
Casper Area 2030 Long Range Transportation Plan

MEMORANDUM

TO: Casper Area MPO Technical Committee Members
FROM: URS Corporation
DATE: January 18, 2006
SUBJECT: Stakeholder Interviews – Summary of Findings

Introduction

Stakeholder interviews were initiated in November 2005 to obtain an understanding of the transportation and growth related issues within the Casper Metropolitan Planning Area (MPA). URS Corporation, working in conjunction with the City of Casper, identified 36 stakeholders representing local politicians, emergency response services, transit operations, bicycle and pedestrian interests, rail operations, airport operations, and others. It is important to note that the list of stakeholders represents a sampling of those impacted by the development of the area's Long Range Transportation Plan (LRTP) and is not intended to be an all encompassing summary of growth and transportation issues in the Casper MPA.

Questionnaire Purpose and Methodology

The stakeholder questionnaire was developed to help the project team identify growth and transportation related issues within the Casper MPA. Specifically, the questionnaire was designed to:

- Identify real and perceived growth and transportation issues and deficiencies;
- Identify growth and transportation issues that should be addressed as part of the 2030 LRTP;
- Identify potential transportation improvements that could help traffic operations within the Casper MPA;
- Identify potential obstacles that might prevent transportation improvements from being implemented; and,

- Raise public awareness regarding the development of the 2030 LRTP and encourage participation in the study process.

The stakeholder responses reflect a small sample of businesses, agencies, and individuals in the area and are not intended to be a statically valid survey sample. The stakeholder interviews are a way to better understand preliminary study issues and will help generate public awareness and encourage additional public participation during the transportation plan development.

Stakeholders were mailed a cover letter (Appendix A) describing the project and a questionnaire (Appendix B). Table 1 summarizes the initial stakeholder list of businesses, agencies, and individuals who were contacted.

Approximately two weeks after the questionnaire was mailed, a member of the project team began contacting stakeholders via telephone. After a brief introduction, the questionnaire was completed. Upon completion, stakeholders were informed that if interested, a project newsletter and public meeting notices would be available to them via e-mail. Stakeholders were thanked for their participation and input and were encouraged to remain involved throughout the duration of the transportation plan development.

Table 1. Casper Area 2030 LRTP Stakeholders

ID	Contact	Title	Company / Business / Stakeholder
1	Angela Emery	Director	Platte River Parkway Trust
2	Jay Meyer	Trails Coordinator	WYDOT
3	Shelia Foertsch	Managing Director	Wyoming Trucking Association
4	Chris Manegold	President	Casper Area Economic Development Alliance
5	Lori Becker	Executive Director	Casper Area Chamber of Commerce
6	Hon. Joe E. Dill	Mayor	Town of Mills
7	Kurt Box	Executive Director	Downtown Development Authority
8	Hon. Drew Perkins	Chairman	Natrona County Commissioners
9	Chance Warne	Director / Manager	Natrona County International Airport
10	Marge Cole	Director	Casper Area Transportation Coalition, Inc.
11	Walter H. Nolte	President	Casper College
12	Mark Antrim	Associate Superintendent	Natrona County School District
13	Debbie Larson	Executive Assistant	Wyoming Medical Center
14	Hon. Philip G. Hinds	Mayor	Town of Evansville
15	Hon. Jerry Petty	Mayor	Town of Bar Nunn
16	Hon. Guy V. Padgett, III	Mayor	City of Casper
17	Gus Melonas	Director of Public Affairs	BNSF Railway
18	Gary Trapkus	Vice President	Hilltop National Bank
19	Wayne Clements	Executive Director	Senior Center
20	Leslie Blythe	Community Regional Manager	P P & L
21	Thomas O. Forslund	City Manager	City of Casper
22	Angie Evans	Associate Executive	Casper Board of Realtors
23	Chris Hanify	Air Quality District Engineer	DEQ Air Quality Division
24	Carol Crump	Chairman	Casper Urban Renewal Agency
25	Dennis Royal	Director	Community Action Partnership
26	Kathy Hutton	Office Manager	Wyoming Oil and Gas Conservation Commission
27	Jack Bell	District Engineer	Wyoming Department of Transportation
28	Robert Milburn	State Planning Engineer	Wyoming Department of Transportation
29	Jack Kutcher	Chairman	Bar Nunn Planning and Zoning Commission
30	Mike Bell	Chairman	City of Casper Planning and Zoning Commission
31	Mark Young	Fire Chief	City of Casper Fire Department
32	Tom Pagel	Chief of Police	City of Casper Police Department
33	Stewart Anderson	Emergency Services	Natrona County Emergency Services
34	Mark Benton	Sheriff	Natrona County Sheriff Department
35	Dave Scriven	Chairman	MPO Bicycle Committee
36	Dianne Ebert	Executive Officer	Central Wyoming Home Builders Association

NOTE: List is in no particular order.

Questionnaire Response Rate

Questionnaires were mailed to 36 stakeholders. In total, 26 of the 36 (72%) stakeholders were reached to complete the questionnaire. Several unsuccessful attempts were made to contact the remaining stakeholders.

Questionnaire Contents

The Stakeholder questionnaire contained the following questions. Questions 1 through 3 were used to gather background information from the stakeholders. Questions 4 through 8 were used to obtain information on local growth and transportation issues within the Casper MPA.

1. Description of business, association, etc.
2. Number of members/employees.
3. Describe any unique travel patterns.
4. What issues related to growth/development and land use in the Casper Area should be addressed as part of the planning process?
5. What issues related to the existing Casper Area transportation system should be addressed as part of the planning process?
6. What is the biggest transportation related concern/problem within the Casper Area?
7. What transportation improvements would you like to see implemented in the Casper Area?
8. What obstacles do you see preventing these transportation improvements from occurring?

Figures 1 through 5 display the general Stakeholder responses to questions 4 through 8. A brief summary of responses to questions 4 through 8 follows the figures. Detailed responses to the questions identified above are included in Appendix C.

Figure 1. Question #4 General Responses



What issues related to growth/development and land use in the Casper Area should be addressed as part of the planning process?

