transportation network. The components to be evaluated could include:  Transit: Availability of shelters/quality of shelters, additional bus shelters, connectivity of sidewalks to/from transit stops, proximity of non-residential uses, number of patrons utilizing the service, operating hours and headways for service and lighting.  Pedestrian: Pedestrian level of service, number of accidents, availability of street lights, width of sidewalks, and/or proximity of sidewalks to the street.  Bicycle: Bike level of service, number of accidents, availability of street lights, width/availability of bike lanes, width/availability of bike buffers, and/or types of bike facilities (i.e. on-street, separate trails, etc.).	***
39. Establish roadway spacing standards for arterial, collector, and local roadways and enforce them through new development applications. Change the minimum signal spacing to 1/2 mile on arterial, and possibly collector, roadways to maintain the flow of traffic on these roadways.	***
41. Adopt a standard for access to new residential neighborhoods requiring multiple access points to collectors or arterials.	***
42. Evaluate feasible solutions to connect areas that are currently cut off from the rest of Casper by large transportation barriers. In general, improve transportation corridors with overpasses, underpasses, sidepaths, trails, pedestrian refuges/islands for the safe crossing of bikes and pedestrians. Evaluate the feasibility of overpasses/underpasses and/or separate pedestrian bridges over I-25 and/or the railroad to connect neighborhoods in North Casper to the rest of the City. Extend the walkability of downtown north of First Street thereby making A Street the psychological downtown boundary. Work with WYDOT on making First Street more pedestrian-friendly.	***
43. Evaluate the pedestrian/bike network around schools and identify areas for improvement to eliminate mid-block crossings of pedestrians.	*
44. Evaluate the feasibility of alternative transit options, such as bike share or electric bikes.	*
45. Adopt a complete streets ordinance/policy and identify where various users are permitted to travel.	***

**Appendix**  
Casper Area MPO

46. Evaluate section 10.28 of the Code to determine if additional locations should be restricted from right-turns on red, for the safety of pedestrians and bicyclists.	***
47. Create a toolbox of traffic calming solutions and apply them to the high traffic residential streets.	***
49. Modify section 16.16.020.K of the Code to state that there can be a maximum of four legs per intersection, "unless a roundabout can safely be provided and an alternative standard is approved by City Council."	***
50. Review Traffic Study requirements in Section 16.20.080 of the Casper Municipal Code. Define how the "adjacent street system" is to be defined as it related to assessment of potential transportation impacts, specify how to determine impacts to pedestrians, include an assessment of bicycle or transit service/facilities, improve connectivity and access management requirements, and include traffic counts for pedestrians, bicyclists and bus riders.	***
53. Identify transit routes that travel through high volume intersections and determine the feasibility of incorporating queue jumps and/or transit signal priority.	**
57. Improve pedestrian and bicycle trail connections (e.g. a pedestrian bridge from North Casper to the Platte River Parkway on the north side of the River, and connect the west side of Casper to the trail system).	**

## Mills Comprehensive Plan, 2017

The Town of Mills Transportation Plan serves as guide to ensure that existing and anticipated future needs are met, transportation infrastructure is properly planned for, and funding can be identified prior to needs emerging. Based on input received the public and officials the Plan establishes the following Transportation Vision:

"Mills will have planned, multi-modal transportation infrastructure and policies to improve mobility, connectivity and access for all people. Adequate funding mechanisms will be sought to implement planned projects as needs emerge. The infrastructure will enhance the quality of life in the community, improve economic vitality and promote improved safety."

The following are project/action lists for implementation of the plan.

### Short Term Prioritized List of Projects/Actions

- Adopt an Active Transportation Plan
- Study opportunities to provide access across SW Wyoming Blvd to Town Hall area (underway)
- Evaluate opportunities for access to North Platte River in new Downtown area (underway)
- Expand regional pedestrian and bicycle network, including the WAPA (Western Area Power Administration) Powerline Trail
- Provide Recreational opportunities
- Provide connectivity of existing sidewalks/paths
- Prioritize sidewalk/path needs
- Adopt Complete Streets typical cross sections
- Modify the Town Code to require construction of wider sidewalks (underway)

- Adopt a Transit Plan
- Update the road maintenance plan

**Long Term Prioritized List of Projects/Actions**

- Chamberlain Road extension to the south, connecting to Energy Lane across the river
- Hudson Street extension from Yellowstone Highway north to 20/26 within the Town of Mills, potentially extending north to Howard Street extension in the future
- Six Mile Road extension through Mills, connecting to Trevett Lane to the south
- E/W roadway connecting West Belt Road with Chamberlain Road
- Village Drive extension to E/W roadway

## **Town of Bar Nunn Transportation Plan, 2017**

The Town of Bar Nunn Transportation Plan serves as guide to ensure that existing and anticipated future needs are met, transportation infrastructure is properly planned for, and funding can be identified prior to needs emerging. Based on input received the public and officials the Plan establishes the following Transportation Vision:

“Bar Nunn will have planned, multi-modal transportation infrastructure and policies to improve mobility, connectivity and access for all people. Adequate funding mechanisms will be sought to implement planned projects as needs emerge. The infrastructure will enhance the quality of life in the community, improve economic vitality and promote improved safety.”

The following are project/action lists for implementation of the plan.

**Short Term Prioritized List of Projects/Actions**

- Interchange on I-25 at Westwinds, including a new minor arterial from US 20/26 near NCI airport to Bryan Stock Trail Extension
- Adopt an Active Transportation Plan
- Modify the Town Code to require developers to construct sidewalks/paths with development
- Modify the Town Code to incorporate key concepts of connectivity, functional classification, block configuration, and access management
- Update the road maintenance plan
- Coordinate with WYDOT to list and prioritize needs

**Long Term Prioritized List of Projects/Actions**

- New arterial with sidewalks and bike lanes on west side of Bar Nunn as a bypass and alternative emergency access
- Howard Street extension to the airport
- Westwinds Road extension to the airport
- Hudson Street Extension north to Howard Street extension
- N/S road, approximately one mile west and parallel to Hudson Street extension, extending from the Belt Road north to Westwinds Road extension

## **Town of Evansville Transportation Plan, 2017**

The Town of Evansville Transportation Plan serves as guide to ensure that existing and anticipated future needs are met, transportation infrastructure is properly planned for, and funding can be identified prior to needs emerging. Based on input received the public and officials the Plan establishes the following Transportation Vision:

“Evansville will have planned, multi-modal transportation infrastructure and policies to improve mobility, connectivity and access for all people. Adequate funding mechanisms will be sought to implement planned projects as needs emerge. The infrastructure will enhance the quality of life in the community, improve economic vitality and promote improved safety.”

The following are project/action lists for implementation of the plan.

### **Short Term Prioritized List of Projects/Actions**

- Adopt a Major Streets Plan
- Investigate additional options to traverse railroad (completed)
- Metro Road extension connecting to Cemetery Road and Craig Thomas Blvd extension (underway)
- Craig Thomas Blvd extension to Howard Street Extension in Bar Nunn
- Adopt an Active Transportation Plan
- Modify Town Code to require construction of sidewalks/paths with development
- Modify Town Code to incorporate key concepts of connectivity, functional classification, block configuration, and access management
- Eliminate offset of Luker Ln and Lathrop Rd through road realignment or other measures
- Consider the widening of Curtis Street
- Evaluate pavement sufficiency and widths for trucks along Lathrop Rd and Yellowstone Highway
- Widen Evans Street to accommodate trucks
- Update the road maintenance plan (underway)

### **Long Term Prioritized List of Projects/Actions**

- Evaluate the Yellowstone Highway/Craig Thomas Blvd intersection for signalization
- (WYDOT)
- Signalize the Lathrop Road/Curtis Street intersection (WYDOT)
- Amoco Road extension to Cole Creek Road
- Platte Park Road extension to Amoco Road extension
- Bryan Evansville Road from Bryan Stock Trail to Platte Park Road
- Connect 5th Street and Mustang Trail parallel to the river, from Platte Park Road to Cole Creek Road
- First Street extension to Craig Thomas Blvd
- Wildcat Road from Blackmore Road to Hat Six Road
- Mystery Bridge Road from E Yellowstone Hwy south to E/W connector
- N/S connector between Wildcat Road and Yellowstone Hwy, west of Mystery Bridge Road



- E/W connector south of Wildcat Road, north of I-25, from Wildcat Road to Hat Six Road
- Evans Street extension to Cemetery Road
- 7th Street extension to Evans Street extension
- Connector northeast of the Amoco Road extension/Craig Thomas Blvd intersection, connecting the two roadways
- Develop a gateway theme along Curtis Street and Hat Six Road, north of I-25

## **Town of Mills Transportation Plan, 2017**

The Town of Mills Transportation Plan serves as guide to ensure that existing and anticipated future needs are met, transportation infrastructure is properly planned for, and funding can be identified prior to needs emerging. Based on input received the public and officials the Plan establishes the following Transportation Vision:

“Mills will have planned, multi-modal transportation infrastructure and policies to improve mobility, connectivity and access for all people. Adequate funding mechanisms will be sought to implement planned projects as needs emerge. The infrastructure will enhance the quality of life in the community, improve economic vitality and promote improved safety.”

The following are project/action lists for implementation of the plan.

