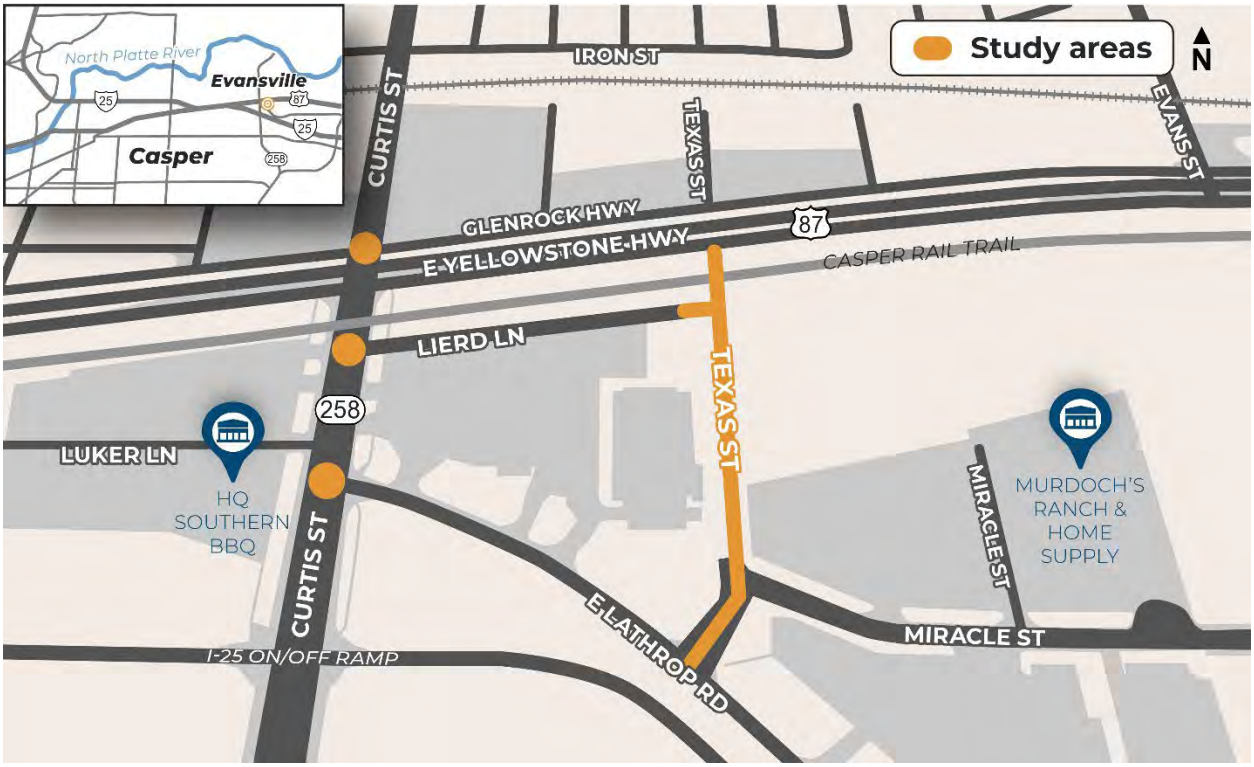
CASPER AREA
METROPOLITAN PLANNING ORGANIZATION
Casper - Mills - Evansville - Bar Nunn - Natrona County

Prepared For:

Casper Area Metropolitan Planning Organization

Casper, WY 82601



FINAL CORRIDOR REPORT

Texas Street Extension

Evansville, WY

June 2023

Prepared By:

KLJ

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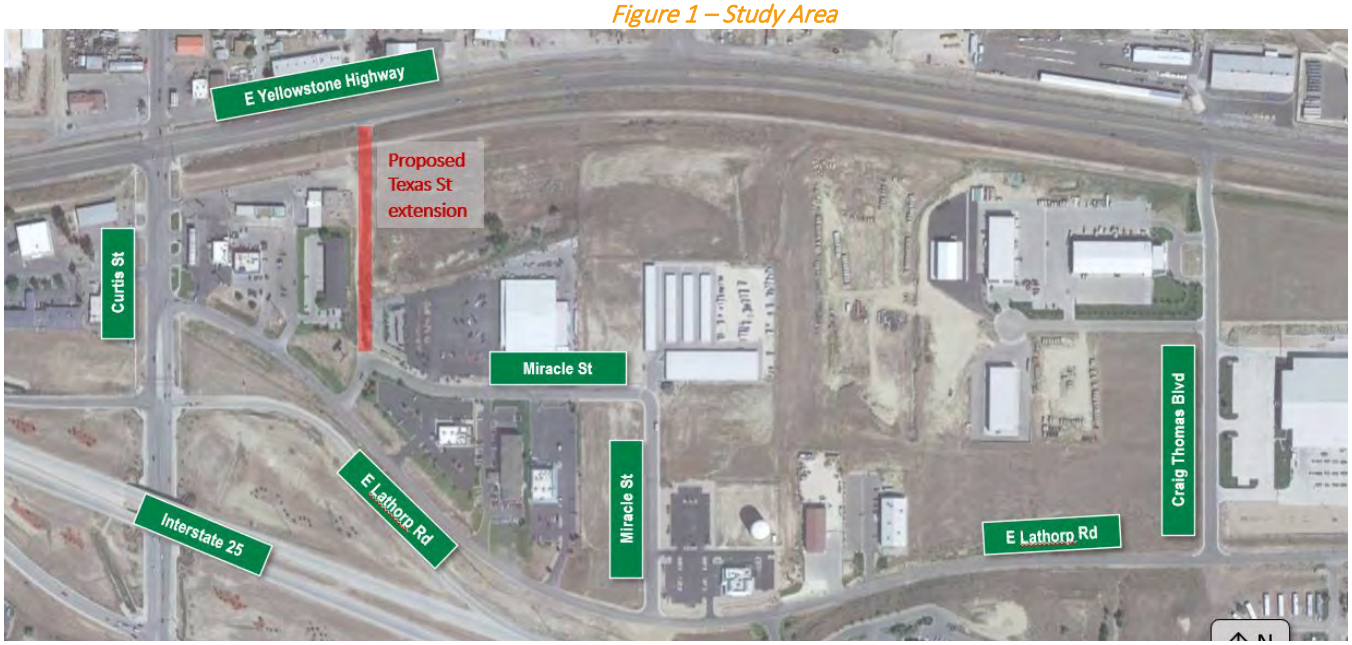
1. Introduction

This study has been prepared to evaluate the traffic impacts in the vicinity of Texas Street in Evansville, WY. The Casper Area MPO is exploring the concept of extending Texas Street from East Yellowstone Highway to Miracle Street to the south in an effort to relieve current congestion problems at the Curtis Street and Lathrop Road intersection. The proposed extension will serve to improve traffic operations at existing intersections by offering an alternative access to and from Yellowstone Highway.

The study area is shown in **Figure 1**, along with the approximate location of the proposed Texas Street extension. There are multiple plots of undeveloped land within the study area, with one undeveloped plot directly adjacent to the proposed roadway. Evansville zoning identifies these empty sites to be constructed as commercial or highway business land uses, which could easily increase daily volumes by thousands of vehicles in the future and spur economic development in the area. Working with the Town of Evansville, this additional growth and access to businesses was quantified to justify the extension of Texas Street. The expected vehicular volume increase may pose safety concerns at the Casper Rail Trail crossing, south of E Yellowstone Highway. It is recommended that curb extensions be implemented at the trail crossing to reduce vehicle speeds on Texas Street, and to enhance the visibility of crossing pedestrians and bicyclists.

Figure 1 – Study Area



2. Traffic Study Summary

A traffic study and report were prepared to evaluate the traffic impacts of the proposed Texas Street extension on the surrounding network. Existing and projected vehicular movements were analyzed for No-Build and Build scenarios, and a safety analysis was performed to identify any opportunities for improvement. The full Traffic Study can be found in **Attachment A**.

The traffic study used origin-destination routing to estimate the usage of the proposed extension to access businesses in the study area. The results of the analysis showed that the proposed extension would have minimal effect on the traffic in the surrounding network but would spur economic development by providing additional access to the businesses in the area. This economic development would total about 2,500 trips during weekdays

and up to 4,200 trips on the weekend. This report noted that the intersection of Curtis Street and Lathrop Road is projected to operate under unacceptable future conditions, regardless of the implementation of the proposed extension. Ultimately, the traffic study recommends the consideration of installing a 2 x 1 roundabout at the intersection of Curtis Street and Lathrop Road to reduce queueing issues and improve future delay and Level of Service should the Texas Street extension be implemented.

3. Public Engagement Summary

Public feedback was a valuable aspect of this study, to gauge general attitudes and ideas surrounding the proposed Texas Street extension. The full Public Involvement Report for this study can be found in Attachment B. The first round of engagement comprised of an open house held on December 8, 2022, at the Evansville Community Center. Promotion began on November 28, using Facebook, email, a brochure, and SMS messaging. The open house was facilitated by representatives from the Casper Metropolitan Planning Organization (MPO), Town of Evansville, Evansville Police Department, Wyoming Independent Living MPO (WIL), and KLJ. Preliminary ideas and designs were discussed, and the public was given the opportunity to provide feedback. General consensus from this open house was in favor of the extension of Texas Street, to improve access and spur economic development in the area. Concerns were also discussed regarding the blower of the car wash station at the corner of Curtis Street and Lierd Lane, with hopes that the proposed Texas Street extension would provide an alternate route to avoid the car wash. Concerns regarding the intersection of Curtis Street and Lathrop Road were also discussed, and the public was in favor of adding turn lanes to this intersection to facilitate flow. A roundabout concept was not preferred, due to concerns about heavy truck traffic navigating tight curves. The public was also in favor of removing the frontage road parallel to E Yellowstone Highway to the north, due to safety concerns, and tying in the extension of Texas Street to the north as well.

The second round of public engagement was an opportunity for the public to submit comments online regarding the new road design of the extension. The website was available for comments from November 14, 2022, to March 30, 2023. The link to provide comments was promoted via Facebook, email, SMS messaging, and a press release discussing the project. There were 1,035 total visits to the site during this time, and 261 unique visitors. Five comments were received, with two in favor of the design, one in favor while also expressing concerns for drainage along the extension, and two asking additional questions about the design.

A draft of this final reports was posted to the website from May 5th to June 5th for a 30 day comment period. Over 100 unique visitors interacted on the website page in that period. One comment was submitted on the website thinking that the added access onto Yellowstone Highway was redundant, while the one comment received via email stated the extension would improve the traffic congestion at the Yellowstone Hwy/Curtis St intersection.

4. Extension Concept Development

Following the traffic study recommendations and receiving public feedback, three alternative concepts were developed. **Figure 2** shows the existing utility map for the study area between E Yellowstone Highway and Miracle Street. Each alternative is described below.