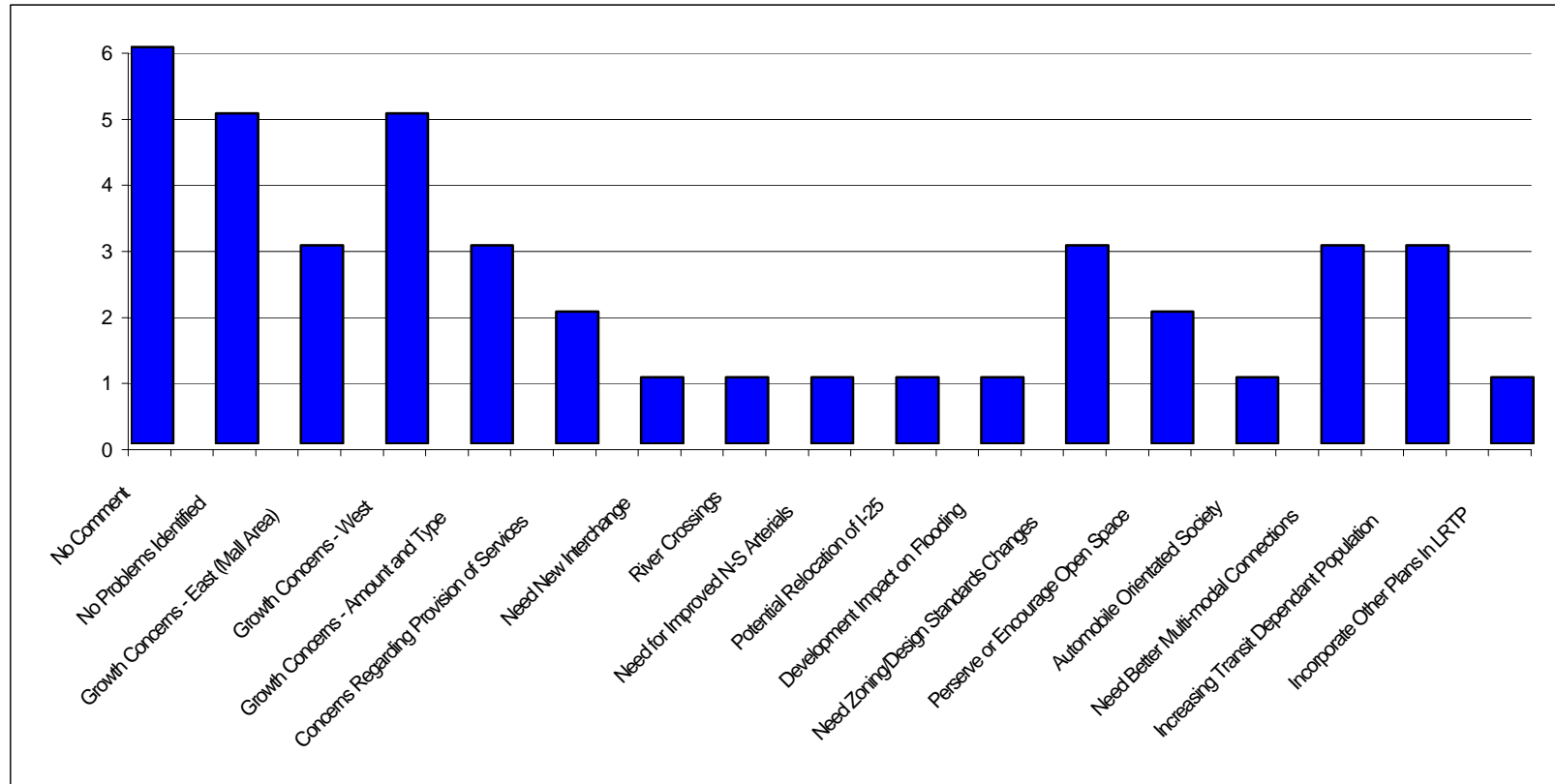


Figure 2. Question #5 General Responses



What issues related to the existing Casper Area transportation system should be addressed as part of the planning process?

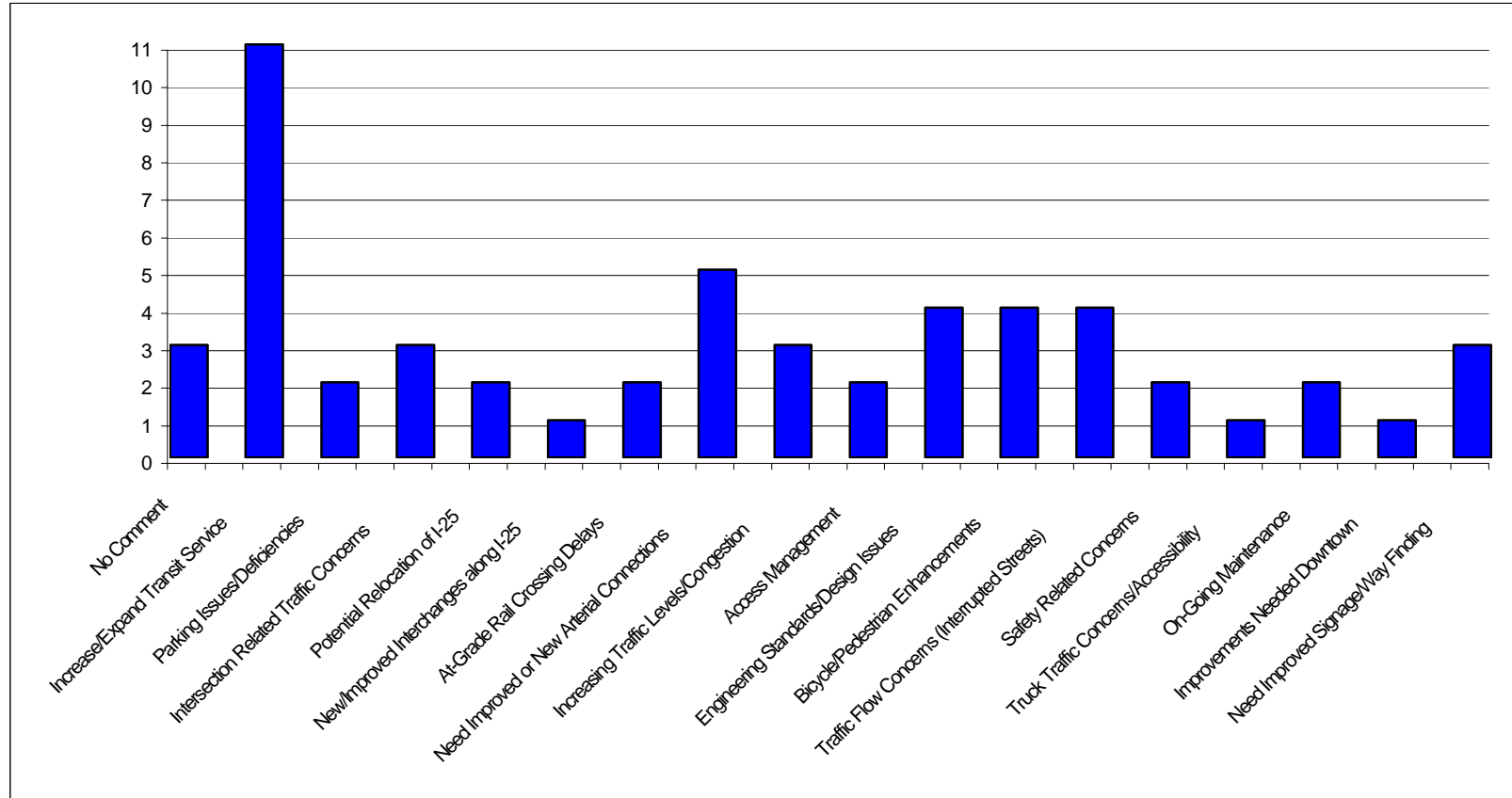


Figure 3. Question #6 General Responses



What is the biggest transportation related concern/problem within the Casper Area?

