

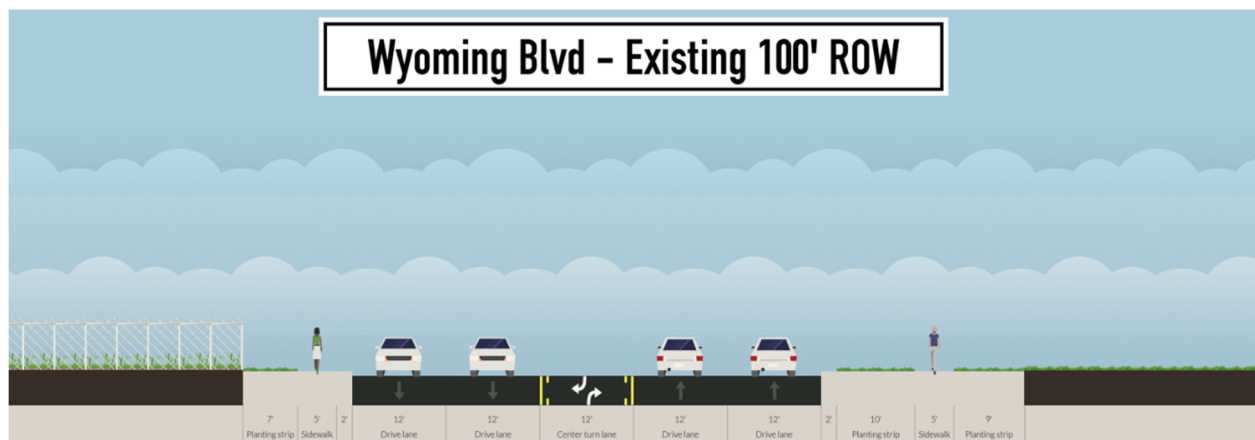
CASPER COMPREHENSIVE PLAN UPDATE

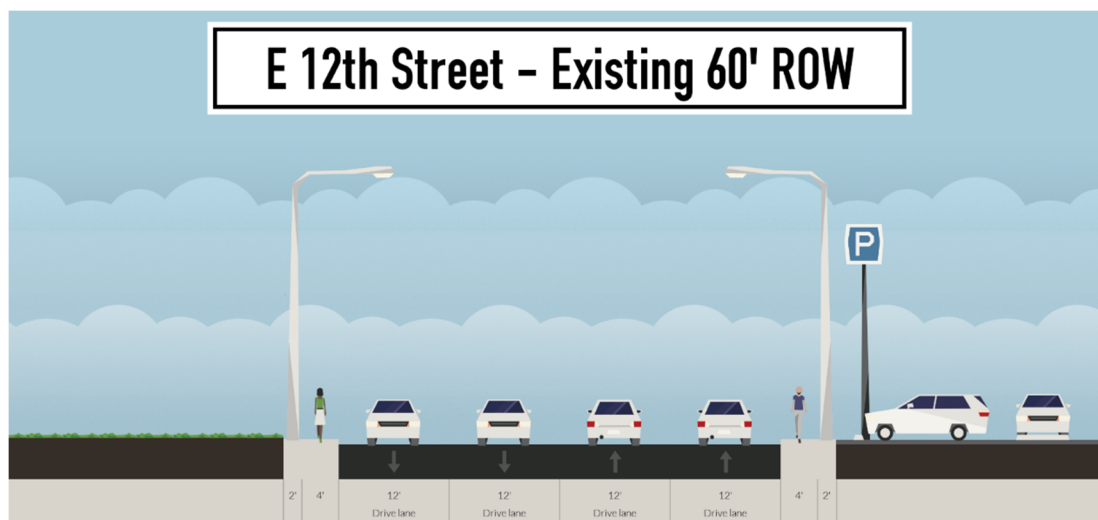
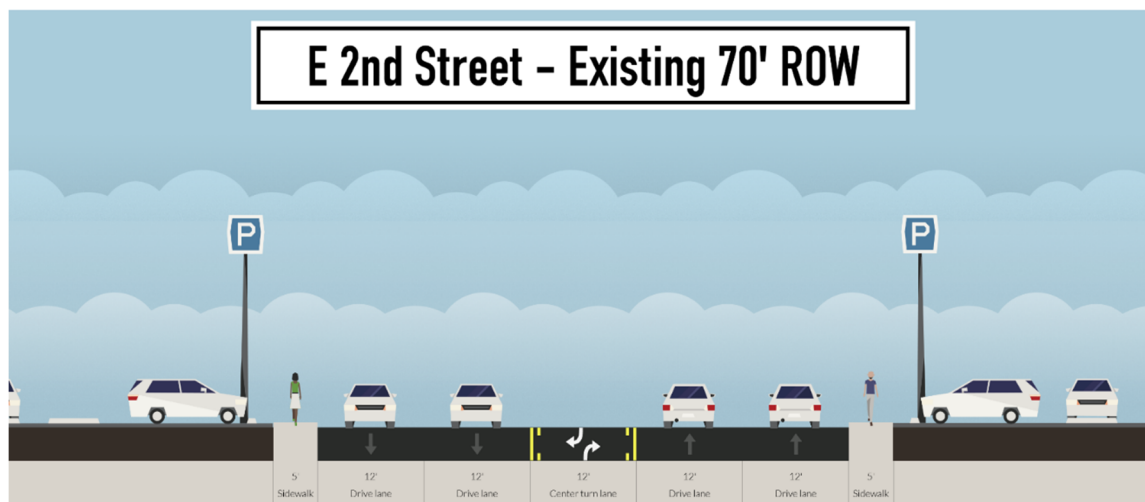
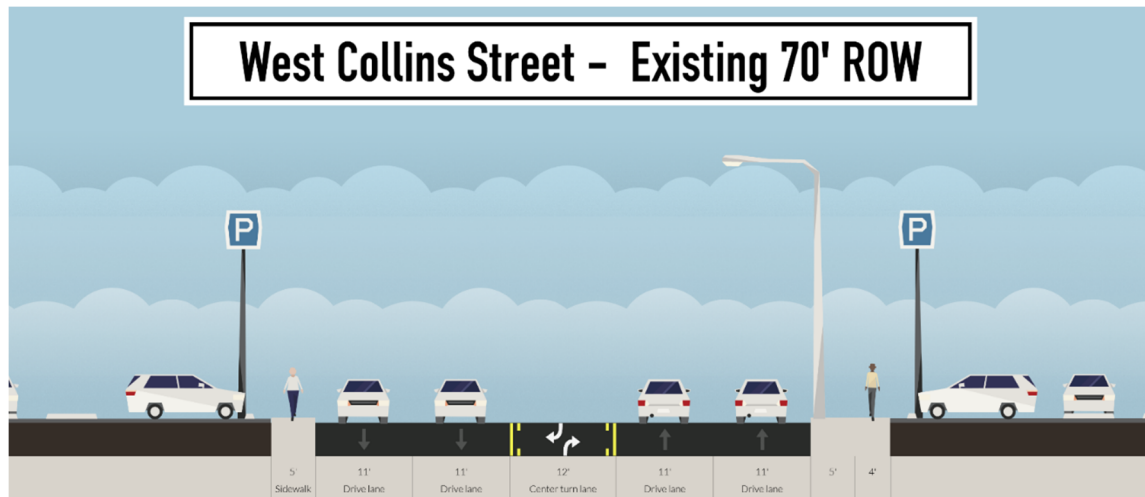
Transportation Workshop Summary

The Generation Casper Transportation Workshop took place on Thursday, December 8th, 2016 at Casper City Hall from 6:00pm to 8:00pm. Approximately 20-25 participants attended the workshop. The workshop included a summary of public input to date, existing transportation issues in Casper, and various opportunities and solutions. Following the presentation, participants were asked to evaluate various multi-modal roadway cross sections for arterial, collector, local, and downtown roadways/streets and provide comments. Additionally, a large map of Casper was provided for residents to provide input on other transportation concerns within the Casper metro area. This document provides a summary of the comments provided.

