

GOALS		CORRIDOR CHARACTERISTICS	
Safety	Major route from the southwest to Grand Teton and Yellowstone National Parks	Congestion in some segments contributes to safety issues	Communities interested in maintaining community cohesiveness
Commuting			
Recreation Travel			
Environment	Supports service industry worker commutes to resort areas		
Public Lands	Area is economically dependent on tourism/travel		
Public Transportation			

PRIMARY INVESTMENT TYPE: SAFETY

The primary investment need on this corridor is to reduce the number and severity of vehicle crashes. The corridor exhibits a high percent miles with a need to improve the crash history. While the general capacity of the highway is adequate for current and future volumes, safety type improvements may include auxiliary lanes, turn lanes, and access management to facilitate the smooth flow of traffic. The next priority will be to enhance mobility through the growth of intercity public transportation to support daily commuting from the Star Valley to the Jackson resort area.

CORRIDOR CHARACTERISTICS

Corridor Description

State Significant Corridor (SSC) 2 is the 85 mile portion of US 89 from the stateline to Hoback Junction. US 89 enters the state of Wyoming at the southern end of Star Valley near Geneva, Idaho. This corridor is traveled heavily by tourists heading north towards Grand Teton National Park and Yellowstone National Park. Along the way they pass through the communities of Afton, Alpine, Grover, and Thayne, which are located along US 89.

At Alpine, US 89 follows the Snake River toward Hoback Junction. In the 1960s, the road was moved from one side of the river to the other to allow for expansion. US 89 meets US 191/189 at Hoback Junction. The three routes, along with US 26, continue north toward Jackson.



Environmental Context

US 89 enters Wyoming in the Salt River mountain range, which extends from the Grand Canyon of the Snake River on the north to Commissary Ridge on the south. US 89 heads over Salt River Pass (elevation 7,630 feet) about eight miles south of the town of Smoot. At the top of the Salt River Pass, water flows either north to the Snake River and then on to the Pacific Ocean or south to the Bear River and into the Great Salt Lake.

Just north of the town of Smoot, the Lander Cutoff Trail crosses US 89. The Lander Cutoff Trail was a shortcut for those traveling the Oregon Trail to the Pacific Northwest. It is the only wagon

road of the Oregon Trail system to ever be subsidized and constructed by the federal government.

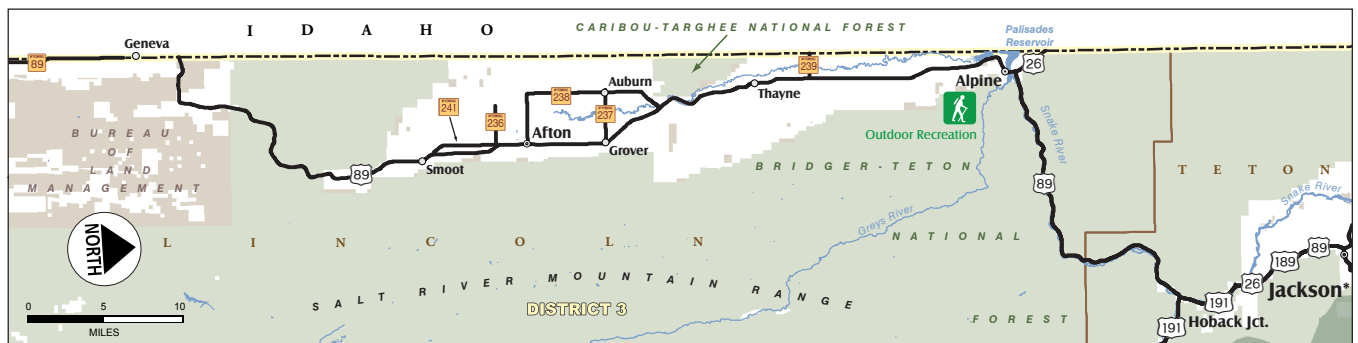
US 89 parallels the Salt River through the towns of Afton, Thayne, and Alpine before the river enters Palisades Reservoir. US 89 continues north into the Snake River Canyon. At the southern end of this canyon is the town of Alpine where the Snake River meets the Greys River and the Salt River at Palisades Reservoir on the Wyoming-Idaho border. It is a popular destination for rafting trips and is known for having some of the best whitewater rafting in the United States.