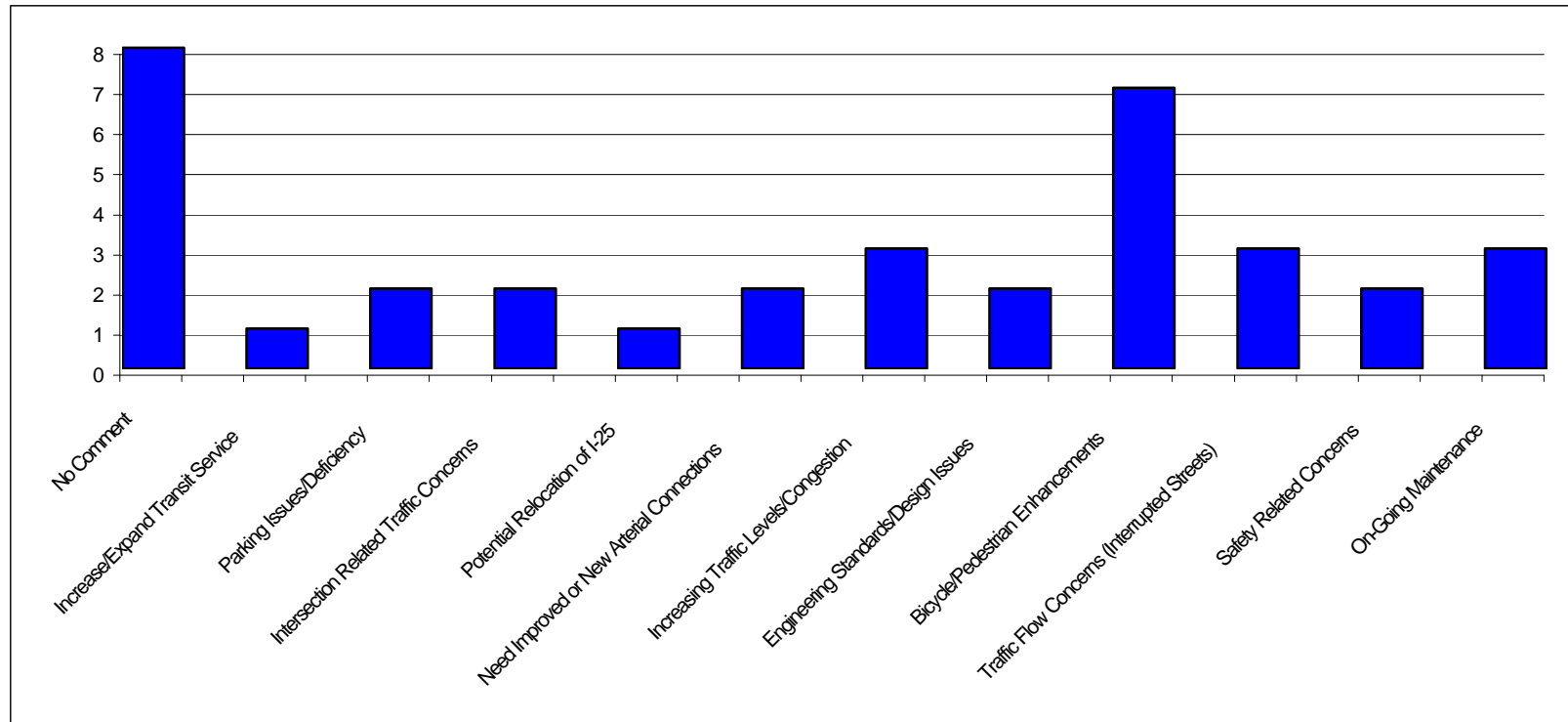


Figure 4. Question #7 General Responses



What transportation improvements would you like to see implemented in the Casper Area?

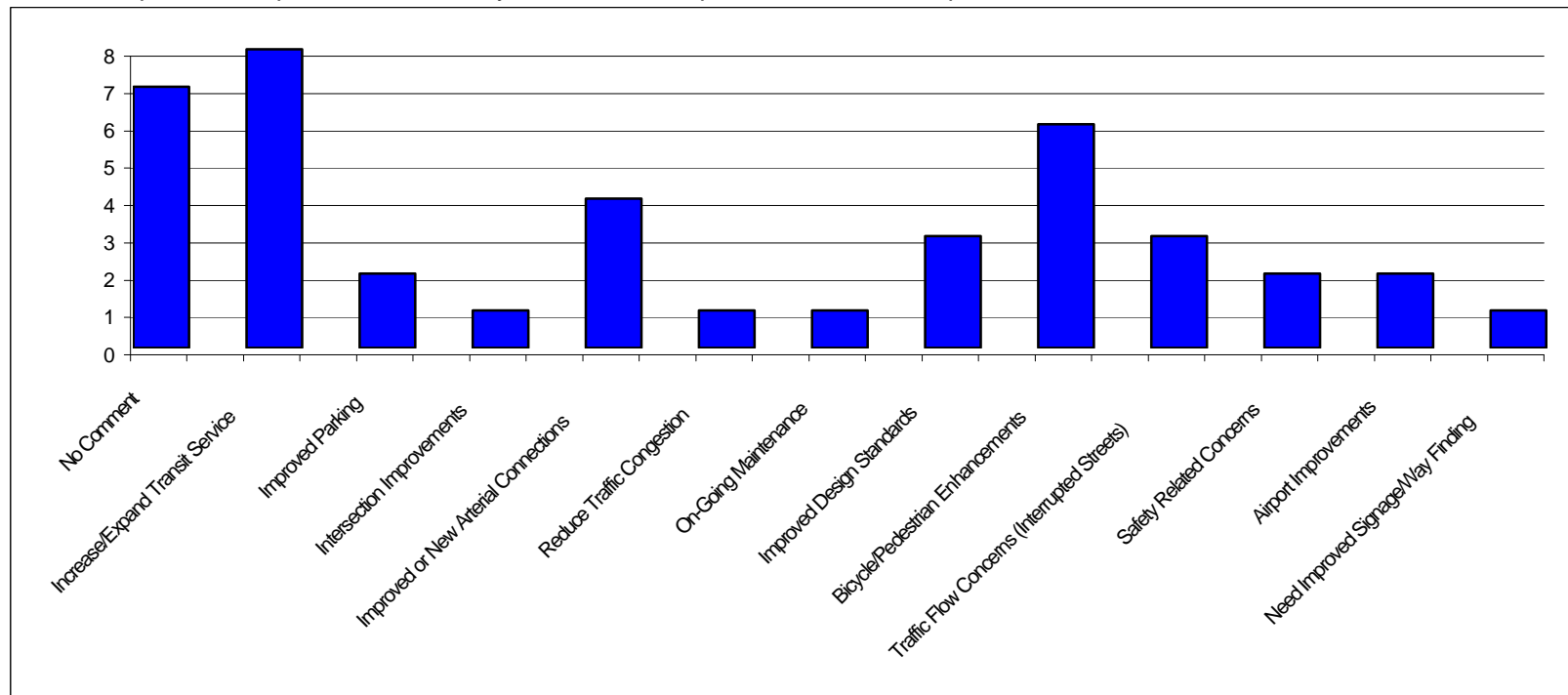
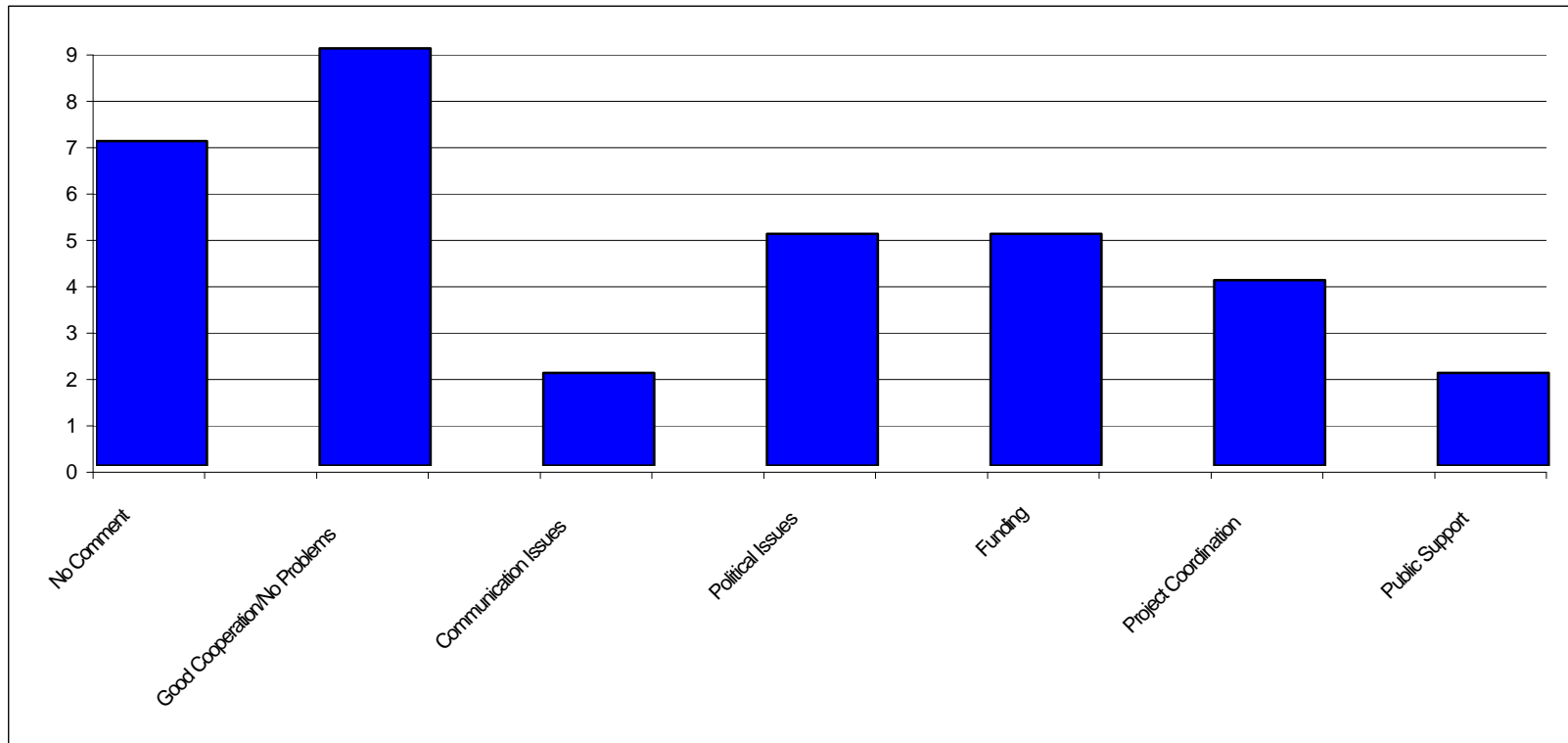


