

# CHAPTER 1: OUR STORY

## OVERVIEW

Located along the banks of the North Platte River in the high plains of Wyoming, Casper was settled along historic trails and railroads at the site of Fort Caspar. The tracks of the Fremont, Elkhorn, and Missouri Valley Railroad arrived in June of 1888. Buildings were constructed soon thereafter, with the initial platting centered in today's Downtown, at 2nd and Center Streets.

Between the late 1880s and the early 1900s, the regional economy relied upon agriculture and sheep and cattle ranching. While oil speculation began as early as Casper's incorporation, it wasn't until 1907 that European investors rushed to the Salt Creek Oil Field, 40 miles north of Casper. By this time, oil had become a key component in the manufacturing of vehicles, and had evolved into the nation's new primary source of energy.

By the 1980s, Casper was booming – benefitting from strong oil and gas prices - and expected to grow to over 200,000 people by the millennium. But, by the mid-1980s, prices dropped and the economy stalled. The region lost over 13,000 people within a few years; it was not until the mid-2000s that the population recovered to pre-bust levels. Current population estimates record 60,000 residents; however, another bust has overwhelmed the community since early 2015.



*Time Gone By. Blackmore Collection, Casper College Western History Center*



## HISTORY OF CASPER

FROM RESHAW'S BRIDGE TO THE ODD FELLOWS BUILDING, CASPER HAS A UNIQUE FLAIR FOR PLANNING AND A TALE OF ENTREPRENEURS.

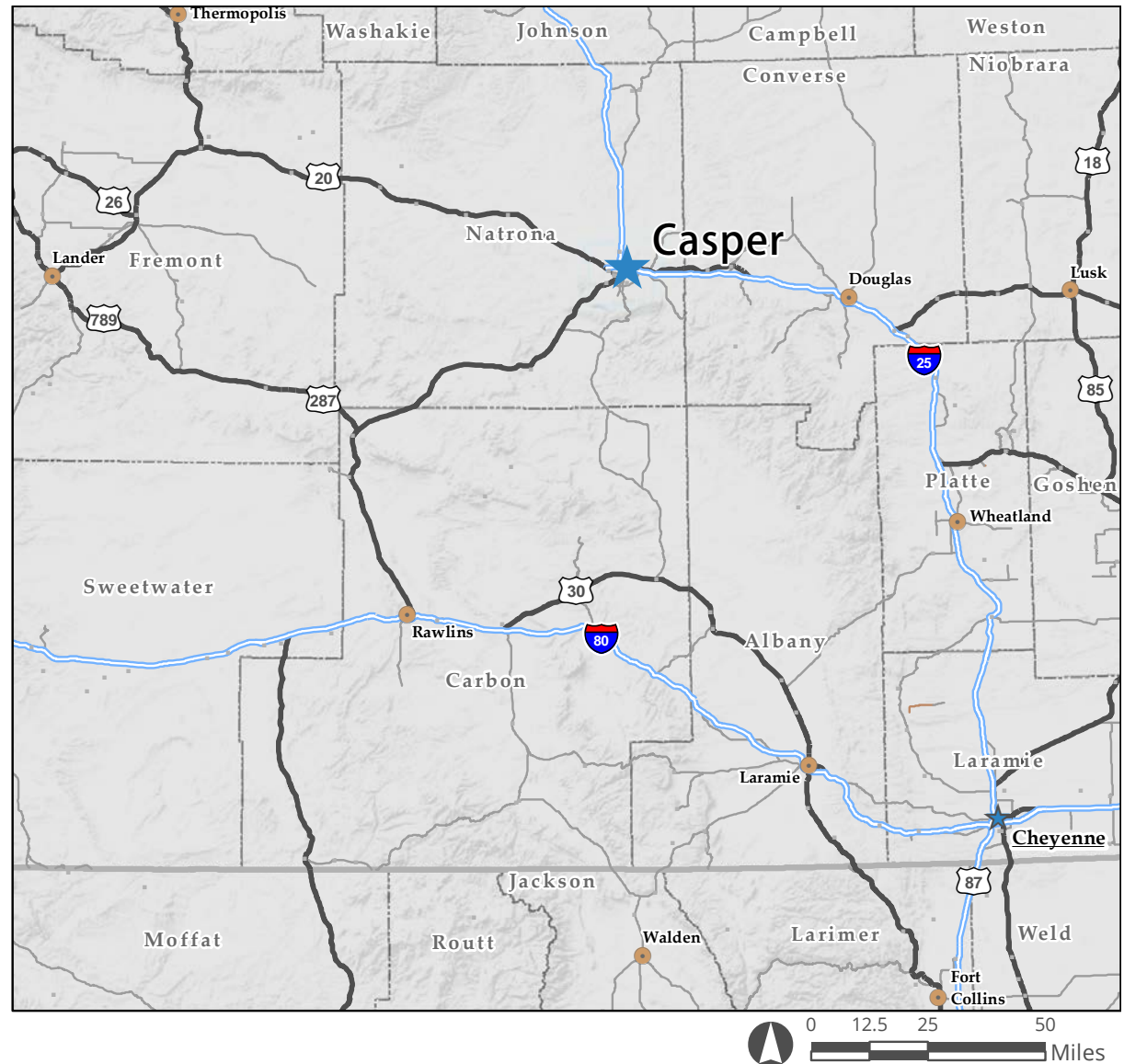
The State's Historical Society expands on the unique history of Casper, at [www.wyohistory.org](http://www.wyohistory.org).