### **Short Term Prioritized List of Projects/Actions**

- Adopt an Active Transportation Plan
- Study opportunities to provide access across SW Wyoming Blvd to Town Hall area (underway)
- Evaluate opportunities for access to North Platte River in new Downtown area (underway)
- Expand regional pedestrian and bicycle network, including the WAPA (Western Area Power Administration) Powerline Trail
- Provide Recreational opportunities
- Provide connectivity of existing sidewalks/paths
- Prioritize sidewalk/path needs
- Adopt Complete Streets typical cross sections
- Modify the Town Code to require construction of wider sidewalks (underway)
- Adopt a Transit Plan
- Update the road maintenance plan

### **Long Term Prioritized List of Projects/Actions**

- Chamberlain Road extension to the south, connecting to Energy Lane across the river
- Hudson Street extension from Yellowstone Highway north to 20/26 within the Town of Mills, potentially extending north to Howard Street extension in the future
- Six Mile Road extension through Mills, connecting to Trevett Lane to the south
- E/W roadway connecting West Belt Road with Chamberlain Road
- Village Drive extension to E/W roadway

## Wyoming Bicycle & Pedestrian System Report (2018)

The Wyoming Bicycle and Pedestrian System Report includes an overview of existing bicycle and pedestrian conditions and benefits and concludes with policy, program, statute, and infrastructure recommendations. The purpose of the study was to help the legislature, local communities, and state agencies including WYDOT and the Departments of Health, Tourism, State Parks, and The Business Council to better understand the opportunities, benefits, and challenges of bicycle and pedestrian pathways and natural surface trails. The table below outlines high priority recommendations by agency from this study.

Agency	High Priority Recommendation
Wyoming State Legislature	<ul style="list-style-type: none"> <li>▪ Create an Interim Study to evaluate Wyo. Stat. § 31-5-601 et. seq. (Pedestrians) and Wyo. Stat. § 31-5-701 et. seq. (Bicycles), and related statutes, to explore legislative opportunities to improve and update statutes to help realize the safety, economic and health benefits explored in this report</li> <li>▪ Create and fund a \$10 million annual statewide bicycle and pedestrian infrastructure and information initiative to address identified needs of, and benefits to, Wyoming communities of enhancing walkable main streets, community pathways, rural cycling routes, and natural surface trails.</li> <li>▪ Develop legislation to provide funding and direction to state agencies to prepare a comprehensive and quantitative study of the health, safety, economic, and other benefits of walking and bicycling in Wyoming.</li> </ul>
Office of the Governor	<ul style="list-style-type: none"> <li>▪ Evaluate agency initiatives recommended in the Wyoming Bicycle &amp; Pedestrian System Report, and work with state agencies to incorporate appropriate changes into budgets and work plans.</li> <li>▪ Contact and persuade the Wyoming Delegation and federal land agencies regarding the serious federal land trail maintenance backlog and need for continued federal investment on public trails and community pathways in Wyoming.</li> </ul>
Wyoming Department of Transportation (WYDOT)	<ul style="list-style-type: none"> <li>▪ Create a WYDOT Office of Bicycle and Pedestrian Transportation to address the transportation needs of people bicycling and walking, and to realize the transportation and community benefits and opportunities outlined in this report.</li> <li>▪ Increase investments of Wyoming's federal and state transportation funding for walking and bicycling projects when developing future State Transportation Improvement Program (STIP) lists, using existing program authority in the FAST Act and state statute.</li> </ul>
Wyoming Business Council (WBC)	<ul style="list-style-type: none"> <li>▪ Continue and enhance the Wyoming Main Street program to offer incentives, funding, and technical support that is relevant to communities of all sizes; collaborate with WYDOT to leverage WBC community grant and loan programs and highway improvement projects, particularly as they involve Main Streets.</li> </ul>
Wyoming Office of Tourism (WOT)	<ul style="list-style-type: none"> <li>▪ Work with communities, local pathway and trail organizations, WBC and State Parks to help promote and advertise Wyoming's walkable main street communities, trail systems, community pathways, bicycle routes, and long-distance trails as an experience targeted towards out-of-state visitors.</li> <li>▪ Promote and market long distance bicycling opportunities in Wyoming, and provide information on key bicycle touring amenities for visitors</li> </ul>

**Appendix**  
Casper Area MPO

Washington Department of Health (WDH)	<ul style="list-style-type: none"> <li>Partner with County Health Offices, the Wyoming Department of Transportation (WYDOT), and local pathway and trail non-profit organizations to promote physical activity and active transportation in worksites, schools (Safe Routes to School Program), and community settings by improving and creating pedestrian- and bicycle-friendly environments.</li> </ul>
Wyoming State Parks	<ul style="list-style-type: none"> <li>Complete a system-wide non-motorized trail plan for Wyoming State Parks and Historic Sites, prioritizing the trail building projects to be completed.</li> <li>Lead the state effort to develop long distance bike trails in Wyoming, including the Great American Rail Trail, Greater Yellowstone Trail, Great Divide Trail, and potential new Gravel Bike routes; partner with communities and trail organizations on concept plans for Wyoming.</li> </ul>
Wyoming Office of State Lands and Investments	<ul style="list-style-type: none"> <li>Identify potential opportunities on State Trust Lands and other lands managed by the State of Wyoming to support enhanced “close to home” trail systems</li> <li>Develop creative solutions to provide enhanced recreational trails through community partnerships that protect State Lands, generate sufficient fees for public trail use, and which generate stewardship assistance to help construct and maintain the trails.</li> </ul>
Wyoming Department of Education	<ul style="list-style-type: none"> <li>Partner with local communities, school districts, transportation entities, and nongovernmental organizations (NGO) on Safe Routes to School (SRTS) programs</li> </ul>

## Casper East Belt Loop Corridor Study (2018)

The Casper East Belt Loop Corridor Study was commissioned by the Wyoming Department of Transportation (WYDOT) to evaluate two route alignment alternatives and a no-build alternative in accordance with the guidelines established in the FHWA Guidance on Corridor and Subarea Planning to inform NEPA. According to the 2014 Casper Area Long Range Plan, the Wyoming Boulevard East of Casper Mountain Road operated at Level of Service (LOS) D and was predicted to operate at LOS F in 2040. Forecasted regional growth is expected to more than double traffic along segments of Wyoming Boulevard. The primary contributor to this growth is the increasing residential development in southeast Casper and the future development between Wyoming Boulevard and Hat Six Road. The construction of an east-west corridor would provide access to large land tracts east of the city of Casper and improve connectivity between Wyoming Boulevard and Interstate 25.

As part of this study planning level transportation analysis was provided to help guide geometric determinations and relative access and intersection points for the corridor. Key findings from this analysis include:

- Improvements are needed to provide congestion relief for Wyoming Boulevard by 2022. Partial widening of Wyoming Boulevard and construction of East Belt Loop Road are the prevailing options discussed by the Casper Area MPO Transportation Long-Range Transportation Plan.
- East Belt Loop Road is the first logical improvement as the corridor provides comprehensive congestion relief for Wyoming Boulevard whereas widening helps mobility primarily along the southern end of the corridor. East Belt Loop Road corridor also provides greater opportunity for economic development. Cost impacts increase with the delay of construction versus partial widening of Wyoming Boulevard.

**Appendix**  
Casper Area MPO

- Both improvements will be needed to provide congestion relief at some point between 2028 and 2040.
- A five-lane geometric section will be needed to accommodate through traffic and site generated traffic from properties along the corridor.
- A three-lane section is an acceptable interim improvement with partial development of adjacent properties. Widening would be indicated as the roadway volume approaches 12,500 ADT.
- Right-of-way should be preserved for potential six to seven lane widening within ½ mile of I-25 and Wyoming Boulevard. Need for widening to six/seven lanes would be indicated based on traffic analyses following corridor opening.
- Roughly nine primary and nine minor approaches/intersections could be allowed along the corridor with the currently anticipated length of 4.7 miles spaced intermittently on the ¼ mile basis (primary, minor, primary, etc.). Five intersections are already anticipated.
- Primary intersections should be planned with traffic signals or roundabout contrails and allow full turning movements
- Minor intersections should be planned with minor street left-turn restrictions and stop-controls used on the minor approach.
- Up to 18 right-in and right-out driveways could be aligned intermittently between primary and minor approach/intersections with minimum spacing on a 660-foot interval.
- One primary, one minor, and one right-in and right-out driveway access can be added with each 1/2-mile increase of East Belt Loop Road from 4.7 miles whereas the loss of each should occur with the reduction of each ½ mile.

# TRANSIT

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# **CONNECTING CROSSROADS**

LONG RANGE TRANSPORTATION PLAN

## **Transit Visioning Workshop**

**March 12, 2019**

# What We Heard

# What We Heard

## DECEMBER VISIT

- Struggle to find balance between providing coverage and being a productive service
- Sprawl is putting strain on operations
- No sustainable funding source
  - Difficulty convincing city leaders that transit is critical city service
- Population aging and Dial-A-Ride use increasing





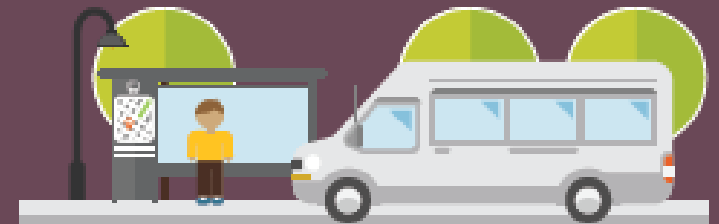
# What We Heard

## PRELIMINARY SURVEY RESULTS

- More aggressive marketing plan
- More rider information
- Less circuitous routes

## MOST DESIRED TRANSIT IMPROVEMENTS

- 1 Shelters and places to wait
- 2 More maps and information
- 3 More frequent weekend service



# Key Questions

- How much money will CATC have going forward?
- Who is CATC trying to serve?