Corridor Interests:

- Scenic Byway
- Cultural, Paleontological & Historic Resources
- Visual Resources
- Recreation Management
- Travel Management
- Wildlife Connectivity, Habitat Fragmentation, & Fish Passage
- Wetlands, Fens
- Wild and Scenic Eligible River
- Invasive Species

Source: U.S. Forest Service

ENVIRONMENTAL CONTEXT



The above map identifies issues and environmental constraints that form the basis for environmental review. Future projects in the corridor will take these and other issues under consideration prior to final design.

Key Issues and Emerging Trends

Major Traffic Generators

- National Parks - Jackson
- Rivers - Palisades Reservoir
- Employee commutes

- US 89 travels through a very beautiful part of Wyoming. Due to the number of recreation opportunities along this corridor, it attracts tourists and a significant amount of traffic. The two-lane road can carry up to 10,000 vehicles per day during the peak season, three times more than similar size highways in western Wyoming. This volume of traffic creates congestion along US 89 which contributes to safety issues and vehicle crashes.
- Many service industry employees working in the Jackson area live in and commute from Afton and Alpine in the Star Valley.
- Some communities would prefer to avoid major construction or widening projects in an effort to maintain the valuable rural community character. The environment attracts visitors and fuels the economy.



Goals & Strategies

Goals for the corridor represent issues communicated by participants in the planning process. These goals lay groundwork for the development of a financially feasible multi-modal transportation plan designed to support the planning, engineering, construction, operation, and maintenance of the State's transportation system.

By identifying broad goals that are visionary, practical, and responsive to the values of this region, the focus of future actions is readily identified. The goals are further defined with specific supporting strategies to attain each goal. Preserving the existing system through continuing investments in maintenance and repaving is critical to the long-range vision. In addition, supporting local tourism based economies, implementing safety improvements for commuter traffic, and reducing vehicle crashes are a priority.

GOALS	STRATEGIES
Reduce fatalities, injuries, and property damage crash rate	Auxiliary lanes if warranted (passing, turn, accel/decel)
	Intersection improvements
	Safety - general improvements
	Safety education programs
Support commuter travel Support recreation travel	Access management
	Additional signing, turn lanes, and parking to improve access to public land.
	Auxiliary lanes if warranted (passing, turn, accel/decel)
	ITS/VMS
	Signing/stripping
Promote environmentally responsible transportation improvements Improve access to public lands	Stormwater runoff
	View sheds
	Wetlands preservation/banking
	Wildlife corridors/wildlife habitat connectivity
Improve public transportation opportunities	Carpool/vanpool
	Park and ride facilities
	Local transit services/operations
	TDM strategies in major traffic generators

