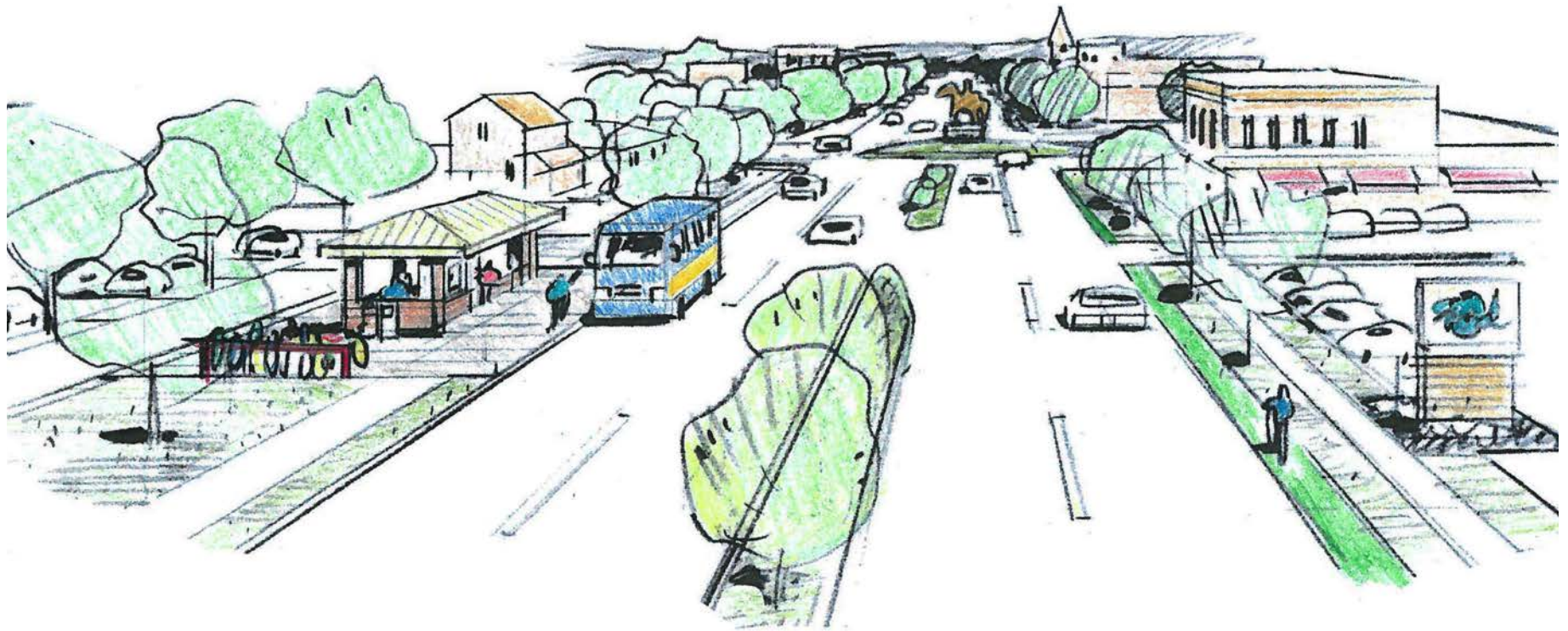


ENHANCED CONNECTIVITY

CASPER OFFERS TRANSPORTATION CHOICES THROUGH A SAFE AND RELIABLE STREETS AND TRAILS NETWORK THAT CONNECTS ALL RESIDENTS TO THEIR DESTINATIONS THROUGH A VARIETY OF TRADITIONAL AND EMERGING TRANSPORTATION MODES.



Complete streets throughout Casper

CASPER'S MOBILITY TEAM VISION:

The four pillars of our future transportation system:

1. To address future growth and build communities through transportation.
2. To address connectivity at all scales of transportation.
3. To be inclusive and accommodating of all forms of transportation.
4. To promote safety and access.

Principles and Goals



EC1. MAINTAINING A BASELINE:

Develop consistent and reliable standards and maintenance plans for future growth to ensure transportation needs are met in the future.

EC1-1. Transportation Standards: Establish safety/efficiency standards for bicycles, pedestrians, and transit.

EC1-2. Adequate Maintenance: Establish a maintenance and expansion plan for the pedestrian and bicycle infrastructure.

EC1-3. Roadway Network: Control future congestion with standards for roadway spacing, block sizes, and driveways.



EC2. INTEGRATED TRANSPORTATION NETWORK:

Integrate land use patterns and transportation facilities as the strategic framework.

EC2-1. Land Use Patterns: Evaluate the impacts of land use decisions on the transportation network, and modify zoning, roadway spacing, block size, and multi-modal transportation facilities to achieve desired land use patterns.

EC2-2. Street Network: Provide a roadway system that includes functional hierarchy, appropriately accommodates access and mobility needs, and requires multiple access points from new development/residential neighborhoods.

EC2-3. Neighborhood Traffic: Establish a grid of collector and arterial streets that can accommodate traffic from new development. Further reduce the impacts on neighborhoods, by incorporating traffic calming where necessary on neighborhood streets.



TRANSPORTATION NEEDS

In the fall of 2014, the City of Casper Planning and Zoning Commission expressed concerns relating to commercial development patterns, in particular the resulting urban form and block sizes of recent developments of commercial parcels in East Casper. A historically consistent increase in block sizes has led to a decrease in the connectivity of the public street network as development has moved away from the urban core over time. This decrease in the links and intersections of Casper's street network is also accompanied with an underutilization of street typology application. This realization has led Casper officials and area wide leaders to rethink transportation and see the need for a Comprehensive Plan Transportation Element to address not only street connectivity, but also the citywide elements that affect or are affected by the street network.