# Key Challenges

Financial  
Sustainability

Organizational  
Structure

Transit Service  
Efficiency



# Strategies

# Strategies

## Financial Sustainability

- Explore partnerships
- Advertisements
- Revisit fare policy
- Volunteer driver program

## Organizational Structure

- Absorption by City or non-profit?
- Broaden governing board

## Transit Service Efficiency

- Simplify service
- Reduce footprint of fixed-route system
- Refine demand response eligibility criteria
- Improve passenger information



# Strategies: Financial Sustainability

- Explore potential partnerships
  - Human service transportation agencies
  - Casper College
  - Hospitals (employee and/or patient transport)
  - Schools (open door service at local middle/high schools)
- Advertising as source of revenue
- Meet with municipal partners to make sure they are getting fair share
- Revisit fare policy
- Volunteer driver program for demand response service
  - E.g. ACTR (Vermont)

# Strategies: Organizational Structure

- Can nonprofit or City department absolve CATC?
  - Reduce administrative burden (payroll, HR, etc)
  - Assist with FTA compliance/reporting
- Broaden governing board with key stakeholders
  - Strengthen partnerships, build community support
  - Encourage all members to take responsibility for financial sustainability

# Strategies: Service Efficiency

## **SIMPLIFY SERVICE**

- Establish and adhere to transit design principles
- Fixed-route **needs to be direct**
- **Reduce duplication** between routes
- Simplify pulse system
- Reduce footprint of fixed-route system and refine demand response eligibility criteria



# Strategies: Service Efficiency

## **REDUCE FOOTPRINT OF FIXED-ROUTE SYSTEM**

- Develop service standards for fixed-route by route segment
  - Only operate fixed-route if it meets certain standard (e.g. 10 riders/hr)
- If route segment doesn't meet standard, serve with demand response instead
- Don't operate deviated fixed-route service
- Goal is to have 30 minute roundtrip times
- Benefits
  - Reduces travel time for riders
  - Focuses fixed-route resources on most productive segments
  - CATC can increase service levels as routes get more productive (expanded hours/days/frequency)

# Strategies: Service Efficiency

## **REFINE DEMAND RESPONSE ELIGIBILITY CRITERIA**

- Example criteria
  - 65+ or ADA: Can use demand response anywhere (prioritize these riders)
  - Under 65 and non-ADA: Can only use demand response if traveling to/from destination further than  $\frac{3}{4}$  of mile from fixed route
    - Volunteer drivers

# Strategies: Service Efficiency

## **IMPROVE PASSENGER INFORMATION**

- Clearer transit maps and passenger schedules
  - Information at main transit transfer hub
- Bus stop signage
- Real-time passenger information
- Google Transit
- Mobile platforms

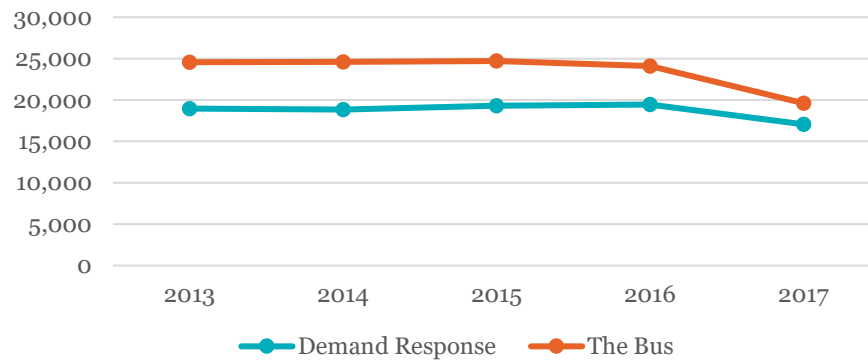
# Next Steps

- Gather ridership data by stop (after service changes in April)
- Establish fixed-route service design guidelines
- Develop service plan that adheres to service design guidelines\*
- Identify opportunities to revise the following:
  - Demand response eligibility policy
  - Fare structure\*
  - Administrative/organizational structure
- Develop phased implementation plan for revised services and policies

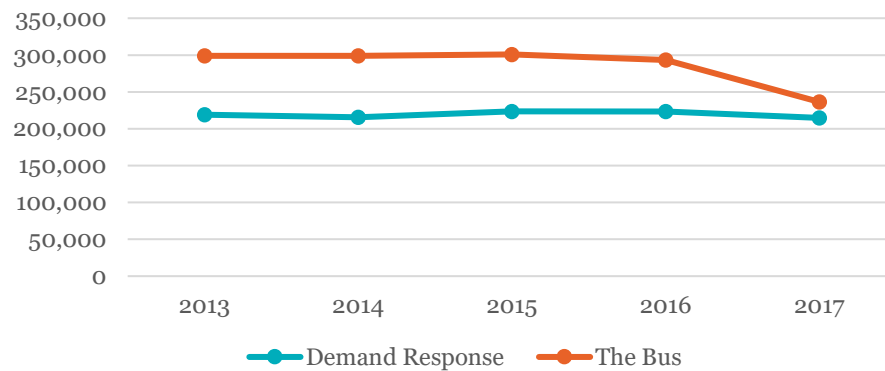
## TRANSIT

Annual vehicle revenue hours and revenue miles remained constant from 2013 to 2016 and experienced a slight decrease in 2017. Operating costs for both service types has steadily increased since 2013.

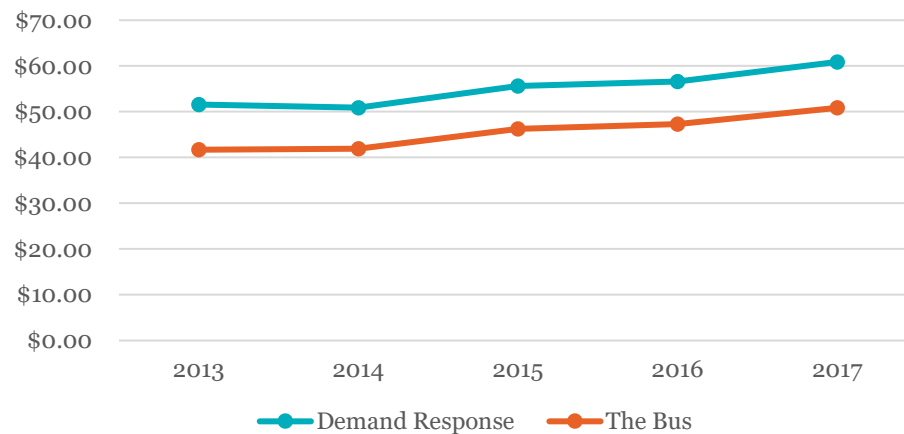
### Annual Vehicle Revenue Hours



### Annual Vehicle Revenue Miles



### Operating Cost per Vehicle Revenue Hour



## **EVALUATION METHODOLOGY**

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GOAL 1: Increase Transportation Options For All Modes	
Name and description of metric	How scores are assigned
<p><b><u>1.1 - Modal Options</u></b></p> <p>The Modal Options metric will evaluate the existence of non single occupancy vehicle modes, including bicycle, transit and pedestrian components to be evaluated by direct access, proximity, and connectivity. Projects will be evaluated through qualitative efforts and GIS analysis.</p>	<p>Projects that will tend to diversify Casper's transportation system will be prioritized:</p> <p>1 – Increase to SOV capacity only  2 – neutral (no changes to network)  3 – SOV capacity with minor bike/ped benefit  4 – Bike/ped or transit benefit with no increase to SOV capacity or 2+ multimodal improvements</p>
<p><b><u>1.2 - Street Congestion</u></b></p> <p>Reduction of traffic congestion improves air quality by reducing automobiles' idle time and reduces time spent in travel. Candidate projects were evaluated on reduced travel times from the baseline.</p>	<p>Based on measured travel time:</p> <p>1 - adds congestion  2 - neutral (no changes to network)  3 – reduces congestion  4 – eliminates congestion</p>
<p><b><u>1.3 - Street Network and Connectivity</u></b></p> <p>An effective way to reduce congestion is to provide multiple ways to accomplish the same trip. An example would be a project providing new street connections across rail corridors; connecting two communities in close proximity that currently have no existing connection. Connections across defined travel shed boundaries are also significant and should be given priority accordingly. This metric is a qualitative assessment of how a street project can provide new connections to the existing street network, thereby providing new ways to accomplish the same trip or connecting areas that currently have no direct connections.</p>	<p>Based on relief to an arterial or new connections between neighborhoods or travel sheds:</p> <p>1 - removes more than one network option or lowers link-node ratio by at least 0.1  2 - removes one network option  3- neutral (no changes to connectivity)  4 - adds one or more network option</p>
<p><b><u>1.4 – ADA Accessibility</u></b></p> <p>Projects that correct current ADA deficiency</p>	<p>1 – potentially adds to ADA deficiencies  2 – no change to accessibility  3 – likely to remove general ADA-deficient conditions through retrofits  4 – Addresses acute, specific ADA problems</p>
GOAL 2: Improve Safety and Health for All Residents	
Name and description of metric	How scores are assigned
<p><b><u>2.1 - Operational Safety</u></b></p> <p>Intersections with a high number of crashes were identified throughout the city. Often, the likelihood of accidents to occur at an intersection can be significantly reduced through proper design. Project corridors that included "critical intersections," would include designs techniques to reduce future accidents.</p>	<p>1 - tends to increase crashes  2 - no safety effect  3 - tends to reduce crashes  4 - tends to reduce crashes and bike/ped conflicts</p>