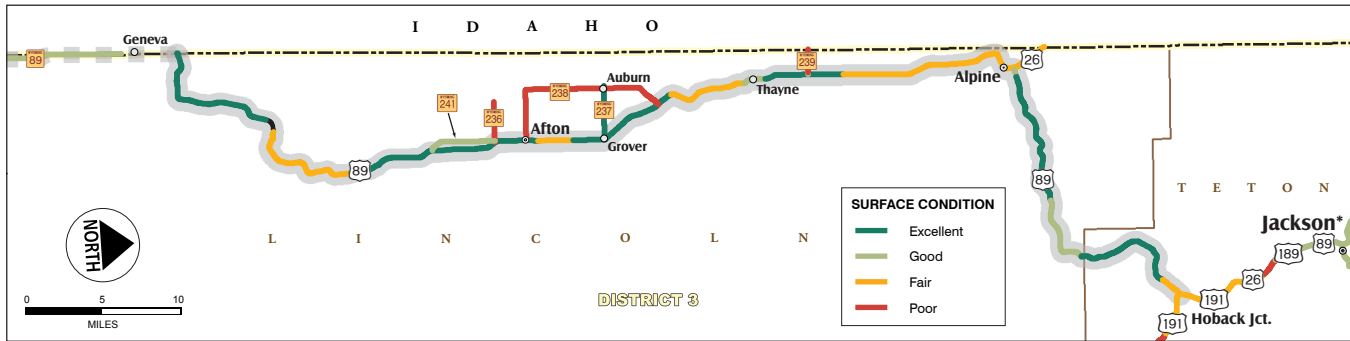
Primary Investment Type

SAFETY – The primary investment need on this corridor is to reduce the number and severity of vehicle crashes. The corridor exhibits a high percent miles with a need to improve the crash history. While the general capacity of the highway is adequate for current and future volumes, safety type improvements may include auxiliary lanes, turn lanes, and access management to facilitate the smooth flow of traffic. The next priority will be to enhance mobility through the growth of intercity public transportation to support daily commuting from the Star Valley to the Jackson resort area.

Roadway Characteristics

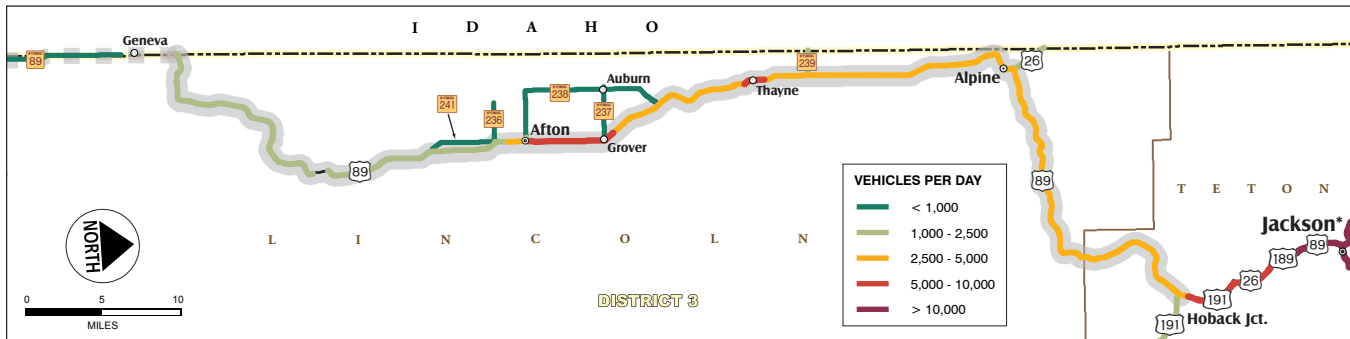
The following maps identify conditions on the corridor with respect to surface condition, total traffic, truck traffic, safety, and bridges. The data represent the most recent available and are subject to change over time as projects are completed or other factors affect existing conditions. The system data play a big part in determining current operating characteristics, the type of need, and the extent of improvements necessary to achieve corridor goals.

PAVEMENT SURFACE CONDITION



US 89 is rated as having surface conditions that are good/excellent for 67 percent of the corridor. Closer to Alpine and Hoback Junction, there are intermittent areas where the surface conditions are rated as Fair. WYO 238 outside of Afton is rated as poor.

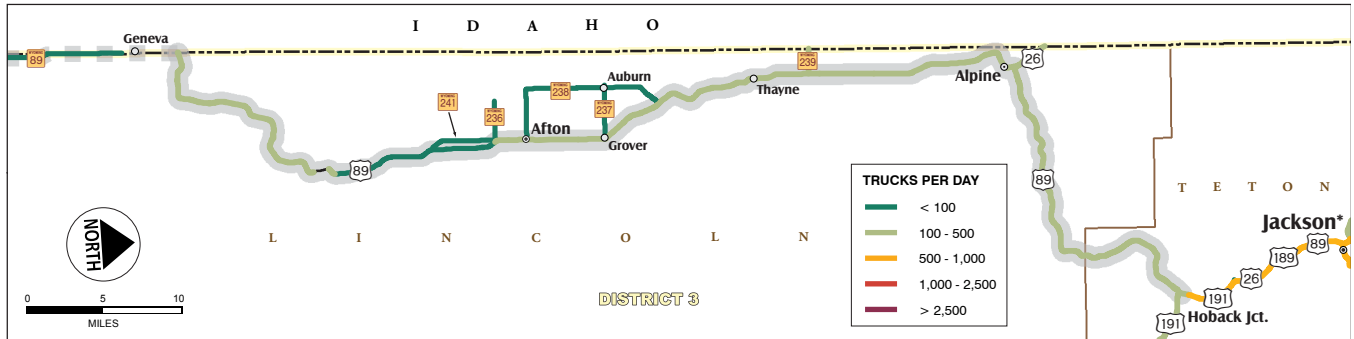
AVERAGE ANNUAL DAILY TRAFFIC (AADT)