Interstate 25 (I-25), the main transportation corridor to and from Casper, runs east-west through the city. The city covers approximately 27 square miles, but has an expanded service area that includes the surrounding communities and much of central Wyoming. The city stretches from the Hat Six Road/I-25 interchange at the east, southwest along Cy Avenue/WY-220, to just north of the North Platte River and to the foot of Casper Mountain on the south (**Map 1-1**).

The Casper area serves as a hub for regional commerce and entertainment. The City of Casper and Towns of Bar Nunn, Evansville, and Mills are located within the greater Casper Area Metropolitan Planning Area. Outside of this metro area, the next major town is Douglas, 45 minutes to the east. Laramie and Cheyenne both are about two and one half hours south of Casper.

Recent commercial development has primarily focused along East Second Street, while new residential development has been incorporated to the far southwest. The West Belt Loop was completed in the summer of 2016.

MAP 1-1. CASPER REGIONAL CONTEXT





# SCOPE AND PURPOSE OF THE COMPREHENSIVE LAND USE PLAN

## WHO USES A COMPREHENSIVE PLAN?

The comprehensive plan is designed to be used by anyone interested in the future:

- City leaders can reference the direction it provides on the topics of new development, redevelopment, and programs and services provided by the City.
- Residents may be interested in the location of new parks, trails, neighborhoods, or community facilities and services.
- Business and property owners may be interested in land use recommendations or development policies for their property.
- Decision-makers will use the Plan as a policy guide to inform land use and transportation planning, economic development forecasting, budget, timing for capital improvements, and in review of development proposals.

## WHAT DOES THE PLAN INCLUDE?

The Plan is a land use policy document that will help guide the future of development, public amenities, and infrastructure. The Plan:

- Includes specific and detailed visions, principles, and recommendations that are unique to Casper and based on extensive data, obtained through an extensive and robust public engagement process.
- Emphasizes a complete transportation system, including facilities and design for walkability, transit, and overall connectivity within Casper, and integrates the Transportation Element with the Casper Area Metropolitan Planning Organization's (MPO) corresponding plan for the Towns of Bar Nunn, Mills, and Evansville Transportation Element Update.
- Ensures that potential environmental, economic, and social consequences are considered in all decisions.
- Addresses future growth through a safe, connected, multi-modal system that accommodates all forms of transportation.

# GENERATION CASPER

revisited, reconfirmed, and sometimes re-envisioned the prior plan.

## PLAN HORIZON

- Provides a strategic plan and a priority list for next step projects, initiatives, and strategies.
- Identifies potential infrastructure financing mechanisms and future resources needed to manage and implement recommendations.
- Establishes performance measurements (qualitative and quantitative) in relation to future needs and goals to monitor performance of future land and transportation development.
- Sets forth recommendations to update the Casper Municipal Code to reduce existing barriers to implementation.
- Challenges long-held beliefs and traditions, asks hard questions, provides solutions, and reflects the desires of the citizens of Casper.
- Garner wide-spread community support through a public process.

Generation Casper looks ahead 10-20 years. Growth projections were used to evaluate long-term trends, analyze problems and opportunities that could occur during the period, and project long-term infrastructure needs. Although the Plan considered a 10 - 20 year period, it is a work in progress that should be reviewed and updated at least every five years, or as conditions change. Further details of implementation and monitoring are described in Chapter 5.