- Alternative 1 [**Figure 3**] includes Texas Street centered along the existing right-of-way with a sidewalk to the west, as well as a northbound bus lane between Miracle Street and E Lathrop Road. Steep slopes along the right-of-way add complications to the grading of the sidewalk and would require retaining structures and a handrail. This alternative also includes a storm drain that could have a potential water conflict, requiring additional surveying to confirm. The storm drain and sanitary sewer manhole covers for this alternative are near the wheel path of the roadway. Overhead power and communication lines would also need to be moved for this alternative to be viable. The extension of Texas Street aligns north of E Yellowstone Highway too.
- Alternative 2 [**Figure 4**] includes Texas Street centered along the existing right-of-way with a sidewalk to the east, where existing grading is more acceptable on the west. Overhead power and communication would be moved underground below the sidewalk. The storm drain and sanitary sewer manhole covers are also near the wheel path of the roadway in this alternative.
- Alternative 3 [**Figure 5**] is similar to Alternative 1, with alignment shifted east to alleviate issues with grading, utility conflicts, and the roadway wheel path. Alternative 3 also has a sidewalk to the west, and grading complications are reduced due to the alignment shift. Additional surveying is required to confirm water line and sewer main. Overhead power and communication lines would be moved underground for this alternative.

5. Extension Recommendations

Ultimately, Alternative 3 was selected for recommendation, due to the reduced conflict with grading and existing utilities. This alternative includes a sidewalk to the west of the roadway, which may require retaining structures and a handrail. Future sidewalk could be constructed to the east of the roadway within the right-of-way and would require an easement through the unplatted area. The storm drain and sanitary sewer drain locations are not near the wheel path with this alternative, though additional surveying is required to confirm any issues with the water and sanitary sewer main. Overhead power and communication lines would be moved underground.

This alternative also incorporates the public comments of tying the extension of Texas Street with the existing roadway north of E Yellowstone Highway. While there is expected to be about a 4’ offset in the alignments, this connection will further decrease the traffic using Curtis Street and help future operations in the study area. The final preferred alternative of the study can be seen in **Figure 6**.