Traffic along SSC 2, from Geneva to Hoback Junction, averages low to medium traffic volumes along most of the corridor. From Geneva to Afton, traffic volumes average from 1,000 to 2,500 vehicles per day (vpd). Volumes increase to 2,500 to 5,000 vpd from Afton to Hoback Junction, reaching volumes greater than 5,000 vpd just north of Afton and Hoback Junction where US 89 intersects US 189/191.

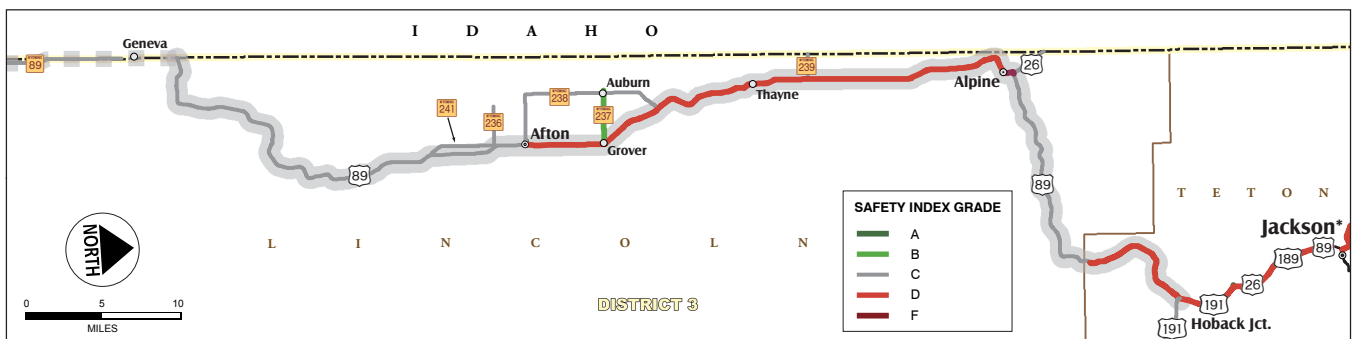


AVERAGE ANNUAL DAILY TRUCK TRAFFIC (AADTT)



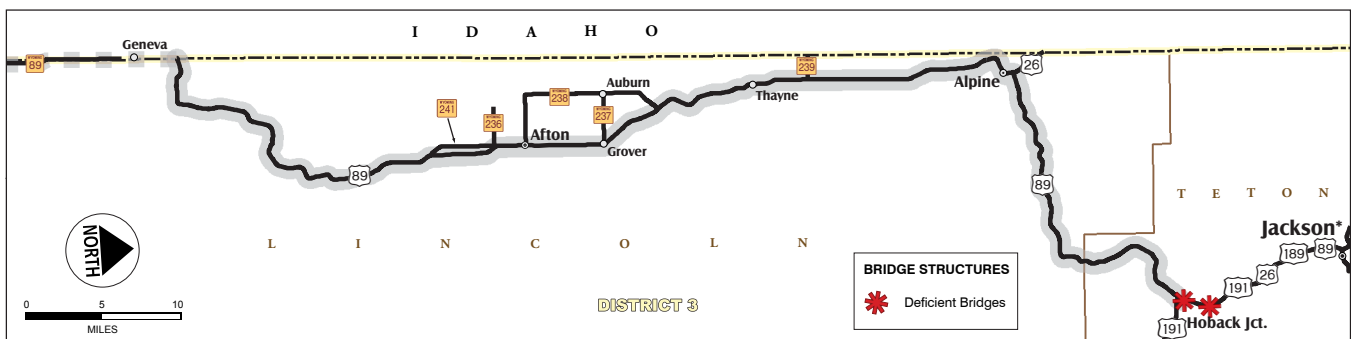
Truck traffic along SSC 2 is low, averaging less than 500 trucks per day between Geneva and Hoback Junction.