## AUTHORITY TO PLAN

The development of a comprehensive plan by a city government is authorized in Wyoming State Statute. The municipal authority is derived from Section 15-1-503(a), which states that the commission, after holding public hearings, shall adopt and certify to the governing body a master plan for the physical development of the municipality. Section 15-1-504 further defines the purpose of a master plan by stating that the plan shall be made for the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the municipality, which will best promote the general welfare as well as efficiency and economy in the process of development. Following the adoption of a plan, no development may be constructed unless it conforms to the plan that is amended. In addition, Wyoming State Statute Section 15-1-508 grants the governing body the permission to make additions to or modifications of an official map after the municipality's Planning and Zoning Commission adopts a major street plan, in conjunction with commission approval.



## PLANNING PROCESS

The public involvement process coincided with the overall Plan's five phases. Each phase involved at least one public meeting, a series of community outreach opportunities at existing public events, an online questionnaire for people that may not have been able to attend the events, and meetings with the Steering Committee and boards and commissions. Each phase involved radio and TV interviews, social media updates, e-newsletter notifications, and other forms of outreach. In addition, staff presented updates at "Book a Planner" and Developer Coffee Talk events, as well as to the Planning and Zoning Commission and City Council throughout the project.

OVER THE PAST YEAR, the Generation Casper planning process provided the public an opportunity to shape the planning for the community's future. Generation Casper is a plan for all residents and reflects the community's desires, concerns, and opportunities expressed throughout the planning process. Funding for the plan was provided by the City and Casper Area MPO.

## PUBLIC PARTICIPATION BY THE NUMBERS

There were multiple opportunities for public input at community events, forums, and workshops; through online surveys; and through City Council and Planning and Zoning Commission meetings. All events and opportunities were posted and publicized around the city, on the City and project websites, in project newsletters, and through social media.



9 PUBLIC MEETINGS

6 STEERING COMMITTEE MEETINGS  
WITH 16 MEMBERS

6 QUESTIONNAIRES



25 "BOOK A PLANNER"  
TALKS/FOCUS GROUPS

11 E-NEWSLETTER NOTIFICATIONS/UPDATES  
TO 750+ CONTACTS

17 COMMUNITY  
EVENTS ATTENDED

## SCHEDULE OVERVIEW

PHASE 1: FOUNDATION	<p>Outreach Series #1 engaged targeted stakeholders, including agency and technical experts, early in the process to identify key issues and collect relevant background information.</p> <p>Key Questions included “What methods should we use to reach the community?”, “What do you love about Casper?”, “What would you like to see improved?”, and “How should previous planning efforts help guide the future?”</p>
PHASE 2: VISIONING	<p>Outreach Series #2 reached out to residents, visitors, and committees to refine the vision, issues, and objectives for the Plan. This phase was used to gain momentum for the Plan through a celebratory visioning event at the Central Wyoming Fair and various other community events and festivals.</p> <p>Key questions included “How should the vision, goals, and objectives be refined to reflect the community’s future?” and “How do major trends impact the future of the community?”</p>
PHASE 3: CHOICES AND OPPORTUNITIES	<p>Outreach Series #3 obtained input from residents, visitors, and committees on the big ideas and choices for the future and conducted additional analysis on existing conditions and trends. Events were held to reach out specifically to families, senior citizens, and underrepresented neighborhoods.</p> <p>Key questions included “What are your preferred future opportunities?”, “Where should we focus our analysis?”, and “What are the key Future Land Use Plan decisions to be made?”</p>
PHASE 4: CREATING A WORKABLE PLAN	<p>Outreach Series #4 obtained input from residents, visitors, and committees on the strategies and policy framework. Emphasis was placed on the Transportation Element, including additional opportunities for feedback, specific to this element.</p> <p>Key questions included “What strategies will help achieve the vision?”, “What are our priorities?”, and “How do you visualize the future?”</p>
PHASE 5: ADOPTION	<p>Outreach Series #5 obtained input from residents, visitors, and committees on the strategies, and draft and final plans. This series also included public hearings at both Planning and Zoning Commission and City Council.</p> <p>Key questions included “What indicators will help us monitor and evaluate the implementation of the Plan?”</p>



## STEERING COMMITTEE

The Steering Committee acted as a sounding board on key issues throughout the process and provided an additional outreach option to the public. The Steering Committee generally met once per phase, and was vital in promoting the plan process and other public engagement opportunities throughout members' respective networks.