Major Roadway/Arterial Street cross-section discussion.

Existing major roadways and arterials in Casper vary in width from 60' to around 200'. Therefore, cross sections of 100', 70', and 60' were provided to allow discussion regarding priorities, given varying right-of-way widths, and a comparison of existing streets. Existing cross sections of Wyoming Blvd (100'), West Collins Street (70'), E 2nd Street (70'), and E 12th Street (60') were provided to compare existing conditions to the potential future solutions.





When evaluating the existing cross sections, one participant stated that they “won’t ride my bike on these roads”. Another stated that the travel lanes should be narrowed to slow traffic to the actual speed limit on E 2nd Street and E 12th Street. A third participant suggested a 3-lane section on E 12th Street, to free up right-of-way for other elements.



As biking becomes more important to residents in Casper, there was a lot of discussion about the need to “educate riders and drivers to co-exist”, the need for “bike lanes near schools”, and the desire to “encourage cycling on parallel local streets” and “use slower parallel roads for bikes” rather than providing bike lanes directly on the arterials. Others stated that the buffer for bike lanes on an arterial should be more than 2 feet wide. Specific locations were mentioned where biking is either problematic or desired. “Would like to see bike lanes near 1st Street”, “Need an alternate bike path to CY and Wyoming Blvd”, and “I’m from New York, so I’m comfortable with a narrow buffer and bike lane, as long as one is provided.” Yet another biker stated they preferred to see medians that would keep traffic moving and minimize turning for the safety of bikers.



The preference for medians on arterial roads seems split between participants, with one comment stating they liked the medians because they provide a refuge for turning vehicles, while others liked the two-way left-turn lanes because they are perceived as being “important for traffic flow”. The two-way left-turn lane near home depot was pointed out as an example of one that works well, while the median and associated median break on CY, west of Poplar, was identified as a location where medians work well. Others stated that if a median with turn lanes is provided, the turn lane must have adequate widths, and pointed out that the turn lane from CY into the tractor supply is an example of a lane that is too narrow. Another comment stated that medians with grass are “hard to maintain”.



One resident thought trees were important to block the wind, while others suggested we consider the type of trees that can withstand the winds and the width of right-of-way dedicated to trees, stating that two feet is not wide enough for trees. While trees seem to be desirable on arterial roads, it was noted that trees should not be placed at the intersection because drivers need a clear sight distance of the intersection and approaching vehicles.



A discussion on lighting resulted in a desire for lighting near residences, and that businesses should be responsible for providing lighting on/along their property, while lighting along other portions of the major roads and arterials was not as important.