<p><b><u>2.2 - Community Accessibility</u></b> Connections for pedestrians and bicyclists to reach parks, schools and other community facilities promotes safe opportunities for exercise, increase the number of children walking to school and the choice to complete shorter trips by means other than the automobile. Using GIS, a quarter mile buffer was drawn around community facilities (school, libraries, parks, recreation centers).</p>	<p>1 – Project does not offer a non-SOV connection (within a quarter mile) to any park, school or community facility 2 – Project offers a non-SOV connection to one park, one school, or one other community facility within a quarter mile 3 – Project offers a non-SOV connection to more than one such facility within a quarter mile 4 – Project offers a non-SOV connection to multiple facility types within a quarter mile</p>
<p><b><u>2.3 – Density of Modal Options</u></b> Research suggests that a greater overall density of bike lanes, walking options and other mode choices—and not just the destinations they connect—can help to shift travel patterns away from single-occupant vehicles.</p>	<p>1 – Project only increases road network density or does not add multimodal density 2 – Project increases sidewalk density 3 – Project increases bike/trail network density 4 – Project increases active network + transit network density</p>
<p><b><u>2.4 - Access to Healthy Food Sources</u></b> Considers access to full-service grocery stores, community gardens and farmers markets as a source of fresh food that contributes to a balanced, healthy diet.</p>	<p>Projects that shorten length, provide transit service or otherwise facilitate access to grocery stores. 1 – project is further than a quarter-mile from a food source OR does not affect connectivity 2 – project is within a quarter-mile and provides an SOV connection 3 – project is within a quarter-mile of a food source and provides a connection through a non-SOV mode 4 – project is within a quarter-mile of more than one food source and provides a connection through a non-SOV mode</p>

### GOAL 3: Support the Region's Diversifying Economy

<i>Name and description of metric</i>	<i>How scores are assigned</i>
<p><b><u>3.1 - Facilitate Goods Movement</u></b> Appropriate roadway design is critical to ensure trucks are able to reach local retail, industrial activity, and multimodal distribution facilities. Candidate projects along the Casper through street network were evaluated on their ability to facilitate future truck movements.</p>	<p>1 – Features design changes that might impede truck movements 2 – No change to roadway design on through routes 3 – Roadway design that facilitates truck movements 4 – Roadway design that facilitates truck movements and connects to intermodal transfer facilities or the Interstate/NHS freight network.</p>



<p><b><u>3.2 - Parking Facilities in Redevelopment Areas</u></b></p> <p>In infill and other potential redevelopment areas as defined in Connecting Crossroads, projects that promote on-street parking and reduce a need to meet the on-site parking requirements of zoning can help to increase development yield and overall value.</p>	<p>1 – Project removes on-street parking</p> <p>2 – Project limits but does not remove on-street parking</p> <p>3 – No changes to on-street parking supply</p> <p>4 – Project increases on-street parking potential in redevelopment areas</p>
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<b>GOAL 4: Promote Affordable and Easy Mobility Solutions</b>	
<i>Name and description of metric</i>	<i>How scores are assigned</i>
<p><b><u>4.1 - Unique Financing</u></b></p> <p>Projects are given preference if a specific financing source was dedicated for the project. Funding could include earmarks or TIF/BID financing.</p>	<p>1 – project has unidentified local source and would not qualify for state/federal financing</p> <p>2 – project has unidentified local source but may qualify for state/federal financing</p> <p>3 – Project identified additional local, state or federal source</p> <p>4 – Project combines public and private funding sources</p>
<p><b><u>4.2 – Project Cost</u></b></p> <p>The Project Cost metric was developed to analyze the unit cost of a project and its impact to the overall transportation network. Special preference was given to projects considered “low hanging fruit” such as bike striping, traffic signals, intersection realignments and other intersection improvements.</p>	<p>1 – large per mile cost (over \$10 million)</p> <p>2 – per mile cost \$5 – 10 million</p> <p>3 – average per mile cost (\$1 million - \$5 million)</p> <p>4 – low per/mile cost or intersection project (under \$1 million/mile for street projects)</p>
<p><b><u>4.3 – Maintenance Responsibility</u></b></p> <p>A project that addresses a major maintenance responsibility on existing infrastructure (bridge, sidewalk, etc.)</p>	<p>1 – New roadway projects</p> <p>2 – Project that adds or rebuilds sidewalk</p> <p>3 – Project that adds or rebuilds sidewalk in redevelopment area, or provides general maintenance of roadways</p> <p>4 – Project that adds or rebuilds a bridge</p>

## GOAL 5: Enhance The Region's Distinct Character

<i>Name and description of metric</i>	<i>How scores are assigned</i>
<b><u>5.1 - Appropriateness to Context and Placemaking</u></b> Appropriateness to Context - how a proposed facility relates to current and future surrounding land use. Metric determined via qualitative analysis using GIS maps and knowledge of Casper's neighborhoods.	1 – unsupportive 2 – neutral 3 – consistent 4 – improves
<b><u>5.2 - Consistency with Community Plans</u></b> Through GIS, and the inventory of previous plans and studies, an evaluation was conducted to determine consistency of each candidate project with the studies' land use and density recommendations.	If a project originated in a previous plan or fit within the currently-planned land use (e.g. a streetscape adding on-street parking in an existing neighborhood commercial district): 1 – counter to plans 2 – counter to plans but meets a larger transportation need citywide 3 – supportive of plans 4 – supportive of plans and addresses larger need
<b><u>5.3 - Contribution to Complete Streets</u></b> The existence of non-single occupancy vehicle modes, including bicycle, transit and pedestrian components was seen as an important candidate project element.	1- increases vehicle speed and discourages non-SOV modes 2 – discourages non-SOV modes 3 - no change 4 - improves access for non-SOV modes

# GROWTH SCENARIOS

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## GROWTH SCENARIOS METHODOLOGY

The Casper Area is likely to experience high population and employment growth, but current modeling technology cannot accurately predict when this growth will occur. In December 2018, the project team was instructed to project travel demand outcomes in a high growth scenario of 50,000 people (20,883 households). The project team assumed an addition of 25,000 jobs (i.e., one job for every two people).

Two future land use scenarios were modeled to give a snapshot of how population and employment growth in the Casper Area could potentially be distributed in the future. The compact scenario focuses on infill development, development in urban centers, and growth along major corridors. The sprawl scenario follows historical trends, with population residing along the edges.

Household and employment estimates used in both growth scenarios were developed with the assistance of land use planners (from all jurisdictions within the Casper Area MPO) and private developers. In addition, the project team referenced various land use plans to determine population density thresholds for future land uses in the Casper Area.

### Compact Scenario

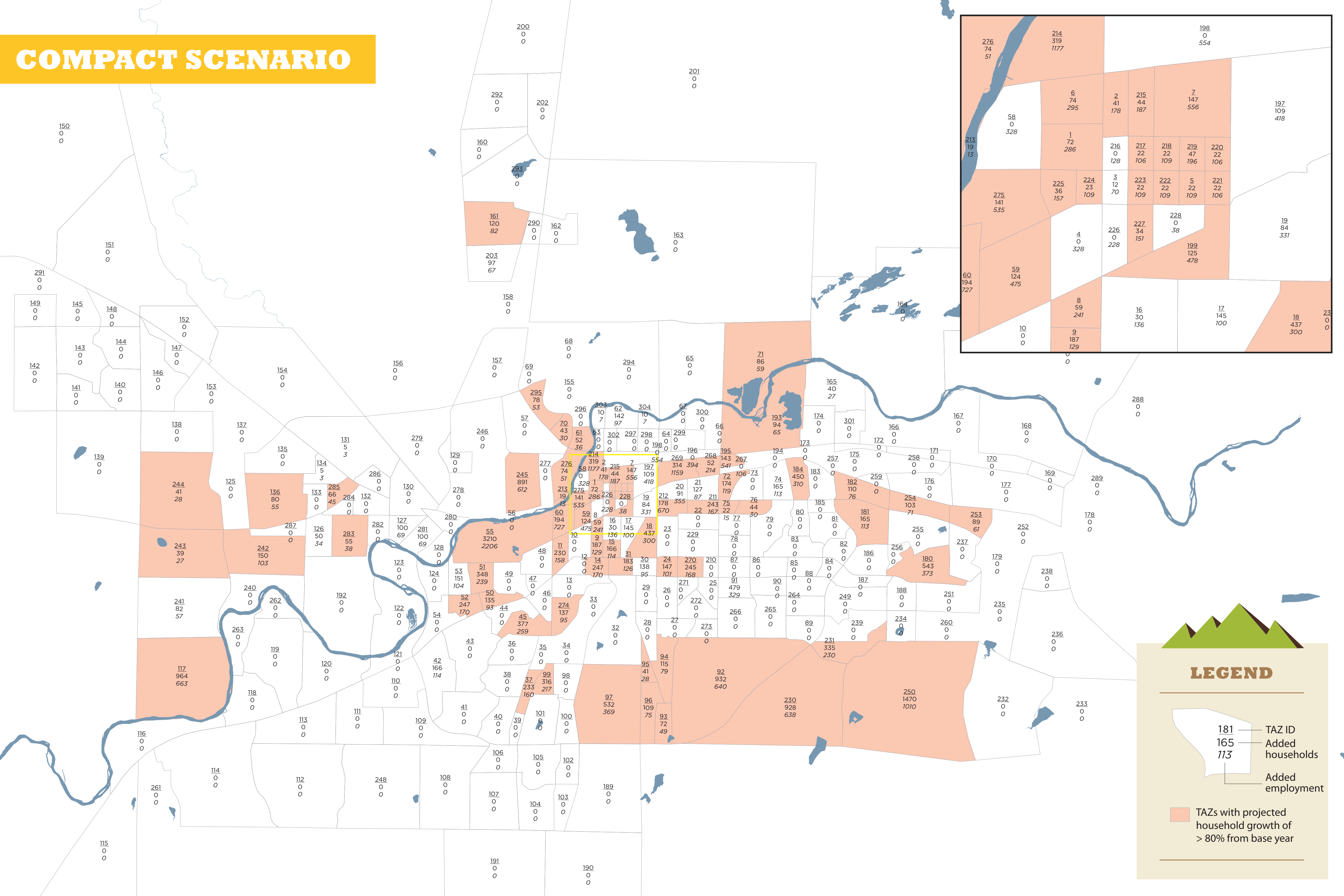
The following steps were taken to determine the assignment of households and employment for each traffic analysis zone (TAZ):