The Steering Committee was made up of a diverse group of community members from all walks of life, and included architects, real estate agents, entrepreneurs, engineers, business owners, and students. Millennials, baby boomers, and every age in between were represented on the Committee to provide feedback on topics such as aging in place, new modes of transportation, and starting a local small business.



BROADEN ENERGY INDUSTRY  
FLEXIBLE BEAUTIFUL GREAT ENTERTAINMENT OPTIONS  
MODERN TRANSPORTATION INFRASTRUCTURE VALUE BASED  
MORE DIVERSE ENTERTAINMENT OPPORTUNITIES  
FRESHEST AIR  
UTILITARIAN  
GREAT TOURIST STOP  
ARTS AND CULTURE NATURE PRESERVES  
UNIQUE  
WALKABLE MILLENNIAL FRIENDLY SENIOR ORIENTED DESIGN  
GREAT RESTAURANTS INCREASED PUBLIC TRANSIT  
HISTORIC BUILDINGS  
LGBT CULTURE  
COMMUNITY FOCUSED  
BREWERIES  
RECREATION OPPORTUNITIES  
SAFE  
GREEN  
SIMPLE  
SMALL BUSINESSES  
WINE BAR  
PROUD  
MODERN  
DIVERSE ECONOMY  
ACTIVE PUBLIC SPACES DOWNTOWN MULTI GENERATIONAL PEDESTRIAN AND BIKE TRAILS  
GREAT OPEN SPACES  
OUTDOOR RECREATION CITY  
BIKE FRIENDLY DIVERSE HOUSING OPTIONS INNOVATIVE  
AMAZING RIVERWALK  
THE HEART AND HUB OF WYOMING  
WORLD CLASS FLY FISHING  
DIVERSE FAMILY FRIENDLY  
HIGH QUALITY OF LIFE  
DOWNTOWN DEVELOPMENT SMALL TOWN FEEL  
DOWNTOWN HOUSING  
URBAN DENSITY  
YOUTHFUL  
EDUCATED WORKFORCE  
REVITALIZED ROOFTOP DINING MORE PARKS





## OUR VISION

A successful comprehensive plan is values-based, vision-driven, and outcome-oriented. A vision should be aspirational and set the stage for a plan's principles, goals, and key implementation strategies.

The first phase of Generation Casper began with listening to the community. Questions that were asked included "What do you want Casper to be in 10 to 20 years?" and "What do you love about Casper and want preserved in the future?" The community shared their values through an online visioning survey, public listening sessions, the visioning kickoff event at the Central Wyoming Fair, stakeholder interviews, and numerous other community events. The vision is also rooted in existing plans; the City's 2000 Comprehensive Plan provided the foundation along with ongoing planning efforts.

It was clear that the city values its quality of life, and seeks opportunities for supporting small businesses, the urban core, and entrepreneurs. Residents value their outdoor recreation amenities and authentic family-friendly small town charm. With the ebb and flow of the economy, Casper strives to become more economically diverse through an increasing focus on affordability and self-reliance and, above all, creating a great community hub that attracts families and visitors from around the region and beyond.

## REVIEW OF EXISTING PLANS

Since 2000 when the last comprehensive plan was completed additional studies and master plans have been completed on the various subject matters. These documents provide more specific recommendations on topic areas such as transportation and economic development or geographic areas such as the Old Yellowstone District (OYD). The time and energy spent on these plans affords this Plan ahead start of the growing challenges, opportunities, and community preferences throughout Casper. The following section gives an overview of many of the plans that have been recently completed. Key recommendations related to the future growth and development of the city are very useful with many of overall ideas and goals from the Casper Area Comprehensive Plan (2000) being carried over into this updated plan. This information is outlined below and consolidated according to the plan elements outlined in Chapter 2 in the current comprehensive plan.

The Casper Area Comprehensive Plan completed in 2000 was designed to establish a cohesive decision-making strategy for the community that would consider social, economic, and environmental conditions, promote development and redevelopment, and anticipate future demands for facilities and services. That plan has served as a guide for making decisions; spending funds; assessing programs and services in an informed and consistent manner; and creating opportunities and coordinating land uses in a way that benefits the community. Generation Casper revisits old assumptions; updates planning policies, goals, and objectives where needed; and expands upon the current 2000 Comprehensive Plan.