Figure 2 – Existing Utility Map

Figure 3 – Alternative 1

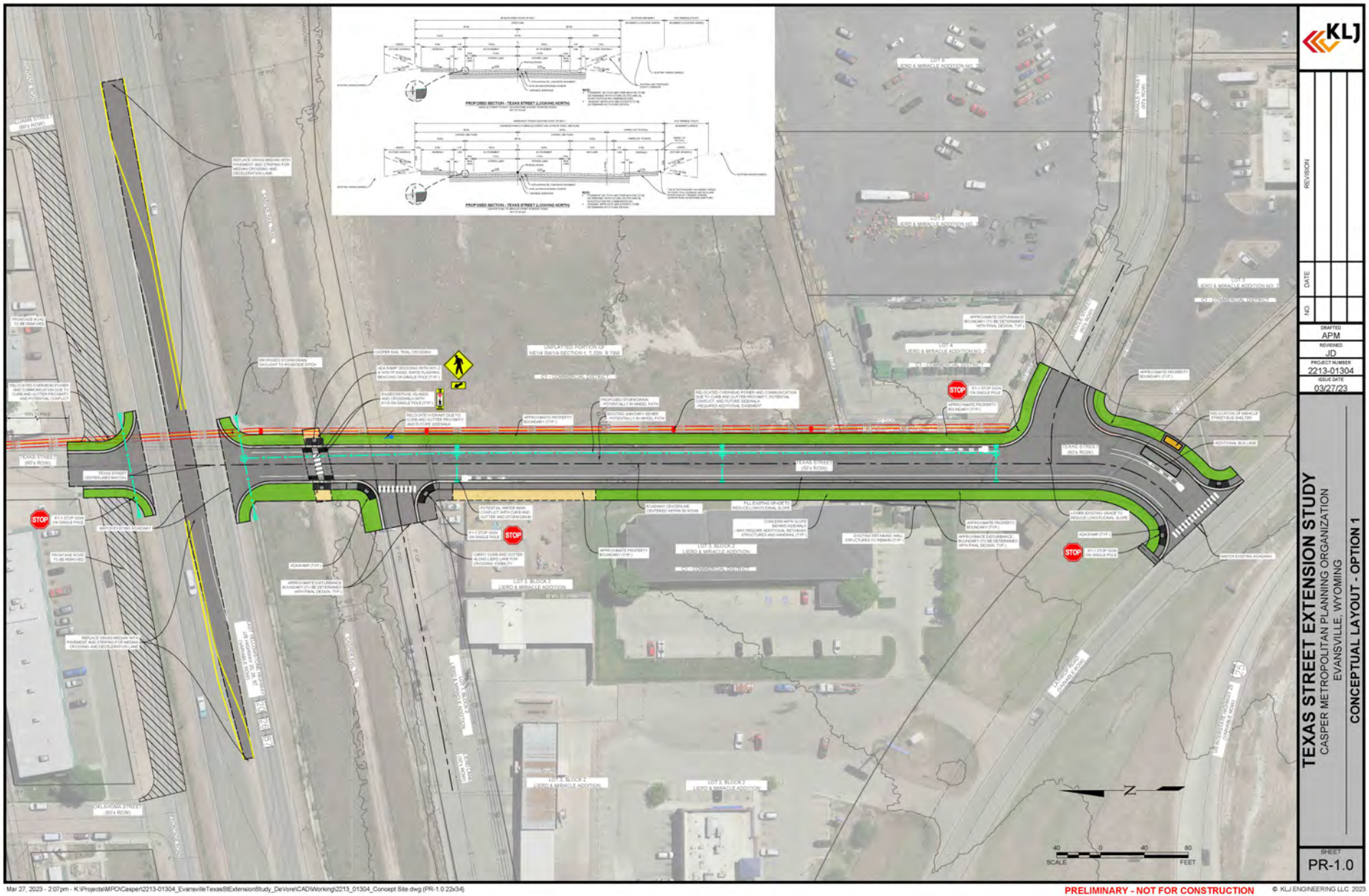


Figure 4 – Alternative 2

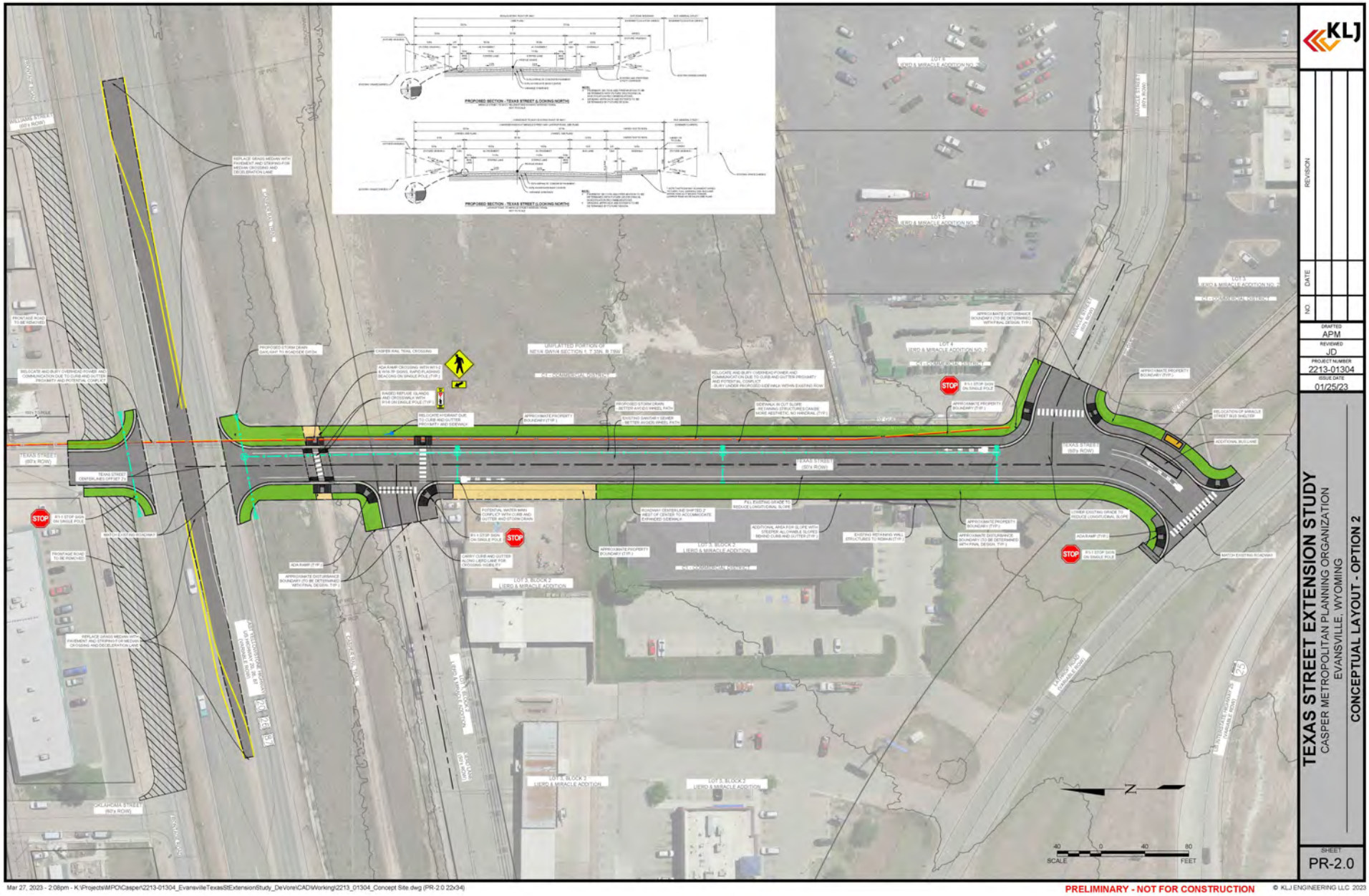


Figure 5 – Alternative 3

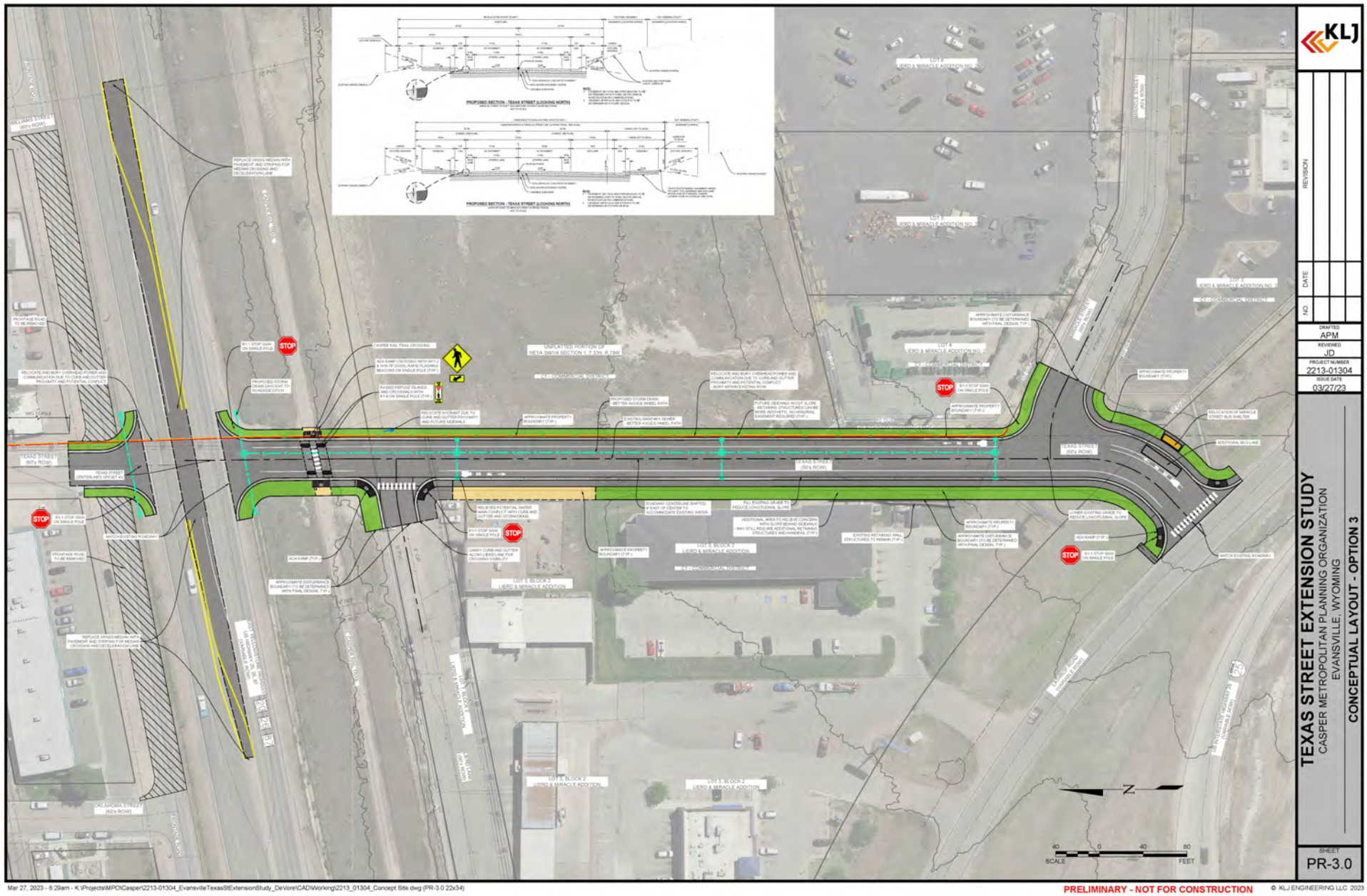
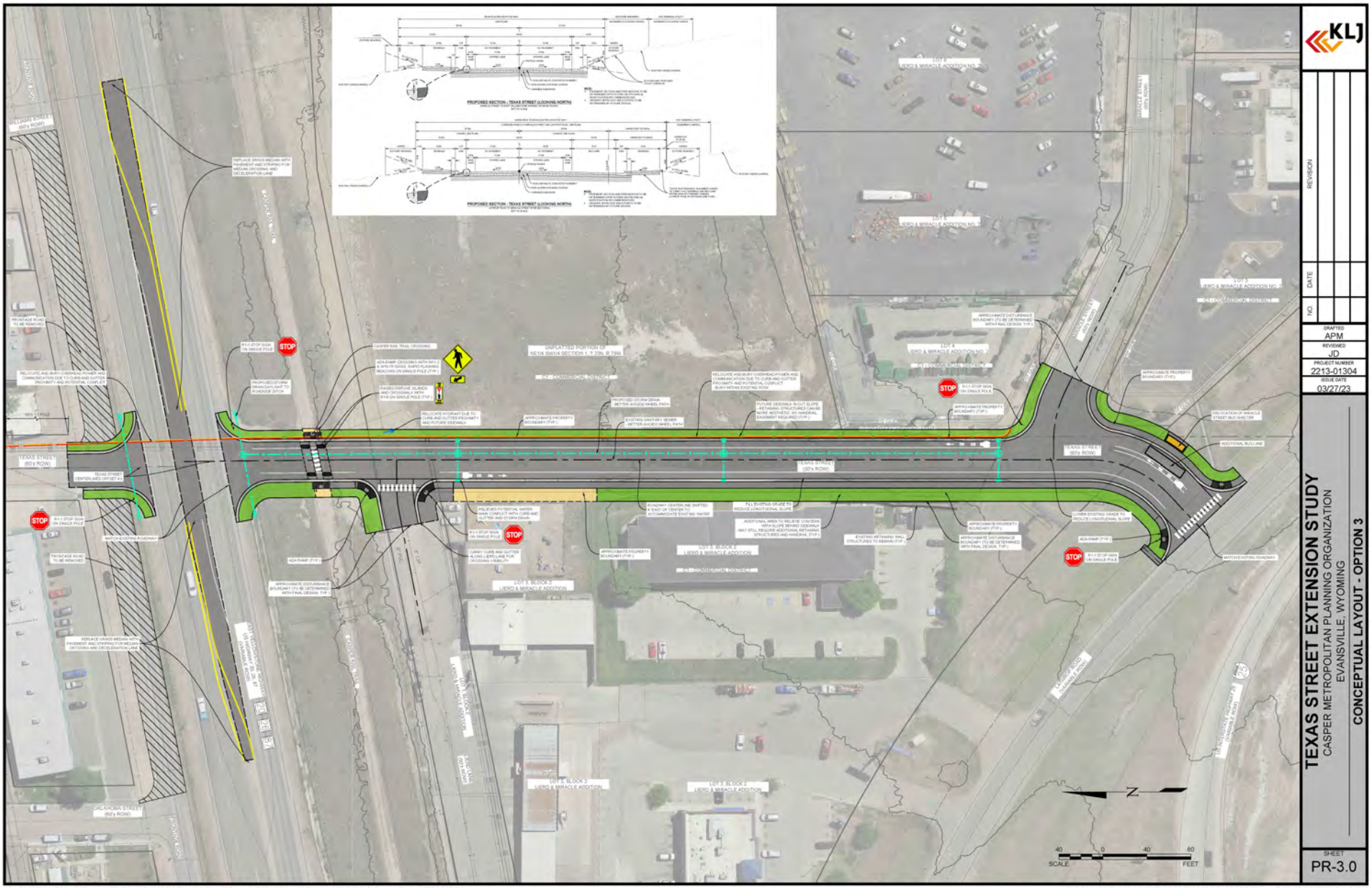


Figure 6 – Recommended Texas Street Extension



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ATTACHMENT A – TRAFFIC STUDY

ENGINEERING, REIMAGINED

TRAFFIC STUDY

Texas Street Extension
Traffic Analysis
Evansville, WY

December 2022

Prepared For:

Casper Area Metropolitan Planning Organization
Casper, WY 82601

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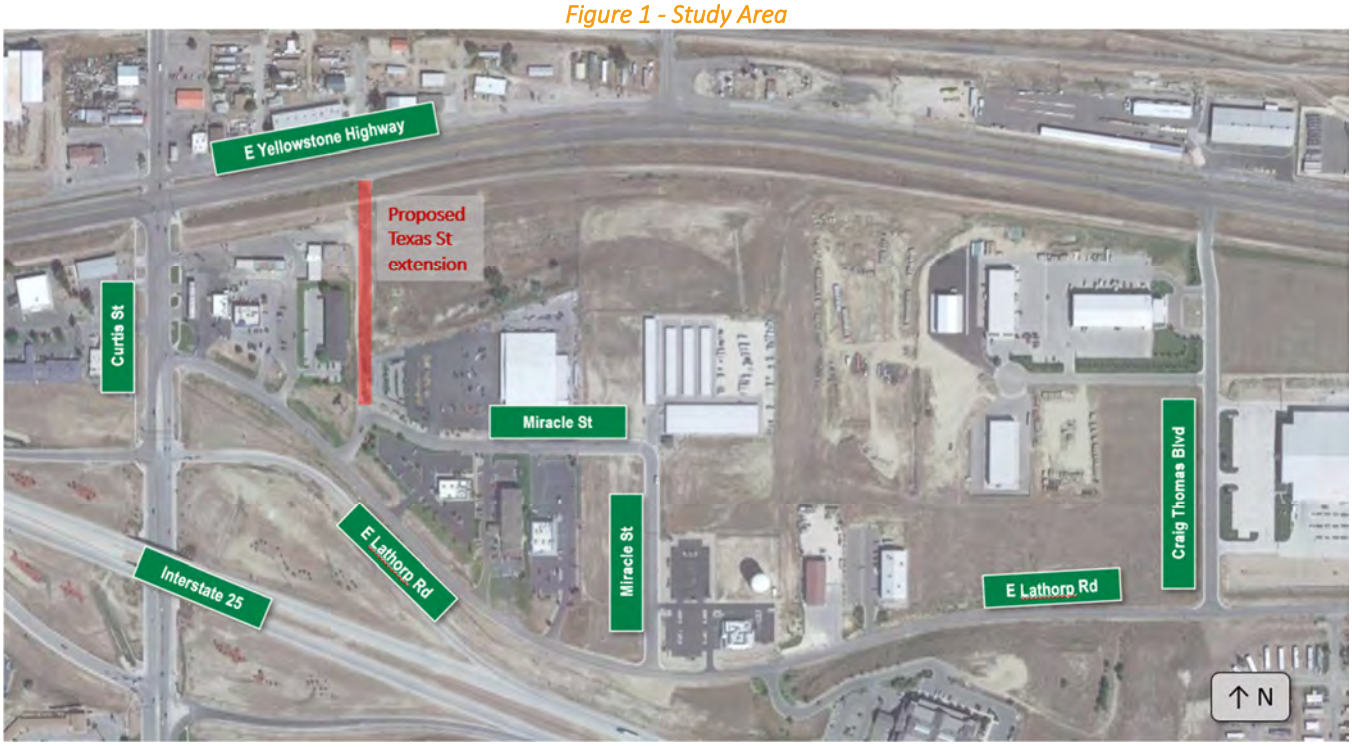
1. Introduction

This study has been prepared to evaluate the traffic impacts in the vicinity of Texas Street in Evansville, WY. The Casper Area MPO is exploring the concept of extending Texas Street from East Yellowstone Highway to Miracle Street to the south in an effort to relieve current congestion problems at the Curtis Street and Lathrop Road intersection. Congestion at the intersection is expected to worsen as development continues in the study area.

Figure 1 - Study Area



2. Study Area

Major Roadways

E YELLOWSTONE HIGHWAY

E Yellowstone Highway is a four-lane divided highway that runs east-west through the study area. The posted speed limit is 40 miles per hour (mph) and it has daily traffic volumes of 6,000 vehicles per day (vpd).

CURTIS STREET

Curtis Street is currently a five-lane undivided principal arterial that runs north-south through the study area. The posted speed limit is 30 (mph) and it has daily traffic volumes of approximately 11,000 vpd.

E LATHROP ROAD

E Lathrop Road is a two-lane undivided collector road running east-west through the study area. The posted speed limit is 30 mph, and it has daily traffic volumes of approximately 3,500 vpd.