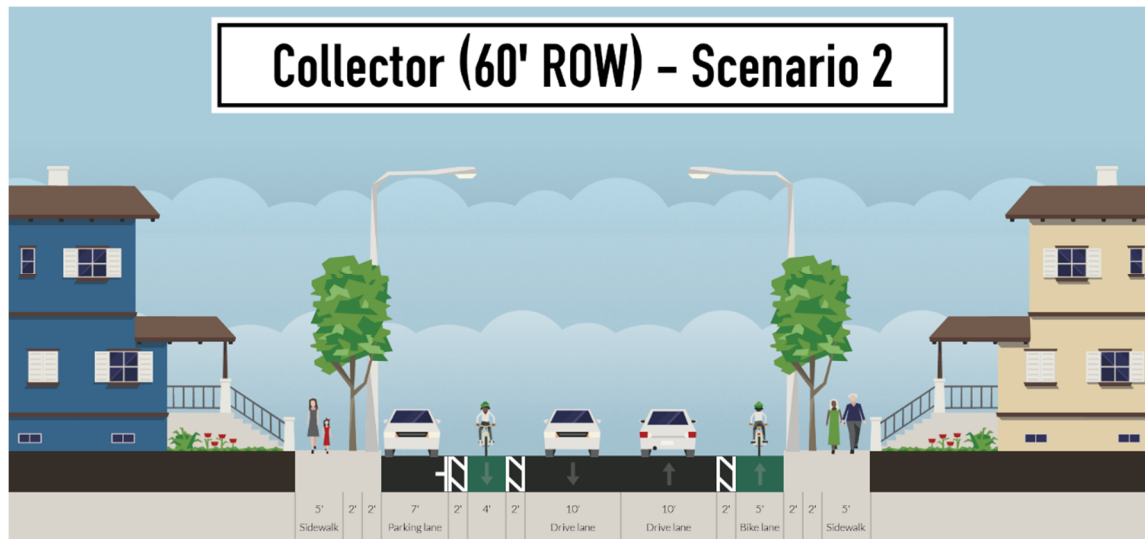


Other roadway elements that were mentioned include on-street parking, sidewalks, and transit. It was stated that on-street parking does not belong on arterial roads, that sidewalks all over need to be maintained because they are uneven and you have to watch your step so as not to trip, and that larger sidewalks that allow two people to walk next to one another and allow room for someone to pass were preferred. When asked how important transit was to the participants, it was mentioned that transit becomes more important and that ridership increases in the winter because bikers and pedestrians choose transit over walking in the snow. Another participant mentioned that the future holds autonomous, self-driving vehicles, and that transit may not be as important once autonomous vehicles are prevalent.

Collector Roadway cross-section discussion.

Existing collector roadways in Casper are generally 80 feet wide, however, the Code of Ordinances for Casper states that Collector roadways should be 60 feet wide. As such, cross sections of 80’ and 60’ were provided to allow discussion regarding priorities and a comparison of existing streets.

One participant stated a preference for Scenario 2 with a 60' right-of-way.



Other preferences included a landscaped median with turn lanes cut out on collector roads, and street trees to mitigate wind.

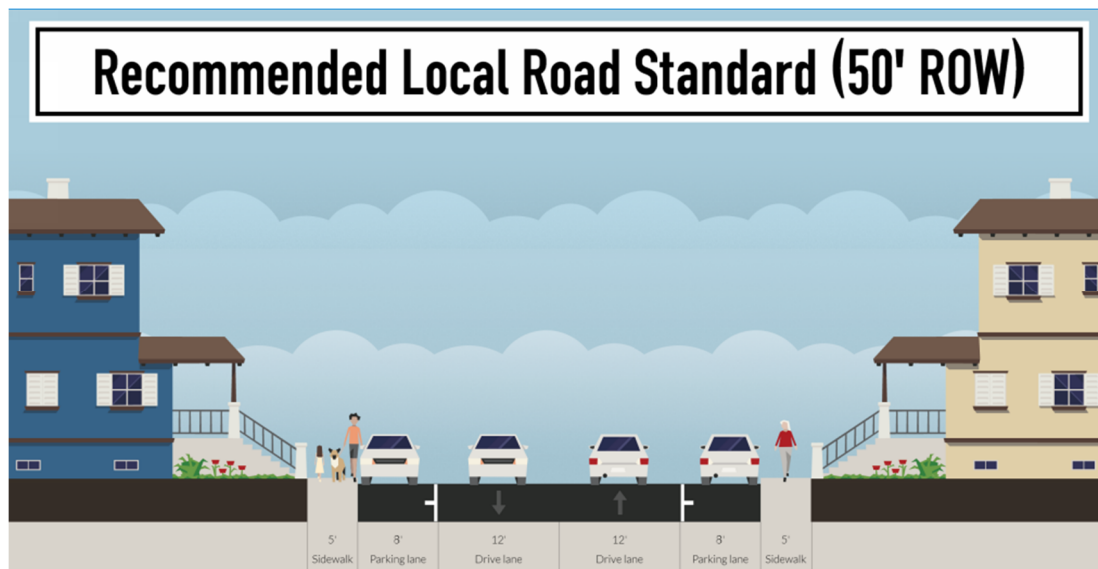


Another participant asked where berms would go for snow removal.

Local Roadway cross-section discussion.

A review of local roadways around Casper showed several 46' wide cross sections. Several examples of options within this right-of-way width were provided for discussion.