The Casper Area Comprehensive Plan focuses on:

- Vision 1—Diverse Economy
- Vision 2—Vital City Center
- Vision 3—Compact Development
- Vision 4—Cohesive Residential Neighborhoods
- Vision 5—Open Space Connections
- Vision 6—View of Casper Mountain
- Vision 7—Casper's History
- Vision 8—Distinct Character
- Vision 9—Attainable Housing
- Vision 10—Cultural Amenities
- Vision 11—Transportation Choices
- Vision 12—Attractive Gateways

## GENERATION CASPER

revisits assumptions from a number of previous planning efforts.



## NEIGHBORHOODS AND HOUSING

The Casper Area Comprehensive Plan lays out a number of strategic policy elements related to housing. Six of the twelve vision elements comprising that plan's policy framework directly pertain to housing. The Casper Area Comprehensive Plan calls for housing supply to be balanced with the needs of economic growth and speaks to enhancing the vibrancy of Downtown Casper and surrounding neighborhoods. This can be achieved in part by encouraging increased quantity and variety of residential development and prioritizing infill redevelopment over edge development.

Policies for this vision element urge compatibility of land uses by keeping density near the urban center, protecting semi-rural areas from urban encroachment, and protecting residential neighborhoods from commercial uses that may create nuisances. Orderly coordination of infrastructure expansion with residential development is also encouraged.

The Casper Area Comprehensive Plan expresses the community need for a broad range of housing types, suitable for meeting the needs of diverse life-stages and incomes. This is achieved by setting aside adequate reserves of residential land, avoiding encroachment/incompatibility with existing neighborhoods, and encouraging affordable housing.

2007's [Old Yellowstone District Master Plan](#) works to foster infill redevelopment and plan for mixed use projects, including residential over commercial development west of Downtown.

Casper's Downtown Development Authority (DDA) has adopted [strategic goals](#), which guides the DDA by including greater specificity for how to attract and incorporate increased housing and boost housing diversity Downtown – in part by providing a planning concept for new housing development at either end of the E 2nd Street commercial/retail corridor.

The [Senior Services Study Update \(Boomer Study\)](#) provided an assessment and recommendations for anticipating future trends and adapting to changing demographics. The study provides a range of demographic data and provides direction for community design, transportation, finances, healthcare, housing, learning/civic engagement, recreation, and workforce opportunities.

The [2012 Analysis of Impediments to Fair Housing Choice](#) identified public and private sector impediments to fair housing choice in Casper and recommended actions and objectives to ameliorate or mitigate the impediments. The impediments consist of discriminatory patterns to renting of home loan applications, lack of statewide fair housing laws, and lack of fair housing services to the community.



## ECONOMIC DEVELOPMENT

Economic development plays a central role in the Casper Area Comprehensive Plan. The plan outlines the need for an expanded, more diversified, and stable local economy that continuously grows new jobs while paying higher wages than the current average. Specifically, this element calls for the redevelopment of underutilized industrial areas, enhancing the city's attractiveness as a tourism (and regional shopping) destination, and ensuring land and infrastructure investments to accommodate growth. It also speaks to enhancing the vibrancy of Casper's urban center and surrounding neighborhoods, by promoting a greater mix of uses, more residential development, and strengthened cultural investment.

Sense of place plays a key role in economic development as the plan speaks in support of artistic enrichment and cultural opportunities as vital ingredients to economic (in addition to civic and community) development and focuses on the role of Casper's gateways as key image-making opportunities – another way to reinforce visitation and related economic flow.



## TRANSPORTATION

There have been several plans and studies related to transportation completed within the last ten years. Four of these plans, in particular, provided data for this summary, and conclusions/assumptions which informed this Plan.

### 2040 Long Range Transportation Plan

[Connecting Casper 2040](#), completed in July 2014, is the 2040 Long Range Transportation Plan (LRTP) for the Casper Area MPO, which updated the 2030 LRTP published in 2007. The LRTP analyzes existing and future year roadway conditions, transit operations, non-motorized facilities, rail facilities, and airport facilities. A number of specific recommendations to address transportation deficiencies through the year 2040 are identified.

The “Needs Assessment” section of the LRTP supplied a starting point for transportation needs throughout Casper. This section discussed barriers to transportation, roadway connectivity issues, capacity and safety issues, plus pedestrian, bicycle and transit needs.