Figure 5. Question #8 General Responses



What obstacles do you see preventing these transportation improvements from occurring?



Stakeholder Questionnaire Findings

This section summarizes the stakeholder questionnaire findings for the Casper Area 2030 LRTP. Detailed responses to specific questions are provided in the Appendix C. Please note that the responses identified in Appendix C are listed randomly and stakeholder names have been withheld to keep the responses anonymous.

The following summary represents stakeholder responses to questions 4 through 8. Questions 1 through 3 focused on background information regarding the stakeholders business, association, and/or position and is not presented in this memorandum.

Question #4 – What issues related to growth/development and land use in the Casper Area should be addressed as part of the planning process?

The most frequent response to this question had to deal with growth concerns in the western part of the Casper Metropolitan Planning Area (MPA). Specifically, the need for new infrastructure was identified as a result of rapid growth in the area. This included the need to upgrade or construct new roadways and the need to accommodate additional facilities such as new schools and new emergency response facilities (for example, fire stations).

Several respondents indicated that in general it is difficult to accommodate east-west growth in the Casper MPA given constraints such as topography and river crossings. One respondent indicated a concern about rapid growth which has resulted in flooding in some parts of the Casper MPA. A few respondents indicated that they would like to see more open space or green space preserved as part of new developments. Other respondents feel that the Casper MPA, with the exception of the Platte River Parkway facilities, is very automobile oriented and that they would like to see more pedestrian and bicycle facilities developed throughout the MPA and in particular in downtown Casper. Some would like to see improved design standards in new subdivisions and commercial areas to enhance intermodal transportation connections.

Some stakeholders commented on the increasing population of older adults and transportation disadvantaged within the MPA. Comments included that these population groups will continue to increase in future years which will place greater demands on public transportation throughout the Casper MPA. Several respondents indicated that transit will be an important transportation mode in future years to help accommodate growth throughout the region.

Question #5 – What issues related to the existing Casper Area transportation system should be addressed as part of the planning process?

The overwhelming response to this question reflected stakeholders support for the expansion of the fixed-route transit service throughout the Casper MPA. Specifically, many stakeholders indicated that they would like to see the service expanded to other communities such as Mills and Evansville. Other respondents feel the service area should also be expanded to include Bar Nunn. Specific interests, such as the hospital and community college, also support the fixed-route transit service and would be in favor of developing bus stops that would better serve these facilities.

The remaining stakeholder responses focused primarily on roadway improvements. Several respondents identified the need for new or improved roadway facilities throughout the Casper MPA but in particular in the western growth areas. Some respondents identified a need to upgrade Salt Creek Highway while others indicated the need to construct roadways to accommodate the continued development in the area.

Another roadway improvement that was identified included extending McKinley Street north of I-25 to provide a continuous roadway connection through the MPA. Several respondents indicated that there are currently too many roadways that jog or dead-end and do not provide continuous arterial connections through the area. This can make travel and emergency response difficult throughout the Casper MPA.

Intersection improvements were also identified as potential issues that should be addressed in the LRTP. The overwhelming number of intersections identified as potential problems were located along Poplar Street extending south from I-25. The intersections of English Avenue, 1st Street, and CY Avenue were all mentioned as having problems. English Avenue was identified as an intersection that frequently causes travel delays for school buses due to high traffic volumes. 1st Street and Poplar was identified a few times by respondents as having high traffic volumes, poor traffic flow, and unsafe. The intersection of 2nd Street and Beverly was also identified as having traffic backups in particular during the noon hour.

Another specific concern focused on I-25 through the Casper MPA. Responses were generally concentrated on existing geometric deficiencies and related safety concerns such as close weaving areas and short ramp acceleration and deceleration lanes. A few respondents expressed concern about increasing truck traffic on I-25 and increasing levels of hazardous materials being carried near downtown Casper. Some respondents feel that a potential relocation of I-25 should be evaluated as part of the LRTP planning process.

Other stakeholders commented on the need to enhance existing bicycle and pedestrian facilities throughout the Casper MPA. Most respondents feel that the existing trail facilities along the Platte River Parkway are a great benefit to the Casper Area. However, these respondents also feel that additional bicycle and pedestrian connections are needed throughout the Casper MPA to provide connections to the trail system. Some suggestions for improving connections focused on developing on-street bicycle facilities and continued development of bicycle and pedestrian facilities along drainage facilities throughout the area.

Question #6 – What is the biggest transportation related concern/problem within the Casper Area?

The most frequent response to this question had to do with the need for bicycle and pedestrian improvements within the Casper MPA. Several respondents identified that students are unable to walk to schools due to the lack of sidewalks and/or unsafe pedestrian crossings. The intersection of Wyoming Boulevard and 13th Street was identified as a problematic crossing and other respondents commented that Wyoming Boulevard in general is not pedestrian friendly. Another respondent indicated that they would like to see a pathway along Salt Creek Highway with future roadway improvements. Several respondents indicated that additional sidewalks and bicycle paths are needed to develop a comprehensive bicycle and pedestrian network throughout the Casper MPA.

Other respondents focused on safety and traffic flow concerns within the area. One specific concern was safety issues on I-25. Some respondents mentioned the high travel speeds and short weaving areas between ramps can result in accidents which can cause traffic delays in the area.

Some respondents commented on traffic growth in the Casper MPA. While the majority of respondents do not feel that traffic congestion is a significant problem, some respondents indicated that traffic flow at major intersections is a concern. Some commented that major intersections have gotten busier over the last three to five years and that improvements such as additional turn-lanes may be needed to accommodate continued traffic growth. Intersections along Wyoming Boulevard were mentioned as locations that should be evaluated for potential improvements.

Another common problem that was identified was stop and go thoroughfares. More specifically, several respondents mentioned that the many roadways in the Casper MPA jog or dead-end and do not provide continuous through routes. Some respondents suggested that they would like to see a more consistent arterial network that would provide better north-south and east-west connections. Other respondents mentioned that currently there are not many alternate routes to Wyoming Boulevard or I-25 in case of an accident.

Question #7 – What transportation improvements would you like to see implemented in the Casper Area?

Several stakeholder respondents indicated that they would like to see transit service expanded throughout the Casper MPA. Many respondents were extremely please with the initial response to the fixed-route transit service and would like the service area and service times expanded. Some respondents stressed the importance of adequately planning for transit accommodations in rapidly growing areas such as the western part of the Casper MPA. New commercial developments, for example, were identified as areas that should accommodate transit operations.