While one participant recommended we look at consistent standards for local road development among towns so developers know what to expect. Another recommended a 50' right-of-way which would include 5' sidewalks, two 8' parking lanes, and two 12' driving lanes.



Maintenance was noted from several participants as being an issue, both for sidewalks and for trees/shrubs within the right-of-way. Specifically, overgrown shrubs and untrimmed trees were identified as issues in the 12th Street/13th Street/Wolcott area and sidewalk maintenance was identified as a problem for bikes/pedestrians traveling to downtown. Residences stated they liked the trees and shrubs because they mitigate wind, but mentioned that they needed to be trimmed to allow clearance of vehicles and to provide views of stop signs. A couple people mentioned that the grass buffer between the sidewalk and cars was good, but one mentioned they would like to see trees in that area. It was stated that wide sidewalks provide a good opportunity to pass and a good place for type C riders, or those riders that are interested in biking but not very comfortable with bike lanes. However, others stated that these were too wide for local roads, that there aren't that many walkers, and that tree pits were needed.



There has to be parking for guests. Parking is necessary.



INTERSECTION

One resident was concerned about sight distance at the intersections, stating "Make sure there is ample space at residential intersections. I feel like so many trucks/SUV's and large vehicles block the intersection view for low vehicles or bicyclists."

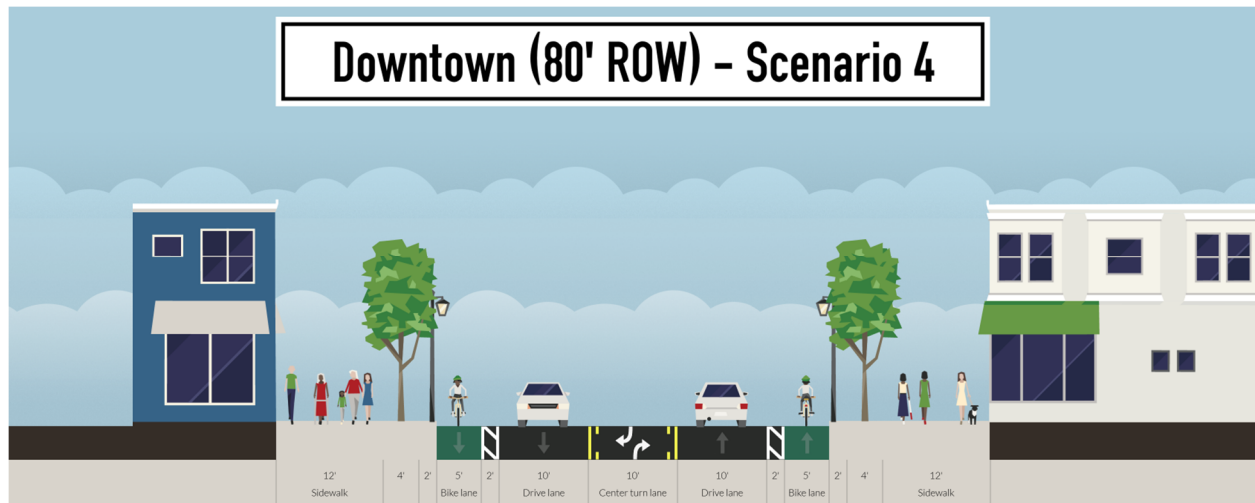


A couple participants stated a desire to see "more bike lanes on adjacent streets to roads like 12th/13th (such as 11th or 14th)", and to "encourage bicycle and pedestrian travels on the adjacent streets". They mentioned that these streets "feel safer because there are more stops and less traffic."