Improvement recommendations follow, as well as funding and implementation strategies.

[Roadway Recommendations](#): The recommended roadway plan includes committed projects identified in the Casper MPO Fiscal Year 2014 to Fiscal Year 2017 Transportation Improvement Program (TIP) and the WYDOT FY 2014 – 2017 State TIP. Additional projects, or future projects beyond 2017, were also identified to address future year transportation needs throughout the Casper Area.

[Roadway Safety Recommendations](#): The LRTP recommended performing an in-depth crash rate analysis to identify roadway segments with crash rates above state or national averages for vehicle miles traveled (VMT) per roadway type. The MPO should take action to improve the intersections prioritized in the 2007 High Hazard Intersection Study.



**Pedestrian Safety Recommendations:** Since nearly half of all pedestrian accidents occurred at or involved intersections it is important to evaluate the presence of street crossings or difficult street crossings in the Casper area that could adversely affect pedestrian activity.

Intersections where pedestrian crashes occurred can be assessed to understand contributing factors, such as:

- Missing crosswalk signals, or insufficient time to cross the street
- Long crossing distances on wide streets with multiple lanes
- Uneven curbs or missing curb ramps
- Ineffective or missing pavement markings
- Heavy turning volume (especially heavy right-turn movements that can occur on red lights)
- Discontinuous walking route through intersection (curb cuts that occur at different locations within an intersection)

Additionally, the pedestrian crash analysis found that alcohol use was involved in 14% of all pedestrian and auto conflicts and resulted in one fatality, indicating a need to take measures that prevent alcohol-related pedestrian accidents.





**Bicycle Safety Recommendations:** It is recommended that the following strategies be implemented in order to promote safe conditions for bicyclists:

- Improve walking and biking infrastructure for safety and comfort.
- Educate the population about how to be safe while walking and biking.
- Better accommodate bicycles at intersections:
  - Review the City's signal timing policy and revise as necessary to accommodate bicyclists at all intersections located on the bicycle network.
  - Develop a protocol for assessing concerns from bicyclists regarding detection or additional time to cross at other locations.
- Make infrastructure safety improvements near schools.
- Educate students on the rules of the road and safe walking and biking practices.
- Promote safety through additional local ordinances such as:
  - helmet requirements;
  - establishing a minimum passing distance between motor vehicles and bicycles (i.e. a "3-foot law");
  - opening a vehicle door in front of a cyclist ("dooring"); and
  - driving or parking in bicycle lanes.
- Educate police officers on the laws pertaining to bicyclists and bicycle facilities.
- Continue to collect data and analyze bicycle and pedestrian crashes.

**Freight Recommendations:** Through the plan review, existing conditions analysis, and dialogue with the WTA, the following freight needs were identified:

- Provide adequate connections to major freight corridors including I-80 and I-25.
- Implement Wyoming Quiet Zone Study recommendations:
  - New medians at four rail crossing locations: Curtis Street, Evans Street, Mystery Bridge Road, and Wyoming Boulevard
  - Wayside horn at Western Avenue.
- Grade-separate one existing, at-grade crossing in Evansville.
- Determine the need to accommodate trucks during interstate closures.
- Consider truck access needs during development plan review.
- Develop a comprehensive truck parking plan to accommodate trucks during roadway closures.
- Develop a western connection from Bar Nunn and Casper to the airport.

**Active Transportation Recommendations:** Recommended infrastructure improvements for bicycle facilities, sidewalks, and intersections are outlined. These recommendations were prioritized in the LRTP based on screening criteria developed in the CATPBP. These improvements were to be considered and implemented as funding becomes available.

## Casper Area Transit Development Plan

The [Casper Area Transit Development Plan \(TDP\)](#) update, completed in December, 2015, examined how the community has changed and will likely change in the next five years, and how the transit system will need to change to provide quality service to a changing demographic and increasing number of passengers. Information on ridership, routes, stakeholder input, and amenities were used from this plan. Some recommendations were also used to feed this Plan.

The fixed-route bus service is the backbone of the transit program, and offers the greatest opportunity for expansion as the community grows. A number of objectives should be met to improve the service for current users and create opportunities for additional residents of the community to take advantage of the fixed-route transit system. Some of those objectives are highlighted.