- Identified the TAZs designated as urban centers and walkable infill (walkable infill TAZs identified during December 5, 2018 visit)
- Identified TAZs designated as “drivable infill”
- Referenced baseline of population densities and added households where growth could be accommodated, based on future land uses
- Employment growth
  - 50% of new employment was placed in TAZs within the central business district (CBD) (i.e., downtown Casper)
  - Employment for TAZs within the CBD were distributed at 90% office and 10% retail sectors (i.e., half of all new jobs are within the CBD)
  - For remaining 50% of new employment, used 2010 employment sector allocations to determine the breakdown of remaining jobs across each NAICS sector
    - TAZs without previous allocations to work with were assigned an employment breakdown based other TAZs with similar land uses

### Sprawl Scenario

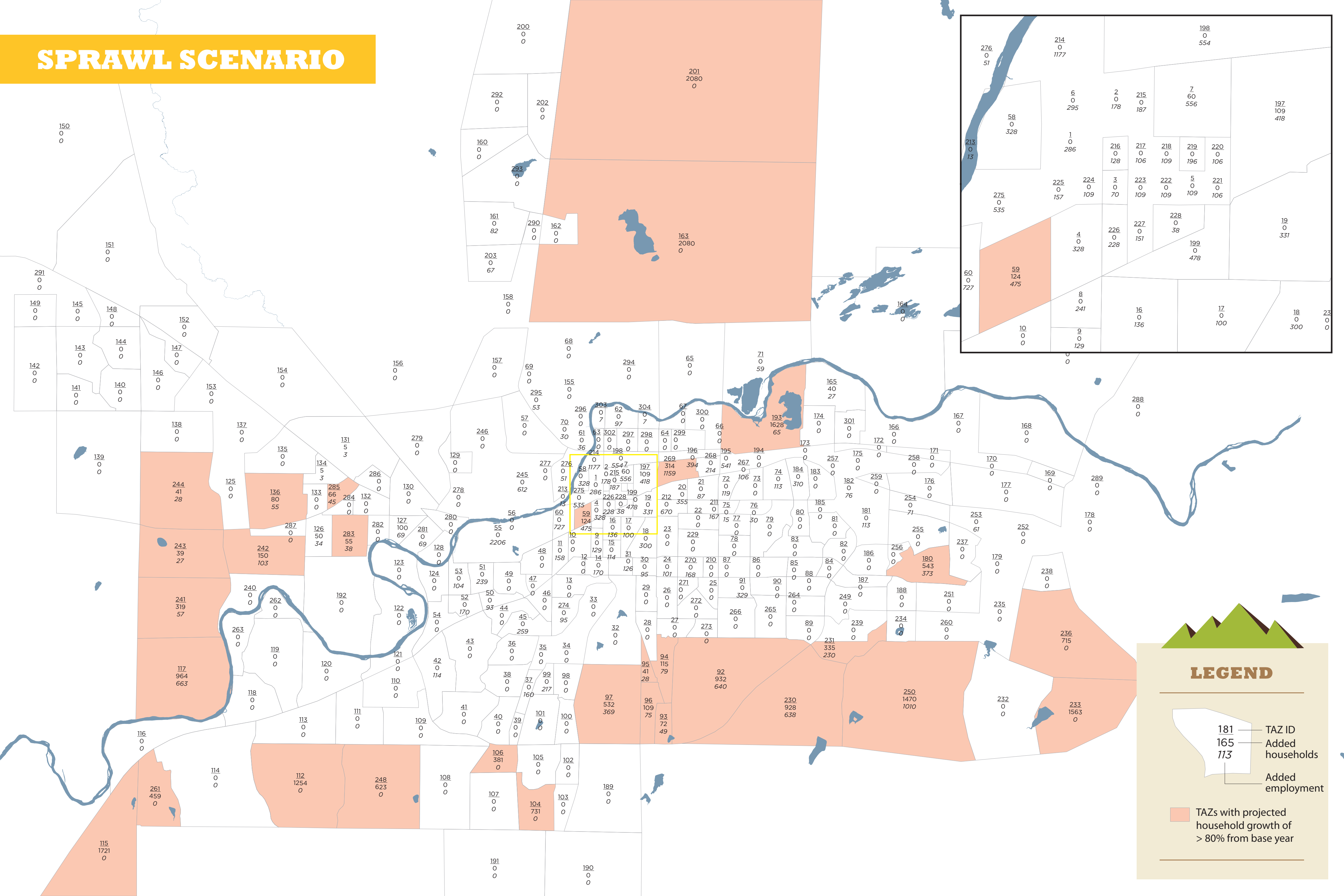
- Compact scenario population growth estimates used as initial base
- Redistributed population growth from Urban Centers and placed along edges of Casper Area, based on feedback from planners and developers
- Employment growth consistent with compact scenario

# COMPACT SCENARIO





# SPRAWL SCENARIO



# TRAVEL DEMAND MODEL

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## MEMORANDUM

To: Nelson\Nygaard Consulting Associates

From: Norm Marshall, Smart Mobility

Date: July 18, 2019

Subject: Casper Area Travel Behavior Notes

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Casper region travel behavior is different from most other regions:

1. Significantly higher trip rates per household per day
2. INRIX data do not show peak period congestion on arterials (except for small effects on Wyoming in the east, and even there less than 1 minute)
3. Travel time has only small effects on destination choice – probably because any intra-region trip is fairly quick
4. Local traffic does not jump on and off the freeway to save travel time as much as the model would predict
5. As neither destinations or routes are strongly dependent on travel time, the model doesn't fit count data very well (the previous model didn't either)
6. Total base year model VMT is correct, and the scenario comparisons are valid at the regional level, but forecasts for particular roads are less certain

Scenarios – 2 future land use (“C” for compact and “S” for sprawl) crossed with 3 networks (“NB” for no build, “Auto” for auto-oriented and “Multi” for multimodal) - see Metrics.xls

1. Person trips – slightly higher in sprawl scenarios due to more vehicles (model doesn't have vehicle ownership component, but current patterns assumed to continue and sprawl has more households in areas with higher auto ownership)
2. Walk trips share – increases even in sprawl scenarios due to increased employment density; increases more in compact scenarios; expanding roadways reduces walk share a small amount
3. VMT - up 65% in compact scenarios, and almost doubles in sprawl scenarios
4. VHT (vehicle hours of travel) - up 68-70% in compact scenarios and 102-105% in sprawl scenarios
5. Average speeds -somewhat lower in all scenarios





Scenario	Person_trips	Walk_trips	Walk_share	Vehicle_trips
Base	513,907	33,662	6.55	367,626
NB_C	876,054	84,821	9.68	606,597
NB_S	886,087	63,786	7.20	630,376
Multi_C	876,054	84,520	9.65	606,819
Multi_S	886,087	63,334	7.15	630,709
Auto_C	876,054	84,323	9.63	606,965
Auto_S	886,087	62,999	7.11	630,957

Scenario	TOT_VMT	TOT_VHT	TOT_SPD
Base	1,550,206	44,571	34.8
NB_C	2,542,786	76,455	33.3
NB_S	3,082,206	92,789	33.2
Multi_C	2,553,359	75,595	33.8
Multi_S	3,092,301	91,460	33.8
Auto_C	2,558,291	74,718	34.2
Auto_S	3,075,452	89,842	34.2

Scenario	VMT change	VHT change	speed change
Base			
NB_C	64.0%	71.5%	-4.4%
NB_S	98.8%	108.2%	-4.5%
Multi_C	64.7%	69.6%	-2.9%
Multi_S	99.5%	105.2%	-2.8%
Auto_C	65.0%	67.6%	-1.6%
Auto_S	98.4%	101.6%	-1.6%

Scenario	AM_VMT	AM_VHT	AM_SPD	MD_VMT	MD_VHT	MD_SPD	PM_VMT	PM_VHT	PM_SPD	NT_VMT	NT_VHT	NT_SPD
Base	233,723	6,672	35.0	649,891	19,041	34.1	369,942	10,682	34.6	296,650	8,176	36.3
NB_C	380,973	11,474	33.2	1,071,316	33,087	32.4	606,006	18,423	32.9	484,491	13,472	36.0
NB_S	459,878	14,331	32.1	1,289,513	39,571	32.6	736,031	22,534	32.7	596,783	16,353	36.5
Multi_C	382,609	11,287	33.9	1,075,787	32,645	33.0	608,709	18,159	33.5	486,253	13,504	36.0
Multi_S	460,984	13,916	33.1	1,293,424	39,028	33.1	738,256	22,118	33.4	599,637	16,398	36.6
Auto_C	382,769	11,142	34.4	1,078,669	32,263	33.4	609,716	17,946	34.0	487,138	13,367	36.4
Auto_S	457,989	13,592	33.7	1,285,538	38,342	33.5	733,921	21,703	33.8	598,004	16,205	36.9