Many respondents identified that they would like new arterial roadways constructed in the Casper MPA. The West Beltloop was one specific project that respondents identified. This project is viewed as helping alleviate traffic growth in the western portion of the MPA and would provide an alternative route to those that currently exist. Other respondents indicated that the West Beltloop would be beneficial in terms of emergency response by providing increased accessibility throughout the area. The same comment was also mentioned in the eastern portion of the Casper MPA to accommodate growth in the industrial park and mall area.

Bicycle and pedestrian facilities were also frequently mentioned improvements. Some respondents indicated that they would like more sidewalks provided throughout the Casper MPA. Others indicated that they would like better pedestrian and bicycle connections to the Casper Area trails such as the Platte River Parkway. One specific project that was identified was the need for an overpass/underpass along Beverly Street.

Question #8 – What obstacles do you see preventing these transportation improvements from occurring?

In general a number of respondents indicated that they do not feel there are any obstacles preventing improvements from occurring. In fact, a number of respondents commented that there is good communication and a good working relationship between State, County, and Local agencies.

A number of respondents identified funding as the primary obstacle in implementing the previously identified transportation improvements. Other respondents indicated that political obstacles are the primary concern in implementing the transportation improvements.

Summary

The stakeholder interviews were conducted to gain a better understanding of local growth and transportation issues within the Casper Metropolitan Planning Area (MPA). It is important to note that the list of stakeholders represents a sampling of those impacted by the development of the area's LRTP and is not intended to be an all encompassing summary of growth and transportation issues in the Casper MPA.

Generally speaking, the majority of stakeholders indicated that they do not feel that traffic congestion is a problem in the Casper MPA. A few indicated that there are isolated locations and times (such as a.m. and p.m. peaks) that traffic levels are high and result in minimal travel delays. Overall, the stakeholder interviews suggest that respondents would like to see improved arterial connections such as a West Beltloop. Other general improvements that were identified included providing better arterial connections throughout the MPA.

The stakeholder interviews also highlighted the importance of the new fixed-route transit service within the Casper MPA. Several respondents feel that this service is an extremely valuable transportation service for older adults and transportation disadvantaged. Many respondents indicated that they would like to see transit service in the Casper MPA expanded in terms of service area and service times.

The stakeholder interviews also indicated that respondents would like to see continued improvements in bicycle and pedestrian facilities throughout the Casper MPA. Several respondents indicated that the Platte River Parkway trail system is a valuable community resource and would like to see improved regional bicycle and pedestrian connections to the system. While several respondents admit there are challenges to implementing bicycle and pedestrian facilities, many feel that there are opportunities to strengthen these facilities throughout the Casper MPA.

In conclusion, many of the stakeholder comments highlight the importance of developing facilities and transportation services that are safe. Many of the comments stress the importance of creating a walkable communities and developing roadways/intersections that provide for the safe and effective movement of vehicular traffic.

Appendices

- A – Stakeholder Cover Letter
- B – Stakeholder Questionnaire
- C – Stakeholder Responses – Questions #4, 5, 6, 7, and 8 (also includes additional notes and comments)

Appendix A – Stakeholder Cover Letter

LETTER TO BE SENT OUT ON CASPER MPO LETTERHEAD

[DATE]

[STAKEHOLDER CONTACT]
[BUSINESS/AGENCY/INSTITUTION]
[ADDRESS]
[CITY, STATE ZIP CODE]

Dear [Stakeholder],

The Casper Area Metropolitan Planning Organization (MPO), consisting of the City of Casper and Towns of Mills, Evansville, and Bar Nunn, and Natrona County, is developing a Long Range Transportation Plan (LRTP). The LRTP, to be completed over the next year, will analyze existing and future year land use patterns and will identify transportation needs to the year 2030. The study will address all transportation modes including roadways, transit, bicycles, pedestrians, rail, and aviation. The LRTP will ultimately include recommendations that will help guide the future direction and development of the regional transportation system.

A critical step in the study process is the issues and needs identification. URS Corporation, a planning and engineering consulting firm, is helping the Casper Area MPO seek input from potential Stakeholders that either travel in the study area or may be impacted by future transportation improvements. Your business/agency/institution has been identified as a Stakeholder.

A member of our project team will be contacting you by telephone within the next couple of weeks to discuss the stakeholder questionnaire and to obtain your responses. When contacted, we would ask that you take a few minutes of your time to discuss your answers with the project team member as your input is very important to the study process. To help make better use of your time, we are enclosing a copy of the questionnaire so you can review and consider your responses in advance of our phone call. *If you would like to request a specific time and/or date to respond to the questionnaire, please email jim_meyer@urscorp.com with your contact information and we will make every effort to accommodate your request.*

Thank you in advance for your time and input on this very important project. Your responses will help the project team better understand the study area issues and will ultimately lead to the development and selection of better land use and transportation solutions. If you would like additional information regarding the project please review the enclosed Frequently Asked Questions sheet or visit our LRTP website at: <http://casperltp.ursprojects.com>. Feel free to contact me at [Phone Number] if you have any questions or contact Jack Forslund, URS Corporation, at 612-373-6512.

Sincerely,

[Casper Area MPO Representative]
[Title]

Enclosures: 1) Casper Area 2030 LRTP Stakeholder Questionnaire
2) Frequently Asked Questions regarding the LRTP

Appendix B – Stakeholder Questionnaire



We realize that your time is very valuable. For that reason we are enclosing the stakeholder questions for you to review and consider at your convenience. We hope that providing you this information in advance will minimize the amount of time needed to complete the stakeholder interview.

Please feel free to refer to these questions when a team member contacts you. Please do not return your responses, a project team member will contact within the next couple of weeks via the telephone to complete the questionnaire. Thank you in advance for your time and participation in this important study for the Casper Area!

Background Information

1. Describe the general location(s) of your business/agency/institution within the study area.
2. Identify the number of employees, members, students, etc. that best describes your business/agency/institution.
3. Describe any unusual or unique travel patterns or transportation needs that your business/agency/institution has.

Transportation Related Questions

4. What issues related to growth/development and land use in the Casper Area should be addressed as part of the planning process?
5. What issues related to the existing Casper Area transportation system should be addressed as part of the planning process?
6. What is the biggest transportation related concern/problem within the Casper Area?
7. What transportation improvements would you like to see implemented in the Casper Area?
8. What obstacles do you see preventing these transportation improvements from occurring?

Appendix C – Stakeholder Responses – Questions #4, 5, 6, 7, and 8

(also includes additional notes and comments)

Stakeholder Interview Responses**4. What issues related to growth/development and land use in the Casper Area should be addressed as part of the planning process?**

Some areas around Casper have experienced fast growth which has placed an increased concern on flooding in the area. Specifically, growth on the eastern part of Casper around Elkhorn Creek has resulted in some flooding in residential areas. Proper zoning needs to be followed to insure that flooding does become a bigger problem in new residential areas. In some cases it may be more appropriate to preserve open space or create parks rather than building additional residential development. As new homes are built it is important that they are flood proof to prevent severe damage in the event of flooding.

Very automobile orientated culture. Pedestrians and bicyclists often have the right-of-way but drivers do not yield. Concern about the bicycle and pedestrian connections that run from the Casper area neighborhoods to the parkway trail system. Would like to see better connections as new development occurs throughout the Casper area.

Need to make sure that commercial areas are adequately designed to accommodate transit operations. Wal-Mart is an example of a location that is difficult for transit to serve. The new Wal-Mart on the west side of town is planning for transit accommodations.

Street design (particularly street width) is a concern from a emergency response perspective. Don't want small, skinny streets. Better access to the pathway/trail system.

Over the next four years will need to replace/move a fire station. Additional stations may be needed in the west and east side of Casper in the next 4 to 8 years to respond to increasing growth and development.