***Crosstown Express*** - A crosstown express route which would provide more rapid service to Downtown Casper and the major shopping locations in the community should be established. It could connect with the other routes at numerous locations to provide a versatile effective network.



**Minimize Headways** - Short headways are desired by most users. Steps should be taken to minimize the route times to the greatest extent possible. Stakeholders that participated in surveys and discussions favored short headways over fewer transfers between buses.

**Maximize Connectivity** - Having more opportunities to transfer from one bus to another is viewed as an effective means to maximize the flexibility of the fixed-route system, rather than having most of the transfers take place at the Transit Plaza on an hourly basis. Coordinated transfers at locations like Casper College, Smith's Grocery, and Kmart can improve the service.

**Number of Stops and Placement** - To maximize ridership, there needs to be a well-planned network of bus stops which minimize the distance users have to walk to and from the bus stop.

- **Spacing.** Making a ten minute or quarter of a mile walk to a bus stop is frequently referenced standard. The Casper fixed route system has stops from two blocks to three miles apart with an average spacing of a half mile. The number of stops should be increased significantly. The improvements at new stops can be limited to a sign to minimize costs. Stops that are used can be upgraded and those that are not can be abandoned.
- **Safety and Comfort.** There should be a gradation of improvements at bus stops that reflect the level of use. At a minimum, all stops should have a sign and a hard surface pad or sidewalk to stand on. They should be located at established crosswalks and accessible by sidewalks in good condition. Most stops should have benches. Shelters should be restricted to the busiest and most remote stops. Smaller, less costly, three-sided shelters, which would serve as a wind screen and sun shade, should be considered in some locations.

**Specific Locations to Service** - Providing new or increased fixed route service to the following locations was recommended: Casper College, Natrona County International Airport, Bar Nunn, McMurtry Business Park, and heavy employment centers.



## Casper Walkability Study

The [Casper Walkability Study \(WS\)](#), completed in January 2008, looked at pedestrian demand throughout the city and recommended pedestrian improvements. The Casper, Wyoming Safe Routes to School Plan and the Casper Area Trails, Path and Bikeway Plan also examined pedestrian improvements. Recommendations included:

- Developing land use and development standards that result in good pedestrian facilities that will not need future retrofitting
- Retrofitting pedestrian facilities in areas of inadequacy
- Educating the public on pedestrian laws and what it means to be a pedestrian
- Creating a minimum safety requirement for all local jurisdictions
- Prioritizing pedestrian funding and exploring alternative funding options
- Establishing a maintenance plan for existing and future pedestrian infrastructure



---

## Casper Area Trails, Path and Bikeway Plan

The [Casper Area Trails, Path and Bikeway Plan](#) (CATBPB) builds upon previous planning and ongoing infrastructure implementation efforts to identify gaps and barriers to walking and biking in the Casper area, and recommends infrastructure improvements as well as policies, programs, and practices that support these modes, and outlines an implementation plan. The following is an outline of the recommended strategies that informed this Plan.

- |   |  |   |
|---|--|---|
| <p>A. Supporting Policies, Programs, and Practices</p> <p>B. Education and Enforcement</p> <ul style="list-style-type: none"><li>- Strategy 1: Distribute Information on Proper use of Bicycle Facilities</li><li>- Strategy 2: Deliver Bicycle and Pedestrian Education through Safe Routes to School Programming and Partnerships</li><li>- Strategy 3: Provide Adult Bicycling Education Courses</li><li>- Strategy 4: Promote Safety through Local Ordinances</li><li>- Strategy 5: Provide Regular All Mode Road Safety Training for Patrol Officers and Institute a Bicycle Infraction Diversion Program</li><li>- Strategy 6: Expand Police Bicycle Patrol</li></ul> | <p>C. Encouragement</p> <ul style="list-style-type: none"><li>- Strategy 7: Develop a Map of the Casper Area's Bicycle Facilities</li><li>- Strategy 8: Partner with Local Businesses, Colleges and Organizations</li></ul> <p>D. Engineering</p> <ul style="list-style-type: none"><li>- Strategy 9: Institutionalize the CATBPB Plan into plans, policies and practices.</li><li>- Strategy 10: Continue to Collect and Analyze Bicycle and Pedestrian Crashes</li><li>- Strategy 11: Develop a Connected, Convenient and Comfortable Bicycle Network</li><li>- Strategy 12: Provide Wayfinding Signage on the Recommended Bicycle Network</li><li>- Strategy 13: Provide Convenient and Secure Bicycle Parking</li><li>- Strategy 14. Incorporate Bicycle and Pedestrian Facilities into Existing Maintenance Policies and Programs</li></ul> | <p>E. Implementation</p> <ul style="list-style-type: none"><li>- Strategy 15: Pursue a Multi-Pronged Implementation and Funding Strategy</li><li>- Strategy 16: Prioritize Recommended Bicycle Improvements</li><li>- Strategy 17: Prioritize Completion of Sidewalks Where Gaps Exist</li><li>- Strategy 18: Utilize Engineering Strategies which Maximize the Safety and Comfort of Bicyclists and Pedestrians of All Ages and Abilities</li><li>- Strategy 19: Establish a Bicycle and Pedestrian Advisory Committee</li><li>- Strategy 20: Establish Performance Measures</li></ul> |
|---|--|---|