Study Intersections

The following intersections were selected for traffic analysis, as shown in **Figure 2**:

1. E Yellowstone Highway and Curtis Street
2. Curtis Street and Lierd Lane
3. Curtis Street and E Lathrop Road
4. E Yellowstone Highway and Craig Thomas Boulevard
5. E Yellowstone Highway and Texas Street (for forecast build conditions)

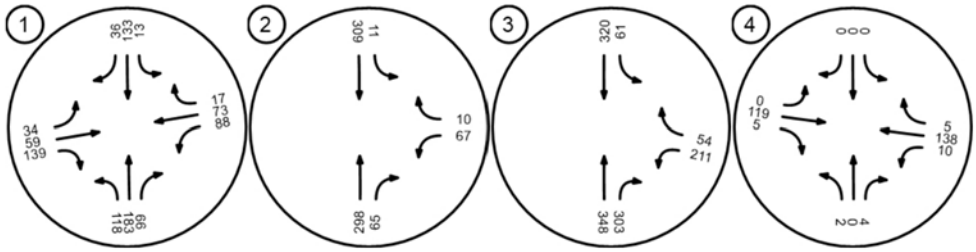
Figure 2 - Study Intersections

3. Traffic Volumes

Existing Volumes

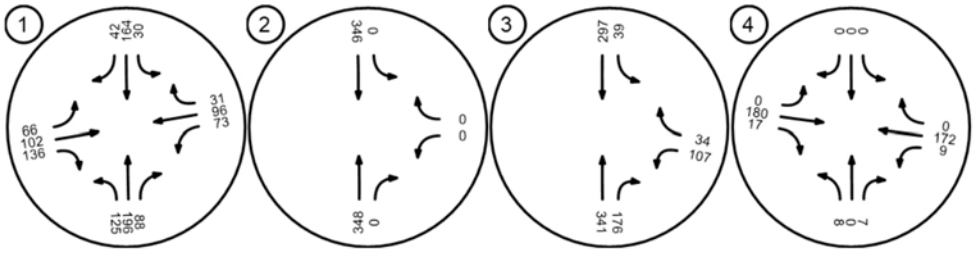
KLJ Engineering collected peak hour turning movement counts (TMC) at the study intersections using StreetLight data. StreetLight data was collected and averaged for expected summer weekday and Saturday traffic volumes. The weekday PM and Saturday peak hours were shown to have the largest traffic volumes out of the weekly analysis. The balanced existing intersection level traffic volumes in the study area for PM and Saturday peaks are shown in **Figure 3** and **Figure 4**.

Figure 3 - Existing PM Peak Traffic Volume



1. E Yellowstone Highway and Curtis Street
2. Curtis Street and Lierd Lane
3. Curtis Street and E Lathrop Road
4. E Yellowstone Highway and Craig Thomas Boulevard

Figure 4 - Existing Saturday Peak Traffic Volume



1. E Yellowstone Highway and Curtis Street
2. Curtis Street and Lierd Lane
3. Curtis Street and E Lathrop Road
4. E Yellowstone Highway and Craig Thomas Boulevard

Future Volumes

Future traffic volumes were developed through a combination of historical growth of traffic volumes in the study area, proposed land uses for undeveloped parcels in the study area, existing origin and destination travel patterns to and from the study area, and engineering judgement. Based on the historical AADT of the roadways in the study area, a background traffic annual growth rate of 0.8% was applied to the existing peak hour turn movements. This creates the base traffic volumes for the networks assuming there will be no development in the study area.

For the undeveloped land, a combination of service, retail, and light industrial land uses were assumed for the empty parcels of land. These trips were then distributed through the network for two scenarios: the build scenario where Texas Street is connected to Yellowstone Highway, and the no build scenario where Texas Street is not connected to Yellowstone Highway. The trip routes for these two scenarios were developed through shortest path and engineering judgement. The trips populating the routes were determined through the existing origin and destination data obtained through StreetLight Data. The data showed that the vast majority of trips, around 70%, to and from the study area originated and were destined to Curtis Street south of Lathrop Road. Thus, around 70% of the trips generated from the assumed development in the study area would also originate from and be destined to Curtis Street south of Lathrop Road. The full Origin and Destination split is shown in **Figure 5**. The resultant TMC for the future scenarios are shown in **Figure 6**, **Figure 7**, **Figure 8**, and **Figure 9**.

Figure 5 - Origin and Destination

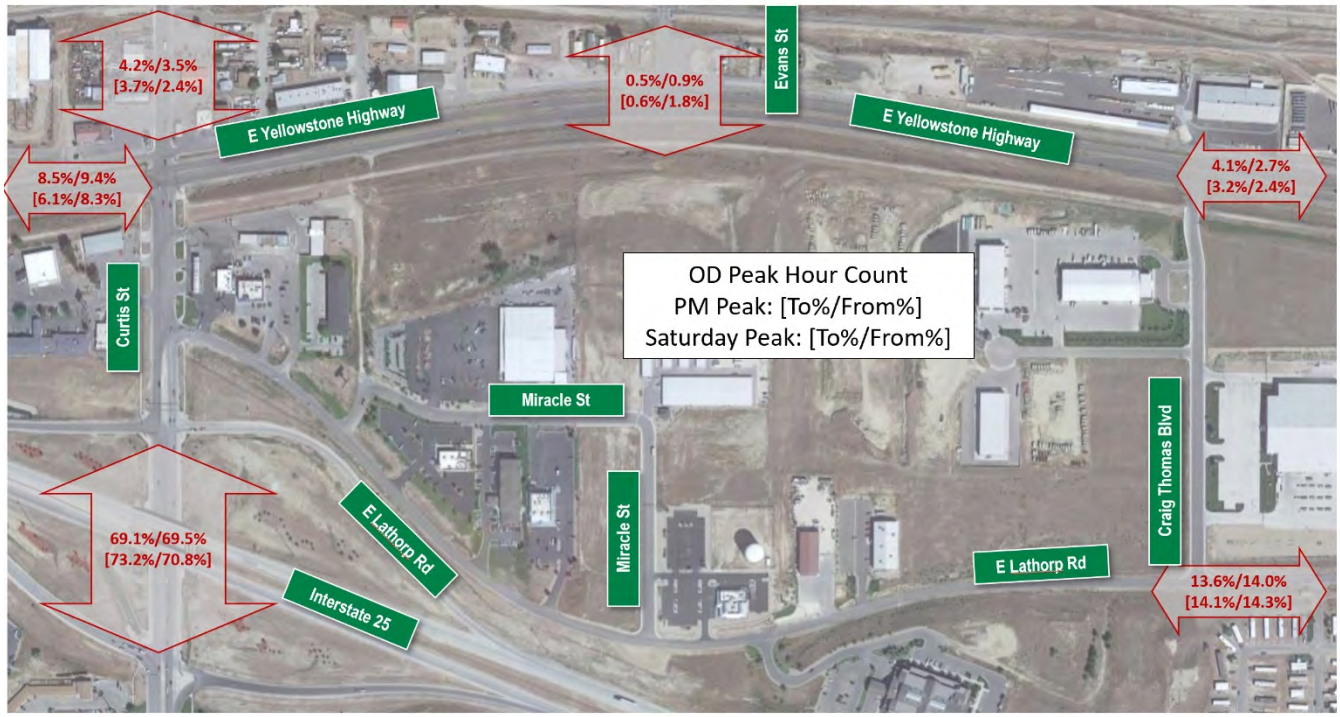
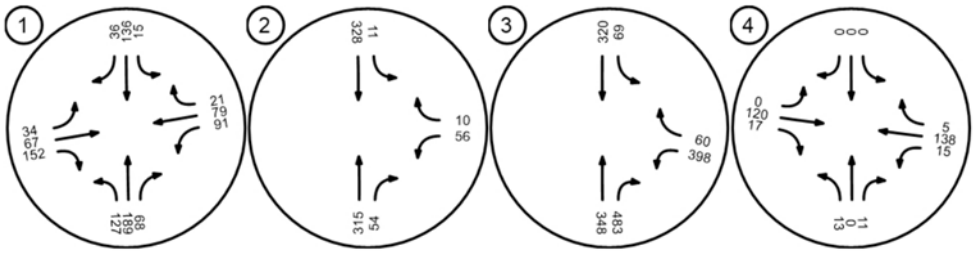
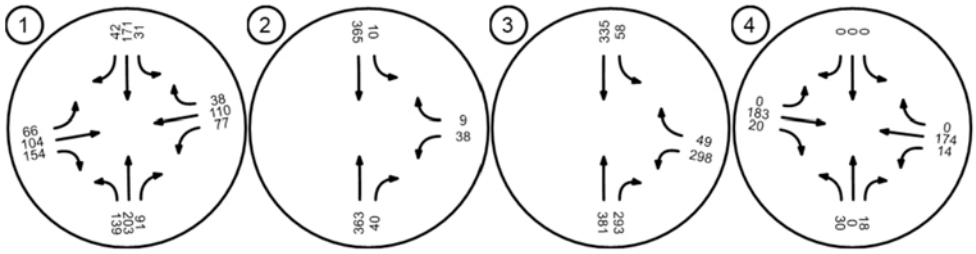


Figure 6 - Forecast PM Peak Traffic Volume – No Build



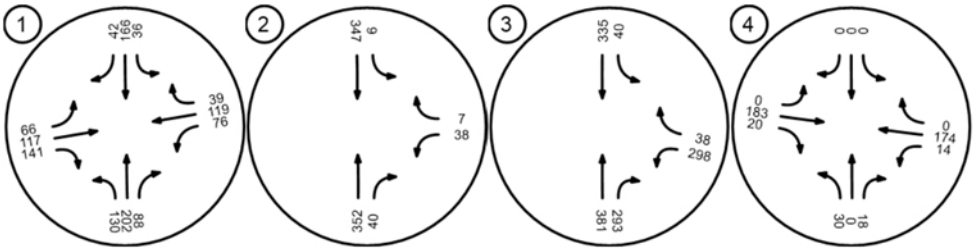
1. E Yellowstone Highway and Curtis Street
2. Curtis Street and Lierd Lane
3. Curtis Street and E Lathrop Road
4. E Yellowstone Highway and Craig Thomas Boulevard

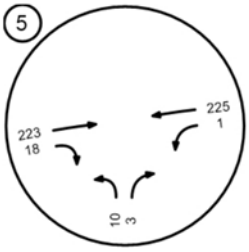
Figure 7 - Forecast Saturday Peak Traffic Volume - No Build



1. E Yellowstone Highway and Curtis Street
2. Curtis Street and Lierd Lane
3. Curtis Street and E Lathrop Road
4. E Yellowstone Highway and Craig Thomas Boulevard

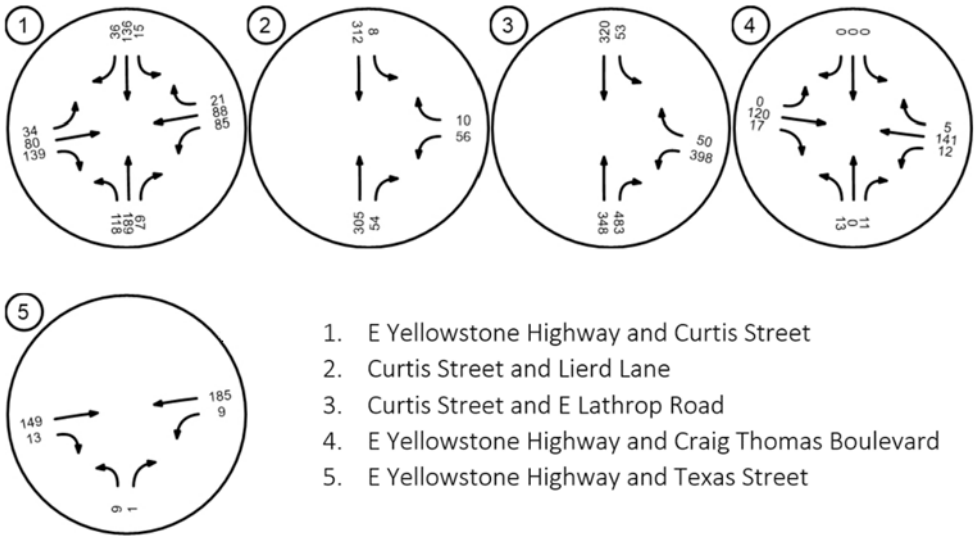
Figure 8 - Forecast PM Peak Traffic Volume - Build





1. E Yellowstone Highway and Curtis Street
2. Curtis Street and Lierd Lane
3. Curtis Street and E Lathrop Road
4. E Yellowstone Highway and Craig Thomas Boulevard
5. E Yellowstone Highway and Texas Street

Figure 9 - Forecast Saturday Peak Traffic Volume - Build



1. E Yellowstone Highway and Curtis Street
2. Curtis Street and Lierd Lane
3. Curtis Street and E Lathrop Road
4. E Yellowstone Highway and Craig Thomas Boulevard
5. E Yellowstone Highway and Texas Street

4. Crash History

Reviewing historic crash information can help identify existing deficiencies that can be addressed through this study. Crash data from 2017-2021 was examined on the Curtis Street corridor from the service road north of Yellowstone Highway to the westbound ramps of I-25. The results of the crash analysis are broken down by crash severity, rate, and type for each intersection, and are shown in **Table 1**, **Table 2**, and **Table 3,** respectively.