One year following this discussion, a Casper Mobility Team was formed to attend a series of workshops through the Community Mobility Institute in October 2015. Working with transportation and community development professionals, the team drafted a vision and established goals to inform the creation of a Transportation Element to supplement the City of Casper's Comprehensive Plan.

This workshop and its outcome served to lay the foundation for the Transportation Element of the update to the City of Casper's Comprehensive Plan with particular emphasis on street connectivity solutions. The result of the team exercises was the creation of a vision for the Transportation Element and the City of Casper's transportation system as a whole. In addition, the team explored what was needed for an effective and inclusive stakeholder engagement effort. Finally, they framed the desired components and outcomes of the Transportation Element of the Comprehensive Plan.

Development guidelines, particularly related to street connectivity, street hierarchy, safety, and access management have been lacking, and future development will further deteriorate the street system as Casper grows without adequate transportation standards. Of particular concern is the undeveloped regions east of the City and near/around the West Belt Loop corridor where future growth is expected. Today, the City of Casper is committed to building communities through transportation and finding street connectivity and transportation/land use solutions.



Tourism building off the Rail Trail

EC3. IMPROVED ACCESSIBILITY: Connect residents to their destinations through integration of all modes and accessibility.



EC3-1. Arterial Connections: Continue to identify and resolve access management issues along arterials.

EC3-2. Bicycle Network: Improve accessibility around/through barriers such as intersections, freeways, and discontinuous streets.

EC3-3. Alternative Transit Options: Consider alternative modes, such as electric bikes, Uber, dedicated bike infrastructure, bike shares, and a year round trail network for transit riders to reach high-frequency travel corridors.

EC3-4. Complete Streets: Adopt a Complete Streets policy, designed to equally prioritize walking, biking, and driving; and implement while ensuring the infrastructure design and placement protects residential character.

EC3-5. Pedestrian and Bicycle Connections: Provide direct pedestrian and bicycle connections from residential neighborhoods to transit, schools, parks, public facilities, shopping areas, and commercial centers.

EC3-6. ADA Compliant: Design all future pedestrian infrastructure to be ADA accessible and adhere to Universal Design standards during upgrades and repairs, and retrofit existing streets to address lack of ADA and Universal Design standards compliance, specifically at intersections that are currently only partially ADA compliant.

EC3-7. Eliminate Barriers: Improve access to parts of the city that are separated by I-25 and the railroad.



EC4. ENHANCED NETWORK: Create a balanced transportation network that manages the movement of goods and people across all modes, alleviates pressure at major intersections, and reduces auto dependence.



EC4-1. Traffic Flow: Implement Intelligent Transportation Systems (including, but not limited to: traffic signal control systems, variable message signs, and speed cameras), innovative intersections, roundabouts, bike boxes, protected intersections and buffered bike lanes to regulate traffic flow at key intersections.

EC4-2. Traffic Calming: Adopt and implement a traffic calming policy and toolkit, with variable ways to reduce speeds through residential streets.

EC4-3. Transit Frequency: Improve the regional transportation system by consolidating routes, and decreasing travel time thru concepts such as queue jumps and Transit Signal Priority.

EC4-4. Pedestrian-Scaled Infrastructure: Design new streets and redesign existing streets to be pedestrian-friendly and compatible in scale, width, and design with adjacent land uses.

EC4-5. Automobile Mobility: Retrofit streets to improve the mobility of the car through the implementation of effective transportation tools and mechanisms, such as adaptive traffic signal coordination, access management policies and parcel interconnection, acceleration/deceleration lanes, etc.

EC4-6. Transportation Flow: Continue to develop a street network of small blocks and gridded streets to improve transportation connectivity and redundancy throughout the City.

EC4-7. Education, Connection, and Safety: Improve safety and educate all users on bicycle and pedestrian laws to improve safety. Follow the Casper Area Trails, Path, and Bikeway Plan recommendations for education of bicycle and pedestrian laws.

EC4-8. Commuter Routes: Increase safety and convenience for transit/bike/pedestrian commuters by providing protected intersections, protected bike lanes, bike racks on transit buses, better and more bus shelters, bike share programs, and long distance ped/bike facilities on parallel routes to major roads.

EC5. MODERN UTILITIES/INFRASTRUCTURE: Ensure that adequate utility infrastructure and capital facilities are in place.



EC5-1. Infrastructure Priorities: Invest in new and upgraded infrastructure within the Urban Growth Boundary (UGB) and where appropriate. Maintenance and improvements should be prioritized prior to installation of infrastructure within undeveloped areas.

EC5-2. Redevelopment: Target infrastructure investments toward identified redevelopment areas based on community demand for various types of commercial and industrial space. Redevelopment areas should be given priority over new development.

EC5-3. Utility Partnerships: Identify and coordinate prioritized redevelopment and infrastructure upgrade areas with private utility companies and the Casper Area Economic Development Alliance.

EC5-4. Stormwater Investment: Invest in stormwater infrastructure improvements and integrate infrastructure with landscaping, greenways, and open space.

EC5-5. Advancing Technology: Support private investment in city-wide technology infrastructure plan to deliver increased band-width for high-tech businesses and web-based services and firms.

EC5-6. Energy Efficiency Measures: Encourage measures in existing and future developments at the site scale, including renewable energy, recycling, xeriscapes, native species, energy efficiency lighting and building techniques, etc.