Huge growth in truck traffic nationwide and in the Casper area. This truck traffic growth will certainly impact other travel modes throughout the Casper area.

Feel it is important that the people developing within Casper look at modern/new ways to build in Casper to better accommodate pedestrian and bicycle activities.

Many subdivisions in the area lack adequate green space or green belts. Need to encourage physical activity.

Serving transportation disadvantaged with transit will become even more important over the next 10 to 20 years.

Need to make the transportation system multi-modal.

The college has a master plan, including incoming roadways that will be completed in 3-4 months.

There is a 300 unit subdivision under way (2003). It will double the town population.

Mainly the north-south arterials...need to go through. Difficult to plan the east-west arterials as the City (area) grows in such a linear fashion. River crossings will become an issue as the City (area) expands.

Stakeholder Interview Responses

Wayfinding to hospital from City exits/entrances for out of town visitors

Access from the airport to town

Transportation is a key factor in keeping out migration \$\$ low

Many cancer and other patients are getting health care in Utah because its' facilities are easier to get to

From an ED perspective, we need to complete the west side of the Wyoming Boulevard bypass.

The Second Street/Wyoming reconstruction has/will take so long.

There is a need for a mid-point interchange on I-25 between Hat 6 and Wyoming Boulevard.

Land has been set aside for this to happen to support further development

The mall access is very messy, and will become more messy if it remains the only access point from the interstate.

Growth is not a problem. NCSD has no problem serving the population.

Buses get people from as far away as

68 miles west on 20/26

25 miles north on I-25

10 miles east on I-25

Most growth for the Town of Evansville will occur to the east.

There are areas of less mobile folks in the area.

I-25 relocation is now about 20 years out. A big EIS is probably required – planning for that will likely begin soon

The way the town is growing. The east-west growth makes it more difficult to provide services.

Would like to see more infill than fringe development occurring (in other words, there is too much fringe development)

Bus routes don't necessarily best serve the right population

Better locations might be better than the route to the west

Once information comes in, perhaps they should be reconfigured

Bus service could use better marketing

Bus shuts down too early

*Stakeholder Interview Responses***5. What issues related to the existing Casper Area transportation system should be addressed as part of the planning process?**

Access Management. Ingress and egress should be improved along roadways to improve safety.

Bridges and roads across drainage ways throughout the Casper area need to be engineered and constructed to adequately accommodate traffic when water levels are high.

Roadways need to be constructed wide enough to accommodate traffic levels and to allow for proper emergency response.

Access to the trail system from the area neighborhoods is difficult and needs to be improved. In particular need safe access to the trails from the south, east, and west. Like what has been done in recent years to use the drainage areas for bicycle facilities and would support additional improvements. Long-term need to look at an underpass along Beverly.

Community has been very supportive of the new fixed-route service. On-board surveys suggest that riders want longer hours of service (in particular longer evening service), weekend service (Saturday is a high priority), and additional areas of service. Mills and Evansville have expressed interest in extending transit service into these communities.

Older streets throughout the Casper area present some problems in that many are not continuous or start/stop which interrupts traffic flow. Some current bus stops could be designed better to provide safer conditions.

2nd Street is a very busy street. The new intersection at Wyoming Boulevard has helped traffic flow. The islands in the middle of CY Avenue (west of Poplar) are nice but not ideal from a traffic flow and transit operations perspective. Intersection of Poplar and 1st has a lot of traffic.

Accessibility issues (curb cuts) are a problem at some locations. Shelters are not feasible at all locations. One planned and looking at more locations...currently have two.

Some people have indicated that signage for bus stops is too small. City code dictates the maximum size of the signs.

Stakeholder Interview Responses

Rail – major line running through town can cause delays. This is a safety and emergency response concern. Would prefer that the rail traffic carrying hazard and chemical materials not come directly through the downtown. Would also prefer that the hazard and chemical materials being carried by truck on I-25 not go so close to the downtown.

Traffic calming causes a problem with response.

Several streets in the Casper area start and stop making response difficult. Uninterrupted thoroughfares are needed to adequately respond to calls.

12th and 13th Streets, between McKinley and CY Avenue, are mostly stopped controlled. Signal devices would help emergency response. This one-way pair sometimes has problems with drivers traveling the wrong way down a one-way street. Visibility and topography make this area difficult to travel.

I-25 ramps, in particular the southbound direction, are a safety concern. Center Street onto I-25 can result in rear-end collisions with traffic exiting at McKinley Avenue. In the northbound direction, the ramp at F Street and Beverly has similar accidents.

Coming into Casper on I-25 from the north can be difficult in winter months given the slope of the roadway.

No major problems...would hear about them if there were.

Major concerns in the Casper Area are accessible routes to industrial areas/parks. Adequate turning radii in geometric design is important.

Worry about kids and a safe transportation/route to schools. Need to make the system safe for kids to walk and bicycle to schools and parks.

Rail line through downtown is a great opportunity from a bicycle rail-to-trail perspective.

Traffic flow in the City is a concern. Need to better synchronize traffic timings through city.

Streets in the city often “jog.” Continuous streets would be better to improve traffic flow and improve bicycle and pedestrian mobility. Major routes don’t run north-south and east-west.

Freeway cutting through the City. Many deficiencies in terms of the ramps and connecting frontage road system.

Aviation – Need better connections provided by airlines.

Land use and transportation connection.

Access Management.

Improve arterial network including new roadways.

Potential I-25 relocation.

Reducing congestion.

Track is strong. General maintenance is the primary concern.

Stakeholder Interview Responses

Changing the entrances and enhancing College Way entrance. This includes redoing Casper Mountain Road entrance.

Signage to the college isn't very good (mainly from the Interstate).

Some bad intersections in the area including: 1st and Poplar is a terrible intersection. CY and Poplar is fairly terrible as well. Casper Mountain Road/College Drive/Durbin Street leaves much to be desired.

Should try to spread funding (STPU) as much as possible. Casper gets a disproportionately high amount proportionally to their population compared to Mills and Evansville.

The condition and access off of Salt Creek (1990 study upgrade of the highway). It has no shoulders (3:1 side slopes on Salt Creek). Want to get it on WYDOT's priority list.

Enhance pedestrian and bicycle system (WYDOT is doing this).
Need to strengthen the transit system.
Need to get the west connector (west belt route) constructed.

Extend the bus system into the urban renewal area. The bus seems to be very successful even with little advertising. Important that the people in need can use the bus.

Need to deal with the many at-grade rail crossings

A bus stop at the hospital
Covered bus stops so that people can get out of the wind/weather

Why is there no bus stop at the hospital
Help for Health, a non-profit group, is phasing out van service

Busing has worked well, seems very important.
Hope there is growth, and the routes are extended or expanded.
Many of the new jobs being created are service oriented with lower wages (\$10/hr)
Wal-Mart / Circuit City.
These workers may not be able to afford automobile ownership.

Many buses wait a very long time at the English/Poplar intersection. That signal has problems.

- The most important issue is the maintenance of current roadways. Local streets, Yellowstone Highway (TH 20) and I-25 are the primary concerns.
- One long train can block all access to the town from the south.
 - At grade rail crossings
 - Bryan-Evansville Road
- Transit system that serves suburbs like Mills and Evansville; possibly Bar Nunn.
- Plans that WyDOT may want to reroute I-25 north around the Casper area.
- WyDOT is rebuilding the Wyoming Road/I-25 interchange.

- Perhaps there could be a bus line from North Casper to the Mall side of town.
 - Or north Casper to the new Wal-Mart location (CY and Wyoming).

- The existing bike trail is great... safe, they did a tremendous job.

Stakeholder Interview Responses

- The bus system doesn't come out to Bar Nunn yet
- Increased traffic on Wyoming blvd (east end) – will likely revive a study for that area in the next five years. Get ROW bought before further development. This project was in the 30-35 year range in 1997 so it is now getting within the 20-25 year plan horizon
- McKinley (east of downtown) needs to go through (or over/under) Yellowstone.
- Salt Creek/Van Horn (254 at 1st St) is an offset intersection with a poorly functioning traffic signal.
- Wyoming to 4th, need an off-ramp. Traffic signal is wanted.