Table 1 - Crash Severity by Intersection

Intersection	Traffic Control	Crash Severity				
		K	A	B	C	PD
Curtis St & US 20/26/87/SVRD	TWSC	0	1	0	0	6
Curtis St & Yellowstone Hwy	Signal	0	0	1	1	13
Curtis St & Lierd Ln	TWSC	0	0	0	0	1
Curtis St & Lathrop Rd	TWSC	0	0	1	1	9
Curtis St & I-25 WB Ramps	Signal	0	1	0	5	20

K – Fatality; A – Severe injury; B – Minor injury; C – Possible injury; PD – Property damage (no injury).

Table 2 - Crash Rate by Intersection

Intersection	Traffic Control	Typical CR	Observed CR	Critical CR	Critical Index
Curtis St & US 20/26/87/SVRD	TWSC	0.19	**0.48**	0.52	0.93
Curtis St & Yellowstone Hwy	Signal	0.40	**0.68**	0.77	0.89
Curtis St & Lierd Ln	TWSC	0.19	0.05	0.45	0.10
Curtis St Lathrop Rd	TWSC	0.19	**0.40**	0.42	0.96
Curtis St & I-25 WB Ramps	Signal	0.52	**0.88**	0.88	1.00

Table 3 - Crash Type by Intersection

Intersection	Crash Type							
	Rear End	Side-swipe	Single Veh ROR	Right Angle	Head On	Left Turn	Right Turn	Other
Curtis St & US 20/26/87/SVRD	4	0	1	2	0	0	0	0
Curtis St & Yellowstone Hwy	2	1	1	4	1	6	0	0
Curtis St & Lierd Ln	0	0	1	0	0	0	0	0
Curtis St Lathrop Rd	5	1	0	3	0	2	0	0
Curtis St & I-25 WB Ramps	8	5	2	4	1	6	0	0

As shown in **Table 1**, there were two serious injury accidents, one at the service road and one at the I-25 westbound ramps. There were also two minor injuries, one at Yellowstone Highway and one at Lathrop Road. As shown in **Table 2**, the recorded crashes resulted in higher than typical crash rates for similar intersections at all intersections except for at Lierd Lane. However, none of the intersections had rates above the critical rate. As shown in **Table 3**, the most common crash types were: rear end (19), left turn (14), and right angle (13).

5. Traffic Operations Analysis

Methodology

CAPACITY ANALYSIS

The traffic conditions in the network will be affected by the proposed development. Traffic operational and queuing analysis results are described as a *Level of Service* (LOS) ranging from "A" to "F" with "A" operating with the least delay and "F" indicating a breakdown in operations. LOS is determined based on methodology in the *Highway Capacity Manual* (HCM), which defines the LOS based on control delay. LOS "D" or worse is considered poor or unacceptable, in accordance with the WYDOT standards. The LOS and its associated intersection delay for unsignalized and signalized intersections as defined by HCM are shown in **Table 4**.

Table 4 - Intersection Delay and LOS Thresholds

LOS	Control Delay Per Vehicle (sec.)	
	Unsignalized Intersection	Signalized Intersection
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

For signalized intersections, the LOS is based on the average stopped delay per vehicle. The procedures used to evaluate signalized intersections use detailed information on geometry, lane use, signal timing, peak hour volumes, arrival types, and other parameters. This information is then used to calculate delay and determine the capacity of each intersection. LOS for a side-street stop-controlled intersection is undefined by HCM. For side-street stop-controlled intersections, the through traffic on the major (uncontrolled) street generally experiences no delay at the intersection. Conversely, vehicles turning left or crossing the major street from the minor street experience

more delay than other movements, at times experiencing significant delay. Vehicles turning right on the minor street experience less delay than those turning left from the same approach. Due to this scenario, the LOS assigned to a side-street stop-controlled intersection in this study is based on worst approach LOS.

Traffic Models

Traffic operations analysis was completed using VISTRO software, which included factors such as number of lanes, storage lengths, link distances, speed limits, and traffic volumes. The results of the VISTRO analysis are displayed as Measures of Effectiveness (MOE). The primary MOEs that are used in the study are delay as expressed by Level of Service (LOS), and 95th percentile queue lengths for approaches. 95th percentile queue lengths for approaches should not extend to adjacent intersections.

The following scenarios were modeled for the PM and Saturday peak periods in 2022 and 2042:

- Existing Conditions (2022)
- No Build (2042)
- Build (2042)

The traffic models included no geometric improvements at the study intersections other than the Texas Street connection to Yellowstone Highway under the build scenario, and signal timing was optimized by the Vistro software.

Traffic Operations Results

The traffic operations results for the existing and future conditions at the five study intersections are shown in **Table 5**, **Table 6**, and **Table 7** with the displayed delay and LOS representing the worst performing approach for TWSC, and the whole intersection for signalized. For detailed VISTRO results, please refer to **Appendix A**.

Table 5 – Capacity Analysis Results - Existing

Intersection	Traffic Control	PM Peak		Saturday Peak	
		Delay (s)	LOS	Delay (s)	LOS
Yellowstone Hwy & Curtis St	Signal	37	D	35	C
Curtis St & Lathrop Rd	**TWSC**	21	C	**48**	**E**
Yellowstone Hwy & Craig Thomas Blvd	**TWSC**	11	B	10	A
Curtis St & Lierd Ln	**TWSC**	14	B	14	B

Table 6 - Capacity Analysis Results - Forecast No Build

Intersection	Traffic Control	PM Peak		Saturday Peak	
		Delay (s)	LOS	Delay (s)	LOS
Yellowstone Hwy & Curtis St	Signal	37	D	35	D
Curtis St & Lathrop Rd	**TWSC**	**110**	**F**	**337**	**F**
Yellowstone Hwy & Craig Thomas Blvd	**TWSC**	11	B	10	A
Curtis St & Lierd Ln	**TWSC**	14	B	14	B

Table 7 - Capacity Analysis Results - Forecast Build

Intersection	Traffic Control	PM Peak		Saturday Peak	
		Delay (s)	LOS	Delay (s)	LOS
Yellowstone Hwy & Curtis St	Signal	37	D	36	D
Curtis St & Lathrop Rd	TWSC	83	F	284	F
Yellowstone Hwy & Craig Thomas Blvd	TWSC	11	B	10	A
Curtis St & Lierd Ln	TWSC	14	B	13	B
Yellowstone Hwy & Texas St	TWSC	11	B	10	B

The results of the analysis show that the intersection of Curtis Street and Lathrop Road currently operates at an unacceptable LOS E during the Saturday peak hour, while the PM peak operates at an acceptable LOS C. However, the forecast analysis shows that the intersection is expected to operate at LOS F for both peak hours under both scenarios. The LOS F at the westbound approach is largely due to the disproportionately high left turning volume. With the majority of new and existing trips leaving the study area expected to travel south on Curtis Street, the planned extension of Texas Street to Yellowstone Highway is unlikely to have a significant impact on congestion at Curtis Street and Lathrop Road. It is likely that the intersection will require improvements in traffic control in order to better accommodate the traffic volumes it currently experiences and that it is expected to in the future.

6. Potential Mitigation

The previous analysis shows that the Texas Street connection to Yellowstone Highway is not likely to mitigate the current and forecasted operational deficiencies at Curtis Street and Lathrop Road. Two potential mitigations were analyzed at the intersection under forecasted no build and build conditions for the Saturday peak hour, because that hour experienced the worst delays in the previous analysis. The potential mitigations that were analyzed were:

- Signal Control with an added westbound right turn lane
- 2 x 1 Roundabout Control

As shown in Table 8, while the signalized results show an acceptable LOS D at the intersection, the northbound queues are expected to extend to the signalized intersection at the I-25 westbound ramps, making them a nonviable option. However, the roundabout scenario is expected to accommodate the expected traffic volumes with or without the Texas Street connection to Yellowstone Highway.

Table 8 - Forecasted Mitigation Results

Scenario	Signal			Roundabout		
	Delay (s)	LOS	Worst Queue (ft)	Delay (s)	LOS	Worst Queue (ft)
Saturday Forecast (No Build)	41	D	687 NB	7	A	58 WB
Saturday Forecast (Build)	43	D	738 NB	6	A	43 NB

7. Recommendations

This report examines the possible extension of Texas Street from Miracle Drive to Yellowstone Highway in Evansville, WY. The proposed extension is in response to the need to alleviate congestion on the nearby intersection of Curtis Street and Lathrop Road on its westbound approach. The analysis performed shows that the proposed extension is unexpected to produce the desired effect. This is largely due in fact to that current traffic patterns shown that the majority of traffic leaving the study area proceeds to travel south, and the proposed extension is likely to only accommodate traffic traveling to and from the west. In lieu of the proposed extension, it is recommended that enhanced traffic control be considered at the Curtis Street and Lathrop Road intersection. The analysis examined both signalized and roundabout control at the intersection. While the signalized intersection did show to have acceptable LOS D, the queues on the northbound approach were expected to extend to the signalized intersection at the I-25 westbound ramps. However, the analysis on the 2 x 1 roundabout alternative showed LOS A operations and no significant issues with queueing. For these reasons, it is recommended that a 2 x 1 roundabout be considered at the Curtis Street and Lathrop Road intersection.