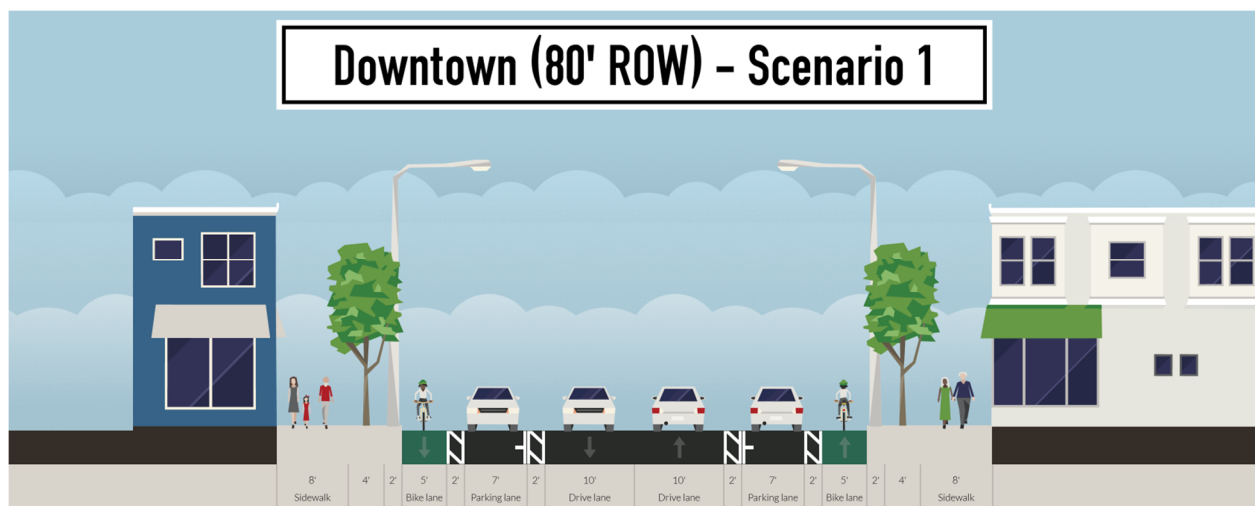
Downtown Roadway cross-section discussion.

A review of roadways within the downtown indicated that the majority of these roads have 80' wide right-of-ways. Several examples of cross sections within 80' were provided for discussion.

Scenario 4 was identified as being “applicable in many areas downtown” and the 2’ foot wide buffers were viewed as a positive addition by a few participants.



Scenario 1, showing on-street parking buffering the bike lane from the travel lane was identified as being “more bike friendly” with the potential for being an “economic boost” since recreation leads to increased revenue.



Participants generally liked the wider sidewalks shown in the downtown, stating “more public space is provided by having one side of the street with a wider sidewalk.” Another participant mentioned that they liked the public art downtown. The 12’ wide sidewalk was identified as being “good to allow for outdoor seating”, but residents were curious about who is responsible for maintaining the sidewalks, the City or property owners.



The existing downtown street network was identified as not being bike friendly, and participants voiced a need to educate both bike riders and drivers, then enforce the rules.



There did not appear to be much support for a dedicated bus/bike lane. Some said that bikes and buses sharing a lane was a potential danger, while others stated that “bus stopping in travel lane was not a problem”, and another participant preferred bus pullouts.



While one participant preferred there not be a two-way left-turn lane in the downtown area, it was mentioned that two-way left-turn lanes are good for delivery trucks.



One participant stated that four feet is not enough for street trees, another suggested tree vaults may be needed.



A suggestion regarding parking was to remove all curbside parking and require parking in garages and parking lots to encourage foot traffic. Others said, “make the parking garage free”, and yet another mentioned that “diagonal parking is not good for bicyclists”.

Other Concerns

Participants voiced a number of other concerns around the area. Some are general comments that apply Citywide, while others are more relevant to specific locations. A list of additional comments were provided by a local engineer following the meeting and are included as Attachment 1.

- Midwest area should be a priority (connect to King Blvd).
- 12th and 15th have congestion because of school traffic.
- West loop – Robertson intersection is dangerous in it’s current state.
- 15th and Durbin pedestrian improvements are needed.
- Implement striping plan on College Drive.
- Pedestrian improvements needed at Yellowstone and McKinley.
- Roundabout at 13th and CY.
- More pedestrian arrows like 2nd and Conwell.
- Make Durbin and Wolcott 2-way streets downtown.
- Need a new Major Road/Arterial connecting Robertson Rd/CY Ave to SW Wyoming Blvd at Eagle Drive.
- Need a new Major Road/Arterial extending west from Ft Caspar Road.
- Need a new Major Road/Arterial west of and parallel to Robertson Road, connecting CY Ave and a future E/W road extending from Ft Caspar Road.
- A sidewalk is needed under the CY bridge, west of Poplar Street.
- At CY Ave and W 20th St, either a turn light, crosswalk, or turn barricade is needed.
- Poplar from I-25 to Garden Creek Road needs to be widened.
- Parking for Crest Hill Elementary School is not adequate so parents are parking across Poplar Street and walking to the school. Pedestrians need to be addressed on this stretch of Poplar Street.