The Downtown properties LOVE the bus system.

- Its usage is very noticeable
- The library has been a big beneficiary

Bike racks have also been installed in the downtown area.

Parking... The Downtown main retail corridor.

- There is a perceived need for more parking spaces
- People would like to see an increase in on-street parking
- One good method would be to reduce lanes and add diagonal parking

The parking garage is not used to its fullest extent

- It is unattractive, dark and people (especially older females) do not trust parking there
- Owned by the City of Casper – managed by the Chamber of Commerce
- Encourage the City to provide more information on the new fixed route bus system. Do more PR to inform people when and where it runs.
- There needs to be a parking garage for the medical center.
- There is also a parking problem in the downtown area – there are facilities, but there need to be more surface lots.
- There is plenty of parking in newer developed areas.
- More \$ needs to be directed to maintenance of existing facilities
- Improvements in the downtown area and to Poplar Street
- Extend/improve Bryan Stock Trail north to support new development

Stakeholder Interview Responses**6. What is the biggest transportation related concern/problem within the Casper Area?**

Chemical and hazardous materials shipments through the Casper area.

Biggest issue is Wyoming Boulevard/13th Street. Fort Casper is most problematic crossing...this area is the most dangerous and would like to see an underpass planned at this location.

Intersection of 2nd and Beverly around noon time is also a big problem. Traffic heading west backups and entire city block. Drivers turning right causes backups as drivers are waiting to go through.

In general, increasing traffic levels throughout the Casper area and the potential conflicts between bicycle and pedestrians.

Turn-lane on 13th Street – not the best even though it is signalized.

The long-term future of transportation in Casper. Where do we go from here. Transit is too often an afterthought in the design of roadways and development. Need to think of transit as an infrastructure...we need it. Need to look at the big picture.

Money – Ongoing funding. More productive to meet more citizens needs. Need to tweak system to be more efficient.

Stop and go traffic on thoroughfares. Drainage and geometric issues impact response time. This includes roundabouts and mechanical problems related to these traffic control devices.

Multiple road construction projects make traffic in Casper difficult. Construction takes too long and there are no good alternative travel routes in the area. Downtown area and CY Avenue are examples and the construction hurts businesses.

The inability to walk to schools. Wyoming Boulevard is a specific project that is not very bicycle and pedestrian friendly.

No major problems. Recent airport renovation was completed and pavement was redone.

All transportation issues are interrelated. Hard to pick just one issue.

Parking is a problem in lower campus area. Some students have to park ½ mile away. Would like to consider 60° parking on College.

- Would like to see a pathway along side of Salt Creek into town
 - Bicyclists take their life into their own hands there
 - Tried to get funding but didn't succeed
 - WyDOT wanted Bar Nunn to maintain it

Move I-25 out of the downtown area. This is an economic issue. Have stopped short of developing concept plans.

There are problems with one-way service roads off of I-25. Weaving at high speeds.

Stakeholder Interview Responses

There is a lack of good bike facilities...no lanes on major streets where you see bikers. Need on-street bicycle facilities. Unsafe areas include Wyoming/Poplar.

Arterial travel routes east/west and north/south

There seems to be a parking issue in the downtown area.
Happy with the growth of the airport – NWA and SkyWest.
Transportation has not become much of an issue for this ED work.

Community has been well taken care of regarding surface transportation.
Good job of planning areas for the future.

Lack of sidewalks in certain areas. It's very dangerous for some children to get to school or to their bus stops.

The railroad overpass on Poplar is four lanes wide and provides little if any room for a pedestrian to walk. There are very few bicycle facilities as well.

- The most important issue is the maintenance of current roadways. Local streets, Yellowstone Highway (TH 20) and I-25 are the primary concerns.
- Ease of access in and out of Evansville.
 - River crossing
 - BNSF Railroad
 - Connection to west

- As the town has grown, traffic has gotten worse.
- Traffic engineering and the timing of traffic signals.
- I-25 exit onto Wyoming south.
 - You are assured of being stopped.
 - May back up as far as a mile.
 - Signals should have time of day adjustments.
- Major intersections have gotten busier over the last 3-5 years and LOS is dropping.
 - Left turn from 12th Street north onto Wyoming.

- 2009-2010 plans to rehab the cd roads on I-25
 - Add accel/decel lanes to all ramps
 - General rehab
 - ITS such as DMS or cameras
- CY Avenue from Poplar to Bellaire
 - Was recently rehabbed, but there is no storm sewer and slumping occurs
 - Probably add island areas
- CY Avenue from Poplar to the River
 - Looking to urban renewal folks (City) for help before rebuilding
 - New configuration will accommodate other modes

- Traffic flows well in Mills

Stakeholder Interview Responses

Intersections at Wyoming Boulevard and I-25/Yellowstone. This is a big problem.

- Lights are timed poorly
- No one knows how to use all those new lanes
- The construction under I-25 is confusing

Traffic on the south end of Poplar gets very busy in the morning.

- Most areas are not pedestrian friendly
 - 2nd/Wyoming intersection in particular
 - A monstrosity, too big
 - 4-lanes that could be 3-lanes with bike facilities
- Urban area is spreading east/west too much, there are too many streets to maintain
- Streets are too wide

Stakeholder Interview Responses

7. What transportation improvements would you like to see implemented in the Casper Area?

Can't really think of anything.

For the City to implement a plan for 10 foot sidewalks and to provide more sidewalks throughout the Casper area.

Pedestrian signals in some locations.

Bicycle compatibility with fixed-route buses. Would support a bicycle on buses program.

WYDOT on 2nd Street needs to incorporate pedestrian access, sidewalks, and bus access.

Expand route to Sunrise area. VA clinic can be served with slight modifications without too much additional cost. Expansion of service to Mills and Evansville.

Adjust Route 2 to better serve this corridor.

Have bike racks for buses. Waiting for these to be installed.

New neighborhood streets need room for bus access. Also need to develop safe bus stop locations.

Opticum system has helped response. Would like to see continued use of this system.

Wider roadway widths to allow adequate access for emergency response vehicles.

Uninterrupted thoroughfares to improve access to all parts of the Casper area.

Improved access to the trail system. Color stripes along the system to help users identify where they are located along the trail system.

East and west sides of Casper area would benefit from new roadways (beltloop) that would improve access and emergency response. In particular would help provide improved access to the area near the airport.

Need alternative route to Wyoming Boulevard. Bryan Stock Trail is an important north-south connection.

Stakeholder Interview Responses

Need a comprehensive plan to look at on-roadway path system. The last LRTP had some success with paths along drainages. However, opportunities in renovated drainage facilities have been missed and it is important that these opportunities are addressed to better accommodate pedestrian and bicycle facilities.

Need to continue to support the construction of the English Park-Garden Creek even though this project recently did not receive approval from the community. The majority of the property falls on City property and ultimately the trial is in the best interest of all tax payers and not just the abutting properties along the right-of-way.

Need better long term planning to adequately address traffic growth in the Casper area. The east side by the Mall is a concern.

Synchronize traffic lights to improve traffic flow.

Include aesthetic enhancements in improvement projects throughout the Casper area.

Need to be able to get people from point A to point B without using a car. Health concerns make bicycle and pedestrian transportation modes even more important today and in future years.

Need for additional hanger space in the future. Will need to redo pavements over the next 20 years...routine maintenance.

Would like to see the buses run more often for people that use the system.

Opportunities to incorporate existing pathways into a coordinated system including bicycle lanes.

East-West Belt study and potential construction of the new roadway.

Need to tie resurfacing with rail improvements.

Would like to see pedestrian crosswalk flashers on College.