NB\_C = No Build, Compact Scenario

NB\_S = No Build, Sprawl Scenario

Multi\_C = Multimodal, Compact Scenario

Multi\_S = Multimodal, Sprawl Scenario

Auto\_C = Auto-Oriented, Compact Scenario

Auto\_S = Auto-Oriented, Sprawl Scenario

VMT = Vehicle miles traveled

VHT = Vehicle hours traveled

SPD = Speed

## **EXPANDED PROJECT DESCRIPTIONS**

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EXPANDED PROJECT DESCRIPTIONS

Name	Description	To	From	Length (mi)	Phase	Est. Build Year	Plan Est. Cost	Justification	Eval Score
Midwest Avenue reconstruction	Reconstruction of Midwest Avenue with multimodal improvements	Elm St.	Poplar St.	0.23	Short-Term	2020	\$6,350,000	Strong economic development and placemaking potential, multimodal project to improve safety and access for all modes, allocated MTIP 2020-2023, significant previous study	52
Evansville sidewalk gap installations	Sidewalk installations	King, Evans, Leavitt, Williams (N. of 4th St.) 4th St ( E. of Williams) 2nd St (E. of Williams and 1st St.)		n/a	Short-Term	2020	\$434,000	Multimodal priority for Evansville, fills network gaps, alllocated in MTIP 2020-2023	46
Poplar and 1st reconstruction and bridge widening	Reconstruct intersection, widen Platte River bridge, add 10 ft walking paths on both sides	Collins St.	RR overpass on Poplar St.	0.74	Short-Term	2020	\$18,316,000	Improves capacity and safety for all modes at a significant barrier. MTIP 2020-2023 priority	46
Poplar and 1st sidewalk widening and landscaping	Widen sidewalks, install decortive street lights, improve landscaping	Star Ln. / W. 1st St.	Pronghorn St. / W. Yellowstone Hwy.	0.29	Short-Term	2020	\$790,000	MTIP 2020-2023 priority, improves connectivity to expanded bridge with ped connections	45
Western Avenue sidewalk Improvements	Sidewalk Improvements	Iron St.	E. Yellowstone Hwy.	0.15	Short-Term	2020	\$217,000	Multimodal priority for Evansville, allocated in MTIP 2020-2023	44
CR402 Bates Creek Road bridge replacement	Bridge Replacement CR402 Bates Creek Road	CR402 at Bates Creek		n/a	Short-Term	2020	\$768,000	Natrona County priority, allocated in MTIP 2020-2023	39
Metro Road extension	Roadway extension	Metro Rd.	Cemetery Rd.	1.12	Short-Term	2021	\$1,131,000	Project designed, fills network gaps, reduces emergency response times	37
CR106 bridge replacement	Bridge Replacement CR106 Notches Road/Powder River	CR106 at Notches Road/Powder River		n/a	Short-Term	2021	\$1,540,000	Natrona County priority, allocated in MTIP 2020-2023	36
Lathrop Road reconstruction	Reconstruction of Lathrop Road including addition on sidewalks	Curtis St.	Aspens MHP	0.91	Short-Term	2021	\$1,631,000	Priority project for Town of Evansville. Will address major walkability gap for residents and hotel area	35
I-25 Casper marginal reconstruction / Walsh Dr structure replacement	Reconstruct I-25 Casper marginal with new structures over Walsh Dr.	Yellowstone Hwy.	Wyoming Blv.	1.02	Short-Term	2021	\$26,441,000	WYDOT priority, allocated in MTIP 2020-2023	35
Hat 6 Road traffic signals	Traffic signals	Hat 6 Rd.	E. 2nd St.	n/a	Short-Term	2022	\$303,000	Quick fix to safety concern identified by community	34
Mills Main Street Corridor (Wyoming Boulevard)	Safety Islands, Street Lights, Ped Tunnel, and Beautification	W. Yellowstone Hwy.	W. 13th St	0.86	Short-Term	2022	\$2,317,000	Strong economic development and placemaking potential, multimodal project to improve safety and access for all modes, allocated in MTIP 2020-2023	50

SW Wyoming Blv Sidepath	10-ft two-way MUP on one side of Wyoming Blv	CY Ave	Rail Trail at Curtis St. & US26	8	Short-Term	2024	\$9,111,000	Catalytic project, fills major network gap, strong public support, significant previous study	50
CY and Poplar Intersection Safety Improvements	Complete intersection treatments	CY Ave	Poplar St.	n/a	Short-Term	2022	\$323,000	Improves safety at collision hotspot, strong public support, developed through CC workshops	50
Center Street Underpass Improvements	Underpass beautification and ped enhancements	W. D St.	W. B C St.	0.16	Short-Term	2022	\$551,000	Improves safety and placemaking along one of the few routes for pedestrians between downtown and north Casper due to the railroad tracks, allocated in MTIP 2020-2023	49
Trail system pedestrian bridges (north and west Casper)	Pedestrian bridges for trails in West and North Casper	N. Lincoln St., Roberston Rd.	North Platte Park, Paradise Valley	n/a	Short-Term	2022	\$661,000	Provides multimodal access for west and north Casper residents over natural barrier, improves access to trail system, Comprehensive Plan priority, allocated in MTIP 2020-2023	49
Midwest Avenue bike lane to Casper Rail Trail	Bike lane on Midwest Ave	Poplar St.	Casper Rail Trail	0.32	Short-Term	2024	\$60,000	Quick fix to network gap, improves trail access	47
Robertson Road sidewalks, lights, and beautification	Sidewalks Street Light, and Beautification	Robertson Rd.	Poison Spider Rd.	1.15	Short-Term	2021	\$566,000	Improves walkability and safety, supports new housing development in Mills allocated in MTIP 2020-2023	46
Old Yellowstone Highway sidewalks, lights, and beautification	Sidewalks Street Light, and Beautification	N. 6th Ave	SW. Wyoming Blv.	1.13	Short-Term	2022	\$1,156,000	Improves walkability and safety, provides connection to future Wyoming Blv Project, allocated in MTIP 2020-2023	46
Durbin Street bike lanes extension	Bike lanes on Casper Mtn Dr/Durbin St	Campus Dr.	15th St.	0.21	Short-Term	2023	\$38,000	Quick fix to network gap that improves access and safety to major destination (Casper College)	46
Casper Rail Trail Extension	Extend Casper Rail Trail (existing RR ROW)	Hat 6 Rd.	Edness Kimball Wilkins Park entrance	2.59	Short-Term	2023	\$1,287,000	Extends low-stress network and enhances links to recreation	45
E. Yellowstone Hwy intersection improvements	Complete intersection treatments at 1st and 2nd, add HAWK crossing for Rail Trail including extension of sidepath	E. 1st St.	E. 2nd St.	n/a	Short-Term	2023	\$804,000	Provides critical safety improvements and bridges gaps in multimodal network	45
Blackmore Road Bike Lanes	Bike lane on Blackmore Rd	E. 2nd St.	Casper Rail Trail	0.7	Short-Term	2023	\$126,000	Fills network gaps identified in community workshops	43
Hat 6 Road Bike Lanes	Bike lanes on Hat 6 Rd	E. 2nd St.	Casper Rail Trail	0.75	Short-Term	2023	\$135,000	Fills network gaps identified in community workshops	43
E 2nd Street Bike Lanes	Bike lane on E 2nd St	Blackmore Rd.	Hat 6 Rd.	1.73	Short-Term	2023	\$308,000	Fills network gaps identified in community workshops	41
2nd Street reconstruction	2nd Street reconstruction	Curtis St.	Williams St.	0.18	Short-Term	2024	\$493,000	Adds sidewalks	38
Texas Street extension	Extend Texas Street behind Baymont Hotel	Miracle Dr.	E. Yellowstone Hwy.	0.16	Short-Term	2024	\$493,000	Serves buisness growth (WBC funds), allocated in MTIP 2020-2023, need to design without conflict to Rail Trail and Hwy 20	32