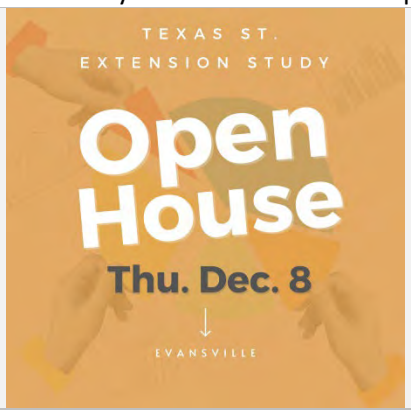
ATTACHMENT B – PUBLIC INVOLVEMENT REPORT

EVANSVILLE TEXAS STREET EXTENSION STUDY

PUBLIC INVOLVEMENT REPORT

FIRST ROUND: OPEN HOUSE PROMOTION

Social Media

Posting Date	Platform	Content	Graphics/Links
11/28/2022	Facebook	Traffic bad on Curtis St.? We're looking to improve it. Join the project team Thu, Dec. 8. Enjoy some light refreshments as we share early ideas for extending Texas St. to Yellowstone Hwy and other nearby improvements. Come and go as you please. Thu, Dec. 8 from 4-7 p.m. at the Evansville Community Center.	Use video file for posting and include the map with the post. Link to: bit.ly/texasst Create a Facebook event
12/5/2022	Facebook	Open house this Thursday evening. We're welcoming the public to come learn about plans to extend Texas St. to Yellowstone Hwy and surrounding intersection improvements. Come and go as you please. Thu, Dec. 8 from 4-7 p.m. at the Evansville Community Center. Refreshments provided.	Use video file for posting and include the map with the post. Link to: bit.ly/texasst
			

Posting Date	Platform	Content	Graphics/Links
12/8/2022	Facebook	Join us tonight! Open house to talk about plans to extend Texas St. to Yellowstone Hwy. Come and go as you please. Thu, Dec. 8 from 4-7 p.m. at the Evansville Community Center. Refreshments provided.	Use video file labeled "...Tonight.mp4" for posting and include the map with the post. Link to: bit.ly/texasst

Email

Send Date	Content	Attachments
11/28/2022	You're invited! Join the project team Thu, Dec. 8 to discuss extending Texas St. to Yellowstone Hwy and other nearby improvements. We're looking to relieve traffic congestion on Curtis Street, support future development, connect to trails, and reduce risk of collisions. Meet us at the open house. Come and go as you can. • Thu, Dec. 8 from 4-7 p.m. • Evansville Community Center. • Refreshments will be provided. Stay connected. • Visit us online at bit.ly/texasst • Sign up for SMS messages: Text: TexasSt to 844-764-2126	PDF of brochure Embed or attach map

	• Sign up for email updates: laura.langdon@kljeng.com	

Brochure

SMS Message

Send Date	Content
12/1/2022	Texas St: Open house Thu, Dec. 8 from 4-7 p.m. at the Evansville Community Center. Join us in the early stages of this project. Refreshments provided. More at: bit.ly/texasst
12/7/2022	Don't forget! Join us tomorrow at the open house from 4-7 p.m. Come and go as you can. More at bit.ly/texasst

OPEN HOUSE SUMMARY

Held: 12/8/2022
Time: 4:00 PM – 6:45 PM (MST)
Location: Evansville Community Center, 71 Curtis St, Evansville, WY 82636

Attendance

Name	Organization	Email
Beth Andress	Casper MPO	bandress@casperwy.gov
Robert Lewallen	Town of Evansville	rlewallen@evansville-wy.gov
Mike Thompson	Evansville PD	policechief@evansville-wy.gov
Renee Hardy	Casper MPO	
Salina Matinez	Casper MPO	
Susan Bentley	WIL MPO	sbentley@wilr.org
Chad Edwards	Town of Evansville	cedwards@evansville-wy.gov
Tony MacDonald	KLJ	anthony.macdonald@kljeng.com

Notes

Mike Thompson's Observations

- What we need is dedicated right hand turn from Curtis to Lathrop. He was thinking shifting the dedicated lane further south of current Lathrop and pushing intersection of Lathrop to better match Luker Lane across Curtis, would give plenty of room for dedicated left and right turn from Lathrop to Curtis.
- Hates roundabout idea. Thinks semi-trailers will destroy everything. Discussed ways of using stamped concrete and other features that are mountable and not just statues to be driven over.
- Very concerned with 2025 timeframe and waiting that long. We discussed getting funding in place for design, then construction, ROW items, WYDOT coordination, utilities, etc.
- WYDOT discussing closing down frontage road running parallel with Yellowstone highway on north side. There are a scary number of near misses and accidents due to proximity to Yellowstone and unclear right of way. His understanding is that they would close it down regardless of our project, but the portion east of Curtis for certain.
- Thinks Texas would be a welcome roadway for accessing the businesses in this area. Thinks this would make the property north of Murdochs increase in value. The hotel and daycare would appreciate more room and avoiding the car wash blowers in Leird Lane.
- Discussions of multimodal support along Texas Street. This would connect with gravel pathway as part of "rails and trails" parallel to Yellowstone on south side.
- His discussions of using an approach at Texas off of Yellowstone for the various businesses would be a certainty instead of taking Curtis, back to Lathrop etc.
- People from Glenrock area coming this direction will certainly not get to Lathrop any other way than Curtis, unless Texas was a possibility.
- Asked about why not extending north/south portion of Miracle Street through the storage units (located north of the 90-degree turn of Miracle/Miracle)
- Robert L said the grade change to Yellowstone was too much and was pretty sure there were distribution utilities in the way in the area west of storage facility and east of Murdochs.
- Multiple folks discussed trailers park along Miracle Street.
- Concerned about west end of Miracle and current portion of Texas needing to be designed to better handle smaller trailers from Murdochs traffic, and also the larger semi-trailers.
- Noted that he is shocked that the accidents on Curtis at Leird Lane, Yellowstone, and that frontage road north of Yellowstone are not off the charts horrible.

- Discussed potential development of events center in recent years northwest of Craig Thomas and Lathrop Road intersection. Apparently the liquor license that had been unclaimed for 2 years was picked up right before they asked about the LL for the events center. They are waiting on requisite population to berth the next LL and it will take off.
- Discussed a development in the area of 80 additional single-family homes in the next few years.
- The trailer park southeast of Craig Thomas and Lathrop Road intersection was recently gutted and renovated. They have 72/199 moved back in again, and they expect it to be full once again by the end of next year.
- Coined the term "One little road could change the world" in this area.
- Everyone is annoyed at the blower for the car wash in Leird Lane. They are working to politically see about relocating it to no avail.

Chad Edwards' Observations

- Wanted to make sure everyone was aware of current project for pathway along north side of Lathrop from Curtis Street to Craig Thomas intersections. This will be utilizing the Urban Systems Fund when it replenishes. Typically they replenish in October of each year. Beth wasn't sure she had seen anything on that but will look into things. Part of the project will address Curtis and Lathrop intersection to address pedestrian safety. They are looking at dedicated right hand turn from Curtis to Lathrop, which will be pushed south of current 2 lanes of Lathrop, to allow for a pedestrian refuge island. This will also allow for 80'+ along Lathrop for a dedicated left and right turn from Lathrop onto Curtis. This $750k funding is in place for this project and the Urban Systems Fund was also targeted for an additional $1.6 million to rehabilitate Lathrop Road, and "pave" Texas Street as conceptually shown and justified by previous and this current study.
- This revised study was aimed at verifying that the traffic counts require something like Texas Street.
- Discussed that they had intense public meetings with previous traffic study effort to provide option for roundabouts, because most people are opposed, but engineer showed the multitude of benefits.
- Noted the worst times for existing Lathrop to Curtis intersection congestion is lunch and dinner rush due to restaurants.
- Robert noted the lack of staff at most places is still horrendous.
- The previous traffic study efforts reviewed approaching Yellowstone from Miracle but the grade change was much too intense. Worse than Texas, which is already going to be tricky to navigate with existing businesses to either side at south end.
- WYDOT said no to a signal at Curtis and Lathrop due to proximity of I-25 on/off ramps.
- Does not want a roundabout. Pretty sure that the truck traffic on Curtis will make it impossible to navigate. This was why they went with the Urban Systems funding aiming at the current right hand at that intersection on to Lathrop and Texas Street.
- Discussed the median between west & east bound Yellowstone being an issue where Texas conceptually approaches. Reviewing this, it appears to be a very small grass lined swale.
- Discussed that WYDOT was not opposed to a light at this intersection of Texas and Yellowstone
- Beth discussed walking path from Lathrop and along Texas would connect the "rails to trails" pathway that they got parallel to Yellowstone on the south side. This rails to trails continues east toward state park connection.

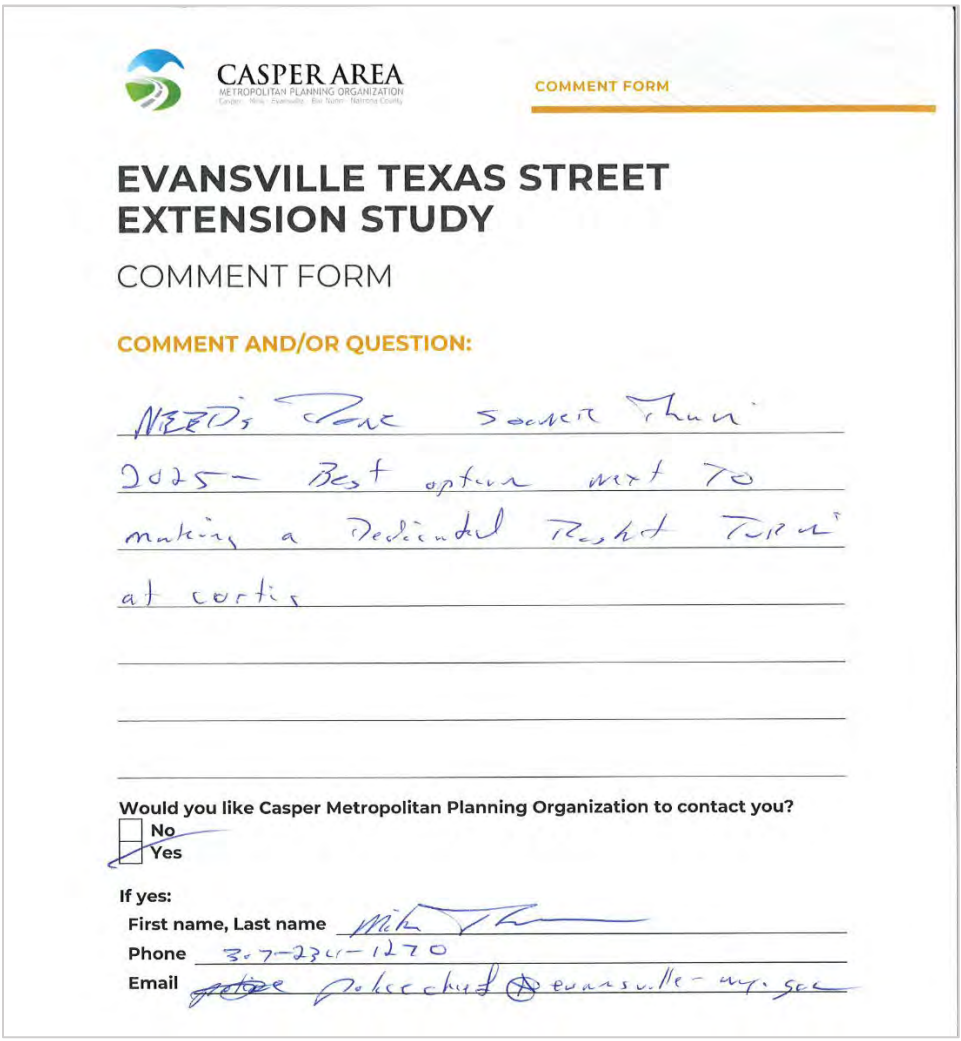
- Beth and Chad were discussing pathway along Lathrop in detail. Potential for bus route relocation
- Current bus route utilizes Miracle Street and Robert said the bus stop is at the east extent of the east/west portion of Miracle.
- Beth and Chad discussion of redoing the intersection of Texas and Lathrop up through Miracle street to widen it up and create a bus stop on east side of Texas.
- Discussed lowering the existing portion of Texas into Miracle to reduce the retaining wall efforts on the west side. Power poles and overhead lines will need to be redone regardless. Large signs and utilities will need to be reviewed.