## NATURAL ASSETS AND RECREATION

Serving as a regional concept, the CATPBP was developed in 2013 to envision a connected and convenient network for bicyclists and pedestrians of all abilities.

CATPBP recommendations revolve around education, encouragement, enforcement, evaluation, and engineering to develop a safe, convenient network of trails and “fostering the development of a culture” for acceptance of walking and bicycling as modes of transportation. The implementation strategies, gaps identified, best practices, and recommended improvements suggested in the CATPBP have been used to guide decisions for the Generation Casper planning process.

The [Casper Parks and Open Space Improvement Plan](#), completed in 2014, was written to review, inventory, and assess the level of park development and the condition of improvements made in parks and recreational spaces. This plan also evaluates gaps in the park system to understand the inequities of park access within the community. The public was involved to help better understand the amount and type of use of each park and determine desired improvements within the park system. Specific data regarding uses, amount of users, walkability of dwelling units to parks, and comparisons to similar cities is provided in this plan. This data, along with the gap analysis and access inequality, can be used to inform the Casper Comprehensive Plan.

The [Elkhorn Valley/Eastside Master Trail Plan](#) (EVEFTP) was developed in 2010 by the Casper Area MPO, Platte River Parkway Trust, Inc., and various consultants to focus on conservation of the Elkhorn Valley study area and development of trail connections for people residing in or working in the east Casper area. EVEFTP offers guidance regarding trail corridor layout and design considerations, and recommends standards for trail connectivity, access, and implementation. It briefly mentions preserving and enhancing the natural and cultural resources and notes the opportunity to educate users through interpretation of ecology, history, and culture.



*"For the friendly residents of Central Wyoming, Casper is the place where the boundaries between natural and urban landscapes blur, offering unparalleled access to recreational, cultural, and commercial opportunities." - Public Comment*



## ARTS AND CULTURE

The "Cultural Amenities" vision statement of the Casper Area Comprehensive Plan (2000) aims to develop "A community that supports artistic enrichment and cultural opportunities as vital parts of the community's values, quality of life, and economic vitality."

This vision is realized through encouraging public and private partnerships and support of cultural and civic facilities; expanding the presence and prominence of public art; collocating and centralizing cultural and civic facilities to develop a synergy between these institutions while supporting commercial activities where possible; and encouraging the use and reuse of schools as community and neighborhood facilities.

The MPO completed an [Interstate 25 Entryway Beautification Plan](#) in 2015 that provides recommendations for shaping the corridor into a visually appealing and cohesive gateway into the community. The plan highlights design guidelines for bridge enhancements and signage including lighting, landscaping, color and materials. The design guidelines are integrated with WyoCity™ brand promise elements.









In 2015, the Casper Area Visitors & Convention Bureau released the “WyoCity™” brand in response to an effort to bring a marketing identity to the area. The principles of the brand encompass the following attributes: WyoCity™ is short for “Wyoming’s City,” which encompasses the friendly, relaxing, outdoorsy, beautiful, western, welcoming, happy, adventurous, and hardworking ideals of the community.

## “NESTLED IN THE NORTH PLATTE RIVER

Valley, at the base of iconic Casper Mountain in Central Wyoming, Casper is blessed with world-class outdoor recreational opportunities, a touch of urban lifestyle and a friendly attitude. Established at the confluence of five historic pioneer trails, the city remains Wyoming’s hub of commerce, culture, creativity and competition that beckons the adventurous to immerse themselves in its brilliant blue skies and wide open spaces.”

- WyoCity™ Brand Promise