College Drive bike lanes and intersection treatments	Restripe College Dr with bike lanes, remove on-street parking, replace slip lane at Wolcott with bolards for bikes only	Ash St.	Wolcott St.	0.26	Short-Term	2022	\$56,000	Enhances multimodal connectivity and safety to Casper College, Replaces previously evaluated project, specs discussed with Andrew Beamer	X
College Drive mixed-use path to Casper College	Mixed-use path along College Drive connecting to new bike lanes east of Ash St	Ash St.	Poplar St.	0.82	Short-Term	2022	\$441,000	Enhances multimodal connectivity and safety to Casper College, Replaces previously evaluated project, specs discussed with Andrew Beamer	X
I-25 Casper marginal reconstruction / Structure replacement over Platte River	Reconstruct I-25 Casper marginal with new structures over Platte River	Center St.	Poplar St.	1.08	Short-Term	2022	\$25,366,000	WYDOT priority, allocated in MTIP 2020-2023, added after evaluation scoring	X
13th Street Platte River Parkway extension	Mixed use path on north side of 13th from trail at Fort Caspar to trail at King Blv	SW. Wyoming Blv.	King Blv.	0.62	Short-Term	2023	\$308,000	Prioritized by Platte River Trails Trust and added after evaluation scoring	X
Brian Stock Trail sidepath	Improve existing path connection over bridge and provide mixed use path or sidewalk along BST to McKenzie Park	south of North Platte River	McKenzie Park	0.23	Short-Term	2024	\$119,000	Prioritized by Platte River Trails Trust and added after evaluation scoring	X
E. 14th Street and Farnum Street Bike Boulevard	Bicycle Boulevard treatments on E. 14th St (Wolcott to McKinley) and on Farnum (McKinley to Sage Creek Path	Wolcott St.	Sage Creek Path	1.93	Short-Term	2025	\$336,000	CATBP near-term priority project, added after evaluation scoring	X
Beech Street Bike Lanes/Bike Boulevard	Mixed bike lanes and bicycle boulevard on Beech Street	A St.	15th St.	1.1	Short-Term	2025	\$116,000	CATBP near-term priority project, added after evaluation scoring	X
Wolcott Street 2-way conversion, streetscape improvements	Convert to 2-way	Midwest Ave.	C St.	0.39	Short-Term	2026	\$426,000	Supports downtown retail, improves safety	44
Durbin Street 2-way conversion, bike lanes extension	Convert to 2-way	Midwest Ave.	C St.	0.36	Short-Term	2026	\$402,000	Supports downtown retail, improves safety, extends bike lane	44
CY/Wyoming Boulevard intersection and approach redesign	Add 1 l access lane on CY Ave (EB only), remove signal at CY/Wyo via overpass, connect trail gap with underpass on north side and bring sidepath north-south to connect to potential Wyoming Blv sidepath	Wolf Creek Rd.	Denis Dr.	0.53	Med-Term	2030	\$39,238,000	Addresses future network congestion, reduces existing delays, reduces modal conflicts, enhances and extends multimodal network, improves access to major retail center	41
SE Wyoming Boulevard widening (northbound)	SE Wyo Blv (expand from 4 to 5 lanes (+1NB))	E. 15th St.	Blackmore Rd.	0.5	Med-Term	2030	\$2,011,000	Addresses future network congestion, alternative to EBL	29
Westwinds Road extension to Airport	New Construction Westwinds Road extension to Airport	end of Westwinds Rd. (north of Bar Nunn)	CR 119	5.15	Med-Term	2030	\$21,099,000	Desired by County Commission and Airport for economic development, builds off I-25 interchange investment, supportive of goods movement, eligible for IRP funds	29
SE Wyoming Blv widening	SE WYO BLV widen from 2 lanes to 4 lanes (add barriers between N/S lanes for safety)	Casper Mtn Rd.	E. 15th St.	3.89	Med-Term	2030	\$12,210,000	Addresses future network delay and existing delay and safety concerns. Lower cost and higher utility alternative to East Belt Loop as expressed by public comments, should be built and monitored before committing to EBL	29

N. Salt Creek Hwy widening	N Salt Creek Hwy (expand 2 to 4 lanes)	Howard St.	Antelope Dr.	0.67	Med-Term	2031	\$2,235,000	Improve safety and relieves future model congestion	29
Legion Lane Extension	Legion Lane extension	Wyoming Blv.	E. 2nd St.	0.28	Med-Term	2032	\$1,224,000	Design to improve pedestrian access and infill development, would require redevelopment of some parcels	44
N Center St railroad underpass widening	N Center St RR underpass expansion (widen from 2 to 4 lanes)	E. B C St.	W. D St.	0.16	Med-Term	2032	\$14,827,000	Addresses future network congestion and facilitate more downtown access, however would require rework of underpass improvements and may be particularly difficult to design and implement given BNSF structure and ROW	34
N Salt Creek Hwy northbound expansion	N Salt Creek Hwy (expand 2 to 3 lanes (+1NB))	W. Yellowstone Hwy.	Hwy 20/26 off-ramp	1.33	Long Term	2034	\$4,568,000	Potentially addresses future Salt Creek congestion, supportive of goods movement	29
Polaris Drive (new minor arterial)	Polaris Drive (new connection)	Westwinds Rd.	Salt Creek Hwy	4.15	Long Term	2034	\$36,004,000	Reduces emergency response times for Bar Nunn, relieves future Salt Creek congestion, helps constrain future development in Bar Nunn towards infill growth within existing footprint	29
CY Ave widening	CY Ave widen from 4 lanes to 6 lanes	S. Robertson Rd.	divided CY Ave. near Poplar St.	4.32	Long Term	2045	\$41,696,000	Addresses existing and future delay and demand but costly that may detract from goals. Should be reasses in future depending on changes to CY & Wyoming intersection. Project should also be revisioned to include high quality seperated facility for bicycles and pedestrians	29
New connection (E. of Blackmore Rd to 2nd St)	2nd Street/21st Street Connector (new minor arterial)	East of Blackmore Rd.	E. 2nd St.	1.02	Long Term	2040	\$5,746,000	For funding by private development as needed	28
26th St extension	26th St (extension of collector)	Sagewood Ave.	Casper Country Club Rd.	1.13	Long Term	2040	\$4,045,000	Low priority, dependant on future development, would extend sidewalks	32
Roberston Rd widening	Roberston RD (widen from 2 to 4 lanes)	CY Ave.	West Belt Loop	2.9	Long Term	2045	\$12,236,000	Lower priority for future demand, widening should be revisioned to include multimodal improvements	28
Landmark Dr widening	Landmark Dr (expand from 2 to 4 lanes)	Blackmore Rd.	Caseda Dr.	0.2	Long Term	2045	\$1,250,000	Lower priority for future demand, widening should be revisioned to include multimodal improvements	27
E. Collins, S. Kimball, and E Yellowstone Widening	E Collins/S Kimball/ E Yellowstone Hwy (from 2 to 4 lanes)	Durbin St.	E. 2nd St.	0.22	Long Term	2045	\$1,748,000	Lower priority for future demand, widening should be revisioned to include multimodal improvements	27
Curtis St widening	Curtis St (widen from 2 to 4 lanes)	E. Yellowstone Hwy	3rd St	0.32	Long Term	2048	\$2,476,000	Lower priority for future demand, widening should be revisioned to include multimodal improvements	27
Casper Mtn Rd widening	Casper Mtn Rd (widen from 2 to 4 lanes)	Goodstein Dr.	T-Bird Dr.	2.11	Long Term	2048	\$11,544,000	Lower priority for future demand, widening should be revisioned to include multimodal improvements	27
New connection (CY Ave to Wyoming Blv)	CY Ave/Wyoming (new major collector)	CY Ave (near Paradise Dr.)	Wyoming Blv. (near Arroyo Dr.)	1.86	Long Term	2048	\$18,413,000	Low priority, dependant on future development	27

East Belt Loop Road	New arterial from Wyoming Blv to Hat Six Road	Wyoming Blv.	Hat 6 Rd.	5.12	Long Term	2048	\$60,735,000	Opposed by public and in conflict with Plan goals. Completion of the West Belt Loop serves the demand for bypass truck traffic. Capacity and safety improvements to Wyoming Blv are preferred by the community and would pose less impacts with much lower costs. This should be reframed as a long-term low priority with further study needed in the future	30
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# **ASSET MANAGEMENT PROGRAM**

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ASSET MANAGEMENT PROGRAM

This list does not account for non-WYDOT needs from 2024-2026, which have not yet been identified.

MTIP ID	STIP ID	Jurisdiction	Project Description	Year	Total Cost	Source
N4		Natrona County	Rehabilitation/Grind & Mill/Overlay CR 407 Kortés Road	2021	\$ 1,275,000.00	MTIP
N4		Natrona County	Rehabilitation/Grind & Mill/Overlay CR 407 Kortés Road	2022	\$ 12,000,000.00	MTIP
N5		Natrona County	Rehabilitation/Grind & Mill/Overlay CR 412 Gray Reef Road	2021	\$ 310,000.00	MTIP
N5		Natrona County	Rehabilitation/Grind & Mill/Overlay CR 412 Gray Reef Road	2022	\$ 1,690,000.00	MTIP
N6		Natrona County	Mill/Overlay CR 502 Squaw Creek Road	2020	\$ 205,000.00	MTIP
N6		Natrona County	Mill/Overlay CR 502 Squaw Creek Road	2021	\$ 1,329,152.00	MTIP
N7		Natrona County	Mill/Overlay CR 305 Robertson Road	2022	\$ 590,000.00	MTIP
N8		Natrona County	Mill/Overlay CR 310 Goose Egg Road	2020	\$ 350,000.00	MTIP
N8		Natrona County	Mill/Overlay CR 310 Goose Egg Road	2021	\$ 4,000,000.00	MTIP
C6		Casper	Miscellaneous Street Improvements	2020	\$ 3,075,000.00	MTIP
C6		Casper	Miscellaneous Street Improvements	2021	\$ 3,675,000.00	MTIP
C6		Casper	Miscellaneous Street Improvements	2022	\$ 3,375,000.00	MTIP
C6		Casper	Miscellaneous Street Improvements	2023	\$ 3,850,000.00	MTIP
C7		Casper	Ridgecrest Drive Rehabilitation	2020	\$ 600,000.00	MTIP
BN1		Bar Nunn	Miscellaneous Streets	2020	\$ 275,000.00	MTIP
BN2		Bar Nunn	2021 Chip Seal Project	2021	\$ 442,730.00	MTIP
BN3		Bar Nunn	Sunset Boulevard Improvements	2022	\$ 330,000.00	MTIP
BN4		Bar Nunn	2023 Miscellaneous Streets	2023	\$ 400,000.00	MTIP
M1		Mills	3rd Ave. and Buick St. Widen, Rotomill & Overlay around Mt. View School	2020	\$ 210,000.00	MTIP
M3		Mills	Lewis Ln. Curb, Gutter, Storm Drain, Rotomill & Overlay	2021	\$ 210,000.00	MTIP
M4		Mills	Pontiac Street Widen, Rotomill & Overlay	2022	\$ 110,000.00	MTIP
E3		Evansville	Installation of Sidewalks, Various Locations	2020	\$ 420,000.00	MTIP
E4		Evansville	5th Street Repaving; Copper to Albany	2021	\$ 240,000.00	MTIP
E7		Evansville	Iron Street Repaving; Western Ave. to Williams St.	2023	\$ 702,000.00	MTIP
W2		WYDOT	Mill and overlay WYO 220 from the West Belt Loop Bypass (MP 108.41) to Robertson Rd (MP 110.85)	2021	\$ 3,317,147.00	MTIP
W4		WYDOT	Microsurfacing on US 20/26 (Yellowstone Hwy) from WYO 254 (MP 3.87) to the Natrona County Airport (MP 10.37)	2021	\$ 926,464.00	MTIP
W5		WYDOT	Microsurfacing on WYO 258 (Wyoming Blvd) from Pendell Blvd (MP 8.07) to CY Ave (MP 9.9)	2021	\$ 67,596.00	MTIP
W7		WYDOT	Replace roadway striping on WY Blvd; Gannett to Yellowstone Highway	2020	\$ 462,000.00	MTIP
	NHPP - N212124	Casper	Casper Streets / Poplar Street / CY to Collins MP 115.36 - 115.77 (CY Ave to Collins Street)	2024	\$ 4,287,000.00	STIP