- Need buses that go to the airport.
- Need door to door transit service for the disabled. Current hours are not accommodating.
- West Casper needs another north/south road.
- Beverly and 1st has congestion issues today.
- Fill in sidewalk gaps.
- Need trails wayfinding plan/program.

ATTACHMENT 1

Snow removal is what decides main road usage! STEEP hills and icy conditions are a major concern for most drivers!

- placing medians will affect the ability to remove snow when piled in the middle?

- make grass patches between road and side walk where snow can be piled (causing snow melt and icy conditions for several months?)

- Transportation to the airport is important

Blackmore area (East Side):

- Apartment parking on side streets cut flow of traffic and safety

Highways:

Poplar onramp: -turn lanes and curve in the road is an issue.

- side business entrances cause traffic build up.

Center St.: -Starbucks traffic and turn lane issues

Beverly: -One of the best on/off ramps and traffic flow roads in town but is constantly effected by railroad crossing, causing major backups.

Diagonal roads with traffic issues:

Collins to 3rd (cuts off traffic) this is a high traffic road but gets shut down when farmers' market and music night happens.

Collins and 5th street between center and Wolcott issues:

- Sidewalks right next to parked cars and heavy traffic.

- Buildings cast shadow on Collins causing major ice on road and sidewalks.

- 5th St. and Center St. poor visibility around buildings, needs a 4-way stop or a light. There is heavy bike and pedestrian traffic on that corner.

- 15th would be a great through road but you end up going through so many school zones and residential areas

- 15th and McKinley St. very steep with narrow roads, little visibility and reaction time. Liquor store and gas station traffic adds to this issue.

- South of 15th St. on McKinley is scary to drive through mostly because traffic rules aren't always followed. Snow removal and side road parking almost impossible to safely drive through

- 12th St. in front of Kelly Walsh is horrible! side parking and pedestrian traffic. Only a single lane road traffic. Maintain 4-lane traffic flow and turn lane from Beverly to Wy Blvd.

-NC also another really bad main road with a school zone.

Casper becomes grid locked from when School lets out till after 5.

-extending 27th street to east and west Wy Blvd (help alleviate poplar and future growth.)

Downtown Traffic problems:

-Midwest: Wolcott and Durbin has issues

-divert Center St. highway traffic away from going through down town area by turning into C-st (along railroad tracks), possibly connecting McKinley highway on-ramp into a larger more useable road.

-Center and 1st Turning issues (at least install a turn signal)

-Opportunity to make Ash a wider and more usable street.

-Opportunity to make Midwest a larger street

Poplar (West Side)

-CY apartments too close to road (no parking or safe sidewalk usage)

-CY and 12th no safe bike lanes during normal business traffic hours.

-Widen Poplar all the way to Wy-Blvd

-Improve Bridge on Poplar and 1st.

-Poplar and CY (the worst left hand turn lanes EVER!!!!)

-Alberson's doesn't have an easily usable entrance only right hand turn lanes. If one wants to go east they must drive through residential areas that happen to be a school and park area.

Walmart (West Side):

-no true left and right turn traffic light.

Paradise Valley Neighborhood:

-no easy way to get into town other than CY, extend paradise valley rd. to connect to poison spider rd.?

Biking and pedestrian trails:

-Garden Creek pathway needs a better light and connecting paths for safer use

-Path from PV to Wy Blvd is amazing! Getting across Wy Blvd towards CY & Poplar is horrible! A path needs to be developed to get close to the mountain and do the Casper College.