Other Observations

- Consensus that roundabout will not succeed with semi-trailer traffic.
- Truck traffic in general seemed to be a major concern with and potential intersection designs
- Texas Street will be a major improvement to the area, above any existing or other conceptual routes.
- Curtis and Lathrop needs improved in addition to Texas Street or any other routes – the other proposed Pathway project should help alleviate issues.
- Need to get rid of the frontage road north of Yellowstone.
- Vehicle Blower in Laird is a problem.

Comment Form

One comment form was received at the open house.



CASPER AREA
METROPOLITAN PLANNING ORGANIZATION

COMMENT FORM

EVANSVILLE TEXAS STREET EXTENSION STUDY

COMMENT FORM

COMMENT AND/OR QUESTION:

NEED: Road South Thru
2025 – Best option next to
making a Dedicated Right Turn
at curtis

Would you like Casper Metropolitan Planning Organization to contact you?
☐ No
☑ Yes

If yes:
First name, Last name Mike
Phone 307-234-1270
Email [illegible] @evansville-wy.gov

SECOND ROUND: REVIEW ROAD DESIGN

Social Media

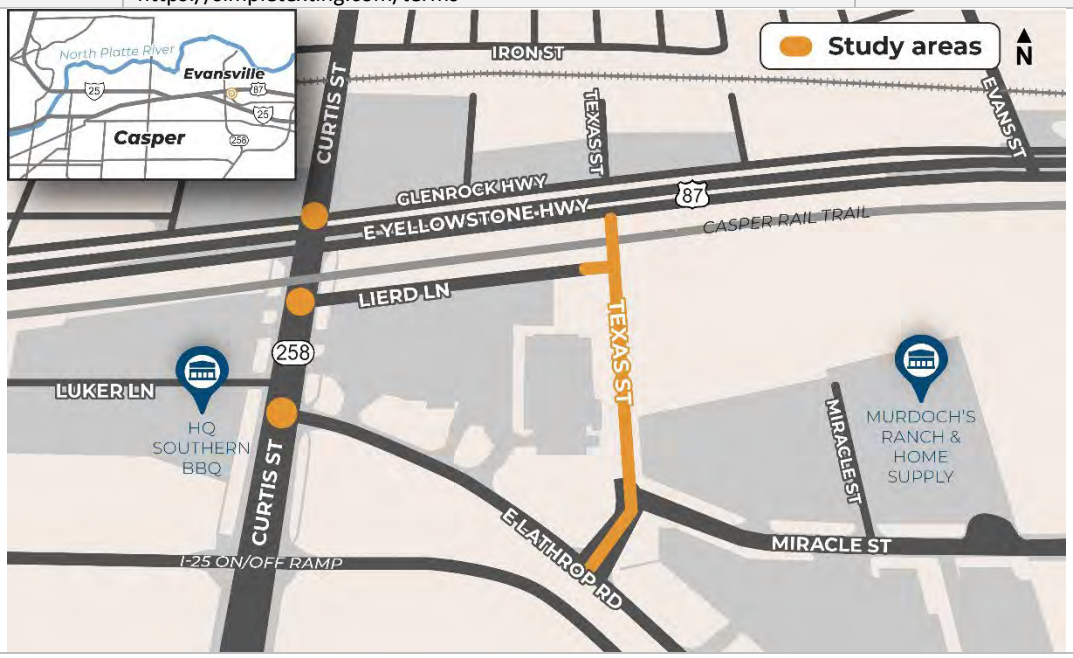
Posted Date	Platform	Content	Graphics/Links
Thu, Mar. 2, 2023	Facebook	Comment on a new road design in Evansville! We have a preliminary concept ready for public feedback. The road design extends Texas St. from Lathrop Rd. to Yellowstone Hwy. The goal is to support future development in the area and benefit existing businesses. Tell us what you think and comment directly on the road design.	Use video file for posting and include the map with the post. Link to: bit.ly/texasst

		Bit.ly/texasst	

Email

Send Date	Content	Attachments
Thu, Mar. 2, 2023	A new preliminary road design is open for public comment. We're welcoming feedback on plans to extend Texas St. Lathrop Rd. to Yellowstone Hwy. A preliminary road design is available to view now. Visit our project website to check it out and submit your feedback. The goal is to support future development in the area and benefit existing businesses. The scope of the design includes two travel lanes, bike lanes, a bus stop, and beautification elements such as pedestrian lighting, pet station, benches, and landscaping. This design also provides accommodations for the crossing of the Casper Rail Trail, storm sewer and water main upgrades, and new signage. Accessibility upgrades incorporate sidewalk ramps, audible and visual pedestrian warning signals at the trail intersection, and crosswalk striping. Stay connected. • Visit us online at bit.ly/texasst • Sign up for SMS messages: Text: TexasSt to 844-764-2126 • Sign up for email updates: laura.langdon@kljeng.com	Embed project map and link it to the project website.

	Note: Message and data rates may apply. Four messages/month. Reply STOP to opt-out anytime. Reply HELP for help. Texting alerts are not managed by Casper MPO and may have different privacy and security policies. Terms and Privacy Policy can be found at https://simpletexting.com/terms	



SMS Message

Send Date	Content
3/2/2023	Texas St: Check out the preliminary road design. Tell us what you think: bit.ly/texasst

Press Releases

Distribution List: Provided and distributed by Casper Area MPO

Contact:
Beth Andress, Supervisor
Casper Area Metropolitan Planning Organization (MPO)
bandress@casperwy.gov
307-235-7562

TEXAS STREET EXTENSION ROAD DESIGN OPEN FOR PUBLIC COMMENT

CASPER, WY – March 2, 2023 – The Casper Area Metropolitan Planning Organization would like to announce the Texas Street Extension preliminary road design is open for public comment.

The preliminary design would create a new road section, approximately 920 feet, from East Lathrop Road to East Yellowstone Highway, in line with the existing Texas Street north of East Yellowstone Highway.

The public can view the proposed road design and is encouraged to comment on the project's website at bit.ly/texasst.

The scope of the design includes two travel lanes, bike lanes, a bus stop, and beautification elements such as pedestrian lighting, a pet station, benches, and landscaping. This design also provides accommodations for the crossing of the Casper Rail Trail, storm sewer and water main upgrades, and new signage. Accessibility upgrades incorporate sidewalk ramps, audible and visual pedestrian warning signals at the trail intersection, and crosswalk striping.

"We are very excited to share this design and receive and incorporate the public's feedback," said Beth Andress, MPO Supervisor. "This new section of Texas Street could potentially lead to development and infill in this area," continued Andress. Joe DeVore, Consultant Project Manager with KLJ Engineering shares the enthusiasm, "This needed connection will help the Town expand existing business access, provide multimodal connections, and help spur development growth in Evansville."

The Casper Area MPO provides cooperative, comprehensive, and continuous transportation planning to the Casper urbanized area. The Federal Highway Administration (FHWA) and the Federal Transit Administration provide grants that cover over 90% of costs related to transportation planning projects in the Casper area. These funds require a local match and are administered by the MPO Policy Committee, a board of elected and senior administrative officials from each local government in the Casper Area. Regular projects include a 5-year Long Range Transportation Plan, subarea traffic studies, trail plans, and transit development plans.

Si se requiere documentos o ayuda en español acerca de este proyecto, lláme al Casper Area MPO a 307-235-8255.

Beth Andress
MPO Supervisor
(307)235-7562

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

THIRD ROUND: DRAFT REPORT FOR PUBLIC COMMENT

Press release

Distribution List: Provided and distributed by Casper Area MPO

Contact:
Beth Andress, Supervisor
Casper Area Metropolitan Planning Organization (MPO)
bandress@casperwy.gov
307-235-7562

TEXAS STREET EXTENSION DRAFT CORRIDOR REPORT OPEN FOR PUBLIC COMMENT

Any interested parties are invited to read and comment on the draft report.

CASPER, WY – May 5, 2023 – The Casper Area Metropolitan Planning Organization would like to announce the Texas Street Extension Draft Corridor Report is open for public comment.

The preliminary design would create a new road section, approximately 920 feet, from East Lathrop Road to East Yellowstone Highway, in line with the existing Texas Street north of East Yellowstone Highway.

The public can view the proposed draft report and is encouraged to comment on the project's website at bit.ly/texasst. The public comment period will run through Monday, June 5th.

The scope of the design includes two travel lanes, bike lanes, a bus stop, and beautification elements such as pedestrian lighting, a pet station, benches, and landscaping. This design also provides accommodations for the crossing of the Casper Rail Trail, storm sewer and water main upgrades, and new signage. Accessibility upgrades incorporate sidewalk ramps, audible and visual pedestrian warning signals at the trail intersection, and crosswalk striping.

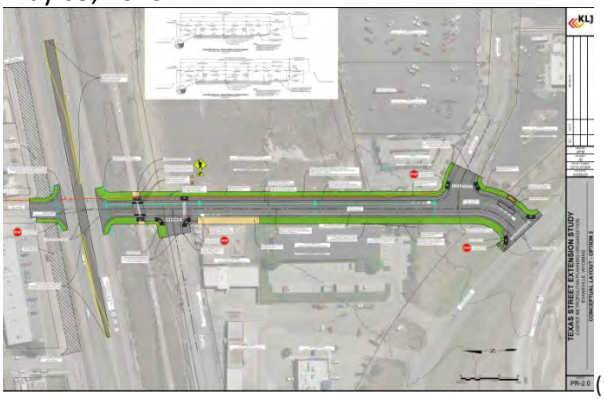
The report is available electronically at casperareampo.gov or in hard copy at both the Natrona County Library in downtown Casper and the MPO office in Casper City Hall, 200 North David Street. Comments can be made via email to casperareampo@casperwy.org.

Si se requiere documentos o ayuda en español acerca de este proyecto, lláme al Casper Area MPO a 307-235-8255.

Beth Andress
MPO Supervisor
(307)235-7562

Earned Media

Texas Street Extension Draft Corridor Report Open for Public Comment
By Tommy Culkin
May 05, 2023



(via Casper MPO)

CASPER, Wyo. — The Casper Area Metropolitan Planning Organization recently announced that the Texas Street extension draft corridor report is open for public comment.

The preliminary design would create a new road section, approximately 920 feet long, from East Lathrop Road to East Yellowstone Highway, in line with the existing Texas Street north of East Yellowstone Highway.