Intersection Improvements. Signage could be better on Interstates and State Highways. Visitors are sent around town on Wyoming Boulevard.

- A possible transit connection to Bar Nunn.
- There is greater demand as the population is older – bedroom community.

HKM (in Sheridan) studied the Salt Creek/Wardwell intersection (near Mini-Mart)...called for widening. AM peak hour there is a high volume of traffic turning left from SB to EB to get to I-25

On-street bicycle facilities.

There is not enough parking downtown...This could be perception more than reality.
Garage is not a place of choice for most...Maybe more surface lots on periphery of downtown
This should not be a City responsibility
Diagonal parking on Center Street is great (slows down traffic)

Overpass (grade separated intersection at RR tracks) on Beverly Road. MORE SIDEWALKS.

Stakeholder Interview Responses

Transit service at least from Evansville to Eastridge Mall, and preferably that connects to the entire system, including a link to Mills.

- Make sure the transit for disabled and handicapped continues to service Bar Nunn. That is important.
- Third and fourth lanes on Wyoming blvd on the west side of town
- Yellowstone from 1st to Town of Evansville needs rebuilding
 - This project is on the radar but not yet on the books
- The Town of mills is in the process of helping purchase a bus to use for the 'Mills Route' on the new system

As the downtown development director –

- More on-street parking
- Would like to be able to make the City Council understand the importance

As a private citizen –

- Don't believe there really is traffic congestion
- The City responds to concerns very well; i.e. traffic signal timing

Expansion of public transportation

- People don't know much about it, it needs more publicity

Its difficult to get to/from the airport

- Need shuttles or a bus line

More bike paths and lanes on arterial streets. The present paths are great, but more are needed.

- There is no problem moving traffic, the capacity is there
- Bypasses will be nice in the future
- Dead end streets need to be pushed through
- 15th Street widening is not necessary, other more important priorities

Stakeholder Interview Responses**8. What obstacles do you see preventing these transportation improvements from occurring?**

Money.

Money (funding levels).

Funding. Political obstacles (road blocks). Not everyone is on board with transit.

Political – like nice looking things and not always functional.

Politics and coordination between groups.

Need more public buy-in. Need to incorporate a better public involvement process.

Need to take transportation planning more seriously.

City has been very willing to help out if they can...They have taken part in the master planning process.

Casper has done well sharing resources with Mills, Evansville and Bar Nunn.

Natrona County is not concerned with transit.

WyDOT has good cooperation with the municipalities and a spot at the MPO.

There seems to be a good working relationship with WyDOT.

They don't always have the best PR.

Confusing who operates/maintains roads.

Downtown development folks could be more proactive and not always depend on the City.

There seem to be many cooperative funding opportunities available.

Cost/practicality

- WyDOT has seemed to work well with local jurisdictions.
- There is historic friction between Evansville and Casper.
- Mills is an aggressive place, they work well with Casper.

NCSD to possibly cooperate with CATC.

Many motorists don't obey the red warning lights and stop signs displayed by a bus when children are loading or unloading.

- State has not been funding the maintenance of the roadways as much.
- People seem to be on board about the transit issue.
- Cemetery Road bridge is owned by the Veterans Administration.
- There seems to be good cooperation between WyDOT and local agencies.
- The DOT guy spoke at the Rotary Club – seems like a good person.
- 'They' think we are too far out of town.

Stakeholder Interview Responses

- Generally there is a good working relationship between WyDOT, the County and the municipalities
- Salt Creek from Mills to Bar Nunn at some point needs to be rebuilt and turned over to one of those cities or the County
 - No one wants it
- Center from 1st to the Interstate should be turned over to the City
 - This segment was recently rebuilt

- Cooperation is good with multiple agencies
- Mills has a lot of their own projects including a newly constructed fire and police station

The City Council comes up with easy ways to avoid the parking issue

- They claim less than three lanes with parking would be more difficult for snow removal
- Snow is plowed to the middle and then removed with a front end loader

City engineers are very responsive to issues and requests. Good to work with them.

Generally communications paths are good.

The exception occurs when more than two parties are working together. For instance if the State, City and utility are all working on the same project, not all the information reaches all three of the players.

- Cooperation among agencies is better than it was 10-15 years ago
- WYDOT does not seem concerned about ped/bike facilities or movement
 - Would like to see more overall concern for these modes
- WyDOT did not allow:
 - more medians on 2nd Street
 - Ped flashers with countdowns
 - Local desires – they don't really listen to local needs

Additional Notes or Comments

Indicated that overall communication/coordination for bicycle and pedestrian improvements could be better with WyDOT.

Would support an I-25 relocation if it resulted in more efficient truck travel and better accessibility throughout the region. Supported the 220 connection. Did not support a specific alignment but instead the general concept. Would support roadway improvements if it makes truck traffic easier.

Don't work too closely with Platte River Parkway. Would probably help if there was better coordination and would likely lead to better designed facilities and connections.

On-call bus is used occasionally by students, but the fixed route not so much.

The college would be willing to help or provide a facility for a stop in the campus area...the bus route presently only hits the edge of campus.

Bar Nunn has reclassified streets into collectors in an attempt to get state funding. Had \$\$\$ for a safety issue near the elementary school.

Has been in MPO for quite a while.

Would like to get a connection to the Platte River bike paths

Would also like to be able to get to Poplar Street and south

Many bicyclists use Amoco Road to get south, but still have to get through intersection at I-25
Plans to take McMurray west to the airport – long range – ROW issue

BNSF through Casper is not a very profitable route...fairly infrequent.

Will be publishing the Wyoming LRTP in mid to late December – will send a copy.

Difficult to get coop agreements with local retailers.

For instance, trying to get a bus stop in the Wal-Mart parking lot.

Patients that drive themselves here and then can't drive home... how to get their vehicles home. We often have to provide cab vouchers (at WMC's expense) for the patients on OPD that have to come in daily up to three times a day for their antibiotics... what a waste. I think the idea of buses stopping here would be fantastic.

Also some intermittent problems getting patients back to Riverton, Shoshoni, Thermopolis, the oncology bus may be going that way, but have not had real good/consistent luck with getting the medical patients on the bus for the ride.

I believe the cabs/taxis in Casper are an issue. I would not feel safe taking one. What I mean is that they are old, rusty, beat up and a cab driver was recently murdered in Casper. Maybe there are some nice taxis that I haven't seen... I don't know. I do know that some patients are getting here via taxi.

The region has begun growing again with a good diverse energy base. There are 1,200-1,300 acres of industrial/commercial land available right now. The real problem might be a shortage of skilled workers.

City does a great job clearing roads when it snows.

Not very many students use the CATC bus, although it does seem to advertise itself well.

An interchange was considered for I-25 between Wyoming Road and Hat Six Road, but it will most likely not ever be constructed.

Stakeholder Interview Responses

- Shoshone Connector, from 25 to 20/26, needs to be rebuilt to coincide with the opening of the West Belt Loop (rebuild of Salt creek interchange)
- 20/26 needs improvement from Hat Six to Yellowstone
- Wyoming Blvd over near the new Walmart (near CY) is going to be reconfigured from a four-lane divided highway to a five-lane with TWLTL.

- A new housing development is planned including 32 units of affordable housing
 - Could add up to 1,800 new Millers
- Quite a bit of new industrial development west of Tank Farm at 20/26 (development east of Tank Farm is in unincorporated Natrona County and will likely be annexed by Casper)
- Poison Spider will prove to be a good asset to the community

Compared to the terrible traffic in Billings, Casper does not have many problems.

- Would like to see more traffic calming and aesthetics on Streets
- Poplar Street has lots of traffic and lousy bike and pedestrian facilities.
 - Could probably be a 4-lane roadway
- Diagonal parking on Center Street is not good – some trucks stick way out into the travel lane
- There is no parking problem, but it does need to be enforced more
 - The parking structure was designed very poorly