SAFETY INDEX



Approximately 50 percent of the corridor shows a below average Safety Index grade of D or F, specifically north of Afton to Alpine and south of Hoback Junction.

DEFICIENT BRIDGES



There are no deficient bridges along SSC 2. Two bridges near Hoback Junction are included in the Corridor Vision for SSC 4. All deficient bridges visible in the map window are displayed, regardless of designation as SSC, Regional, or Local Routes.

REGIONAL REFERENCE INFORMATION

REGIONAL ROUTES

WYO 89 is located one-half mile east of the Idaho-Wyoming State Line, near Border, Idaho, where WYO 89 and US 30 split. WYO 89 then travels north to the Idaho-Wyoming state line, where it ends as WYO 89 but continues as Idaho State Highway 61 for a very short length of 0.8 mile, then ends at US 89 in Geneva, Idaho.

LOCAL ROUTES

LOCAL ROUTE	COUNTY	FROM	TO
WYO 236	Lincoln	US 89	West
WYO 237	Lincoln	US 89	WYO 238
WYO 238	Lincoln	US 89	US 89
WYO 239	Lincoln	US 89	Idaho
WYO 241	Lincoln	US 89	WYO 236

Source: Official State Highway Map of Wyoming

URBAN AREAS

There are no designated urban areas located along this corridor.

INTERMODAL FACILITIES

Intercity Bus Routes

START operates bus service along US 89 from Alpine north to Hoback Junction, then northward to Jackson. A bus station is located in Alpine. Star Valley Seniors in Afton and Thayne Senior Center operate on demand for seniors in the surrounding area.

Class 1 Railroads

There are no Class 1 Railroads located along this corridor.

Public Transportation Agencies

PROVIDER AGENCY NAME	LOCATION	TYPE OF SERVICE	SIZE OF FLEET	ANNUAL PASSENGER TRIPS FY08
Southern Teton Area Rapid Transit (START)	Jackson	Fixed Route, Demand Response	29 Vehicles	855,108
Star Valley Seniors	Afton	Demand Response	3 Vehicles	4,270
Thayne Senior Center	Thayne	Demand Response	2 Vehicles	5,416

Source: WYDOT



DEMOGRAPHIC CHARACTERISTICS

Counties along this corridor have experienced moderate growth between the 2000 Census and 2008. Lincoln and Teton counties have seen over a 10 percent increase in population. Alpine, located in Lincoln County and on the Wyoming/Utah border, has seen a 47 percent increase in population due to growth in the recreation industry workforce and seasonal homes.

The major employment industries in Lincoln County are Education & Health, followed closely by Retail and Construction. The leading industry in Teton County is Arts & Recreation, which has increased in part due to the newly constructed Jackson Hole Center for the Arts. See Appendix B for more details about employment by county.

POPULATION: 2000-2008					
COUNTY	CITY	2000	2008	% GROWTH	% STATE TOTAL (2008)
Lincoln County		14,573	16,631	14.1	3.1
	Afton	1,818	1,864	0.5	
	Alpine	550	810	47.3	
	Cokeville	506	488	-4.1	
	Diamondville	716	663	-7.4	
	Kemmerer	2,651	2,468	-6.9	
	La Barge	431	466	8.1	
	Opal	102	95	-6.9	
	Star Valley Ranch	X	693	6.6	
	Thayne	341	370	8.2	
Teton County		18,251	20,376	11.6	3.8
	Jackson	8,647	9,806	13.2	

Source: Population Division, US Census Bureau, July 1, 2009

Airport Information

AIRPORT NAME (Associated City)	NPIAS ROLE & HUB TYPE ¹	NPIAS	WYDOT CLASSIFICATION (2008)	WYDOT CLASSIFICATION (FUTURE)	TOTAL AIRPORT OPERATIONS	BASED AIRCRAFT	TOTAL PASSENGERS (2006)
Afton Municipal Airport (Afton)	GA	NPIAS	Business	Business	12,200	40	15

Notes: P - Primary Commercial Service, N - Non-hub Facility, GA - General Aviation
¹NPIAS Role and Hub Type are same for both existing (2007) and 5-year federal forecast

Source: WYDOT and FAA