The public can view the proposed draft report and is encouraged to comment on the project's website here. The public comment period will run through Monday, June 5.
The scope of the design includes two travel lanes, bike lanes, a bus stop and beautification elements such as pedestrian lighting, a pet station, benches and landscaping. This design also provides accommodations for the crossing of the Casper Rail Trail, storm sewer and water main upgrades, and new signage. Accessibility upgrades incorporate sidewalk ramps, audible and visual pedestrian warning signals at the trail intersection, and crosswalk striping.

The report is available electronically here or in hard copy at both the Natrona County Library and the MPO office in Casper City Hall, 200 N. David St. Comments can be made via email to casperareampo@casperwy.org.

Article url: https://oilcity.news/community/city/2023/05/05/texas-street-extension-draft-corridor-report-open-for-public-comment

SUMMARY OF ENGAGEMENT

Website Comments Received

DATE	TYPE	COMMENT
3/2/2023	Comment Form	Since I now live on the east side of town, it would make a convenient alternate route instead of going to Curtis St. I am supportive
3/2/2023	Comment Form	I have no concerns with the extension itself. There is a fair amount of stormwater drainage that comes down the current dirt roadway and currently causes sediment issues for the carwash owner. Installing the extension will cause more stormwater to enter the swale adjacent to Yellowstone, and the swale should be evaluated for capacity due to the additional stormwater.

3/14/2023	Map	1. What is the grade going to be on the new street between Yellowstone Hwy and Miracle Street? 2. Drawing indicates a bus stop on Texas at Miracle. Access to be only from Lathrop with a right turn onto Miracle. The next bus stop is 500 feet away. 3. Is the new stop using the shelter this is already on Miracle Street? 4. Will vehicle traveling south on the new Texas street be able to travel up Texas north of the Murdoch's sign?
3/14/2023	Map	1. New intersection at Texas and Yellowstone indicates new turning lanes. The Eastbound turning lane does not show connection to the existing Texas and crossing the road divider and onto "Frontage" road. 2. Are there plans to make this connection with a street that is one block long.
3/30/2023	Comment Form	Do it!
5/5/2023	Comment Form	Personally, I don't see the need for it. Curtis is right there with a stop light to get on Yellowstone highway which is four lanes at this point (and at the new proposed entrance.) Just looks like another good crash site to me.

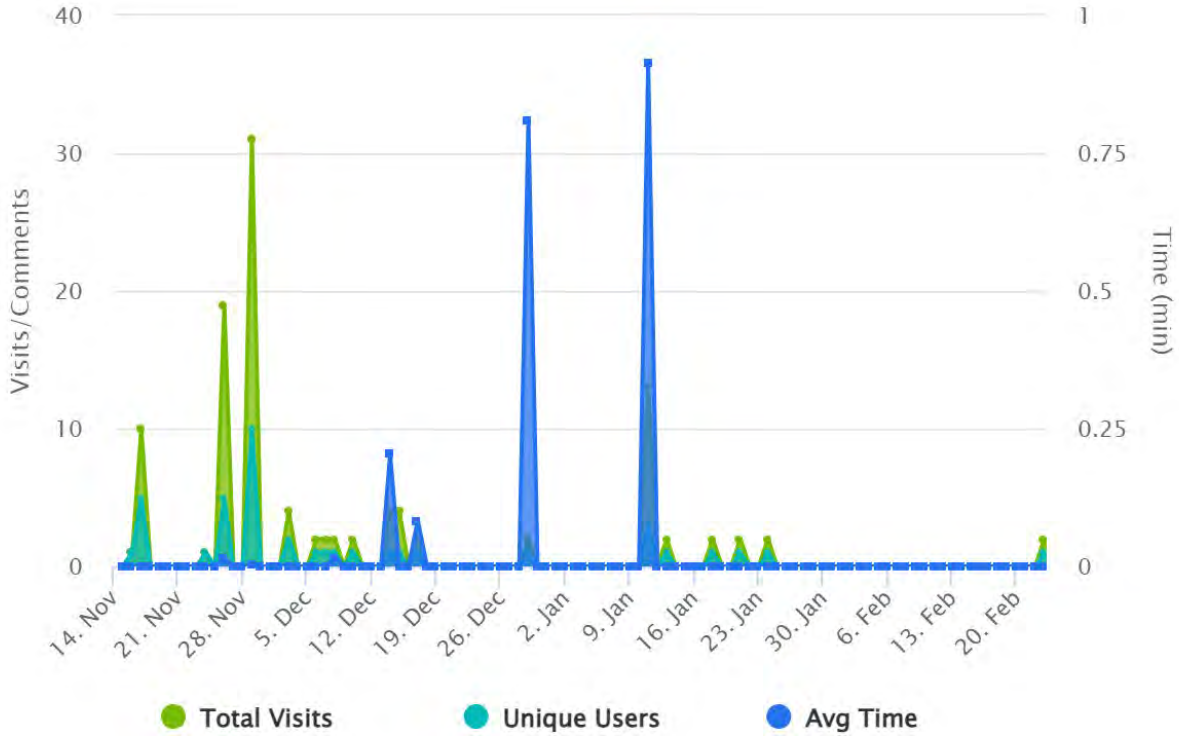
Website Data

URL: https://klj.mysocialpinpoint.com/texas-st-extension
Interactive Map:

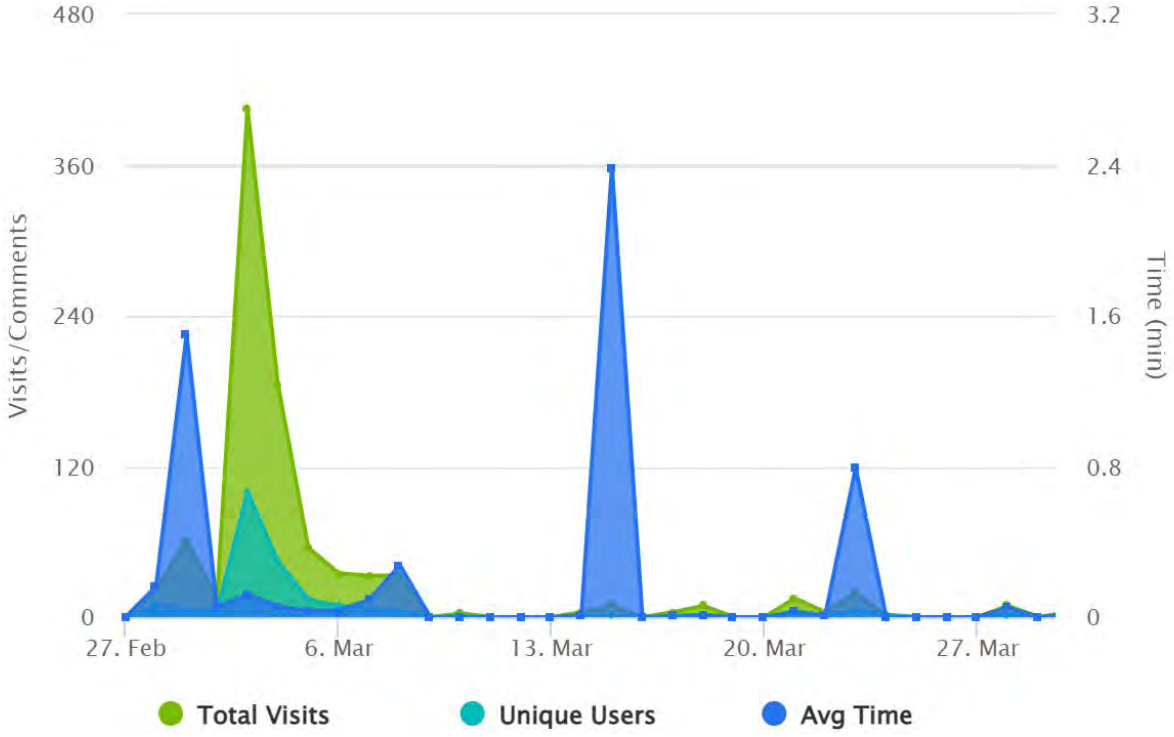
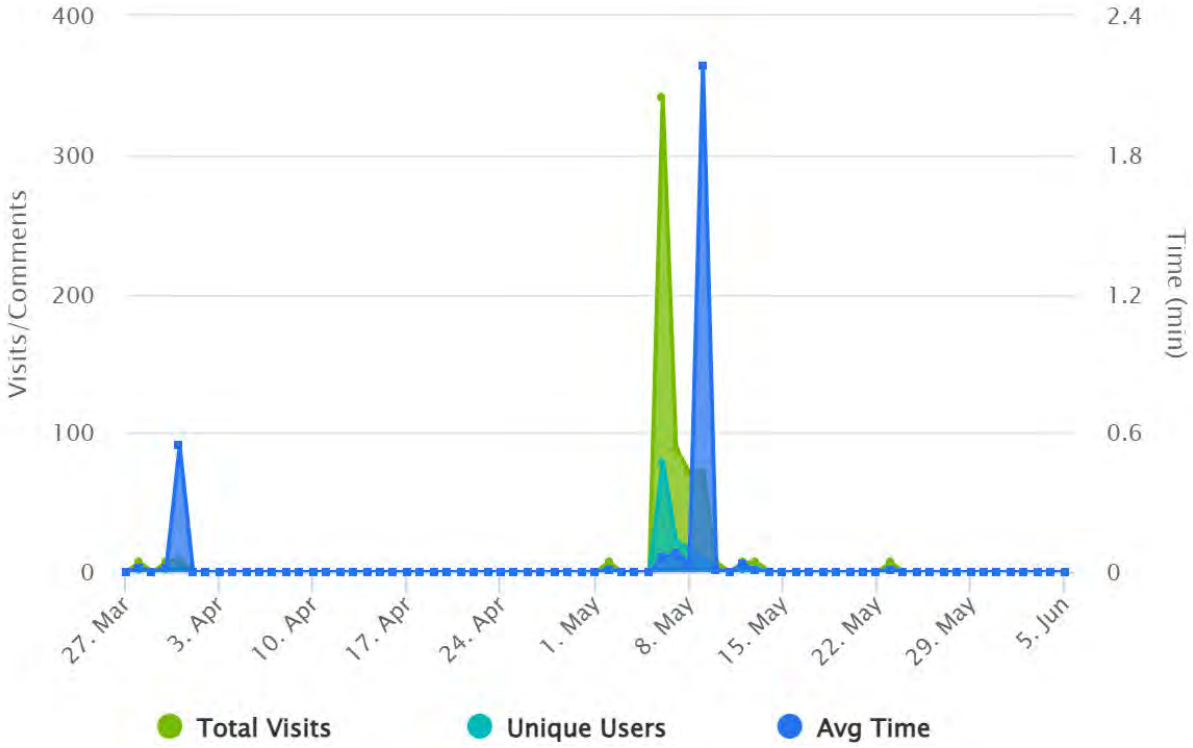
Totals from Nov. 14, 2022

Total Visits: 1697
Unique Users: 418
Average Time (min): 0:17
Unique Stakeholders: 5
Comments: 6

Visitor Activity from Nov. 14-Feb. 26



Visitor Activity from Feb. 27-March 30



Visitor Activity from March 30-June 5