MTIP ID	STIP ID	Jurisdiction	Project Description	Year	Total Cost	Source
	NHPP - N212123	Casper	Casper Streets / Intersection of CY and Wyoming Blvd / Concrete Rehabilitation	2024	\$ 3,065,000.00	STIP
	NHPP - N212111	Casper	Casper / WYO 220 (CY Ave) / West Belt Loop - Robertson Road MP 108.41 110.85 Mill and overlay	2021	\$ 3,317,000.00	STIP
	NHPP - N3411116	Casper/Mills	Casper - Mills / WYO 220 JCT Microsurfacing on US 20-26 from MP 3.87 to 10.37	2021	\$ 926,500.00	STIP
	NHPP - W258024	Casper	Casper Streets / Wyoming Blvd (WYO 258) Microsurfacing on Wyoming Blvd MP 8.07 - 9.90 (Pendell Blvd to CY Ave)	2021	\$ 67,600.00	STIP

# SYSTEM PERFORMANCE REPORT

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# CONNECTING CROSSROADS (CASPER AREA LRTP) PERFORMANCE REPORT

## Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).<sup>i</sup> This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with The Planning Rule and the Performance Management Agreement between WYDOT and the Casper Area Metropolitan Planning Organization, WYDOT and each MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

As part of the 2019 Casper Area Long Range Transportation Plan update, the System Performance Report is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight, and Transit.

## Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures<sup>ii</sup> to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address calendar year 2019 and are based on an anticipated five-year rolling average (2015-2019). WYDOT statewide safety performance targets for 2019 are included in Figure 1, along with statewide safety performance for the two most recent reporting periods.<sup>iii</sup> The Casper Area MPO adopted the statewide safety performance targets on April 24, 2018 and the Casper City Council approved them on May 15, 2018.

The latest safety conditions will be updated annually on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

**Figure 1 Highway Safety/PM1, System Conditions and Performance**

<b>Performance Measures</b>	<b>WYDOT Statewide Performance (Five-Year Rolling Average 2018)</b>	<b>WYDOT Statewide Performance (Five-Year Rolling Average 2019)</b>	<b>WYDOT Performance Target (Five-Year Rolling Average 2020)</b>
<b>Number of Fatalities</b>	123.4	128.2	128
<b>Rate of Fatalities per 100 Million Vehicle Miles Traveled</b>	1.30	1.346	1.35
<b>Number of Serious Injuries</b>	434.2	403.4	462
<b>Rate of Serious Injuries per 100 Million Vehicle Miles Traveled</b>	4.64	4.24	4.9
<b>Number of Combined Non- Motorized Fatalities and Non- Motorized Serious Injuries</b>	28.8	29.6	29

The Casper MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the MPO planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes.

## **Pavement and Bridge Condition/PM2**

Effective May 20, 2017, FHWA established performance measures to assess pavement condition<sup>iv</sup> and bridge condition<sup>v</sup> for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

### **Pavement Condition Measures**

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); Pavement Condition Index (PCI); and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section is in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

### **Bridge Condition Measures**

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

## **Pavement and Bridge Targets**

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018 and runs through December 31, 2021. WYDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018 and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets represent expected pavement and bridge condition at the end of calendar year 2019, while the current four-year targets represent expected condition at the end of calendar year 2021.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition - four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition - two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition - two-year and four-year targets.

MPOs establish four-year targets for each measure by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

Figure 2 presents the Casper Area MPO's baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets.

On or before October 1, 2020, WYDOT will provide FHWA a detailed report of pavement and bridge condition performance covering the period of January 1, 2018, to December 31, 2019. WYDOT and the Casper Area MPO will have the opportunity at that time to revisit the four-year PM2 targets.

**Figure 2      Pavement and Bridge Condition/PM2 Performance and Targets**

<b>Performance Measures</b>	<b>MPO Performance (Baseline)</b>	<b>MPO 2- year Target (2019)</b>	<b>MPO 4- year Target (2021)</b>
<b>Percent of Interstate pavements in good condition</b>	50.5%	10%	10%
<b>Percent of Interstate pavements in poor condition</b>	4.0%	25%	25%
<b>Percent of non-Interstate NHS pavements in good condition</b>	15.2%	5%	5%
<b>Percent of non-Interstate NHS pavements in poor condition</b>	10.0%	40%	40%
<b>Percent of NHS bridges (by deck area) in good condition</b>	17.9%	13%	13%
<b>Percent of NHS bridges (by deck area) in poor condition</b>	43.2%	50%	50%

## **System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program (PM3)**

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System, <sup>vi</sup> freight movement on the Interstate system, <sup>vii</sup> and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. <sup>viii</sup> This third FHWA performance measure rule (PM3) established six performance measures, described below.

### **National Highway System Performance:**

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

### **Freight Movement on the Interstate:**

3. Truck Travel Time Reliability Index (TTTR);

### **Congestion Mitigation and Air Quality Improvement (CMAQ) Program:**

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The Casper Area MPO is not required to measure, report on or set targets for the PHED and Non-SOV measures. These requirements apply to only MPOs with populations over one million people. The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The Casper Area MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

## **System Performance Measures**

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 a.m. to 8 p.m. each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle



**CONNECTING CROSSROADS PERFORMANCE REPORT**  
Casper Area MPO

occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

### **Freight Movement Performance Measure**

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

**Figure 3      System Performance/Freight Movement/CMAQ (PM3) Performance and Targets**

<b>Performance Measures</b>	<b>MPO Performance (Baseline)</b>	<b>MPO 2- year Target (2019)</b>	<b>MPO 4- year Target (2021)</b>
<b>Percent of person-miles on the Interstate system that are reliable</b>	100.0%		
<b>Percent of person-miles on the non-Interstate NHS that are reliable</b>	95.4%	90%	90%
<b>Truck Travel Time Reliability Index</b>	1.23	2.23	2.23

## Transit Asset Management

The Casper Area Transportation Coalition strives to keep its vehicles safe and running as efficiently as funds allow possible. The target for rolling stock useful life is 50% of the fleet. The 2017 results were at 68.8%. The target for transit facilities useful life is 100%. The 2017 results were 100%.

	2017 Results	Target
Transit Rolling Stock Useful Life Benchmark	68.8%	50%
Transit Facilities Useful Life Benchmark	100%	100%

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<sup>i</sup> 23 CFR 450.314

<sup>ii</sup> 23 CFR Part 490, Subpart B

<sup>iii</sup> [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)

<sup>iv</sup> 23 CFR Part 490, Subpart C

<sup>v</sup> 23 CFR Part 490, Subpart D

<sup>vi</sup> 23 CFR Part 490, Subpart E

<sup>vii</sup> 23 CFR Part 490, Subpart F

<sup>viii</sup> 23 CFR Part 490, Subparts G and H

## REVENUE ESTIMATES

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## REVENUE ESTIMATES 2020 – 2048

	Total Federal & State	Total Grants	Total One Cent	Total Other Local	Total
Year 2020	\$ 25,936,661	\$ 1,895,693	\$ 6,389,307	\$ 1,545,946	\$ 35,767,607
Year 2021	\$ 21,718,651	\$ 375,000	\$ 7,327,730	\$ 2,888,416	\$ 32,309,797
Year 2022	\$ 23,045,073	\$ -	\$ 4,760,000	\$ 2,070,000	\$ 29,875,073
Year 2023	\$ 23,400,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,044,000
Year 2024	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2025	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2026	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
<b>Near-Term Total</b>	<b>\$ 165,800,385</b>	<b>\$ 5,818,693</b>	<b>\$ 36,317,037</b>	<b>\$ 15,692,362</b>	<b>\$ 223,628,477</b>
Year 2027	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2028	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2029	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2030	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2031	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2032	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2033	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
<b>Medium-Term Total</b>	<b>\$ 167,300,000</b>	<b>\$ 6,209,000</b>	<b>\$ 31,220,000</b>	<b>\$ 16,079,000</b>	<b>\$ 220,808,000</b>
Year 2034	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2035	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2036	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2037	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2038	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2039	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2040	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2041	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2042	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2043	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2044	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2045	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2046	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2047	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
Year 2048	\$ 23,900,000	\$ 887,000	\$ 4,460,000	\$ 2,297,000	\$ 31,544,000
<b>Long-Term Total</b>	<b>\$ 358,500,000</b>	<b>\$ 13,305,000</b>	<b>\$ 66,900,000</b>	<b>\$ 34,455,000</b>	<b>\$ 473,160,000</b>
<b>L RTP Total</b>	<b>\$ 691,600,385</b>	<b>\$ 25,332,693</b>	<b>\$ 134,437,037</b>	<b>\$ 66,226,362</b>	<b>\$ 917,596,477</b>

Revenue estimates provided by Aaron Kloke, Casper Area MPO Supervisor and confirmed with MPO staff.