



A Community Vision

Adoption Draft, September 2026

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A SPECIAL THANKS TO THE COMMUNITY OF ALPINE!

This plan could not have been complete without the valuable knowledge and consideration of various community members. Their contributions, large or small, are greatly appreciated.



ALPINE

YOMING

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o EXECUTIVE SUMMARY



A PLAN FOR ALPINE'S FUTURE

The Alpine Master Plan sets a clear direction for how the Town of Alpine will grow, evolve, and sustain its unique mountain character over the next twenty years. It builds on Alpine's strong sense of community, environmental stewardship, and creative energy to ensure that future development reflects local values, enhances livability, and strengthens the Town's identity.

The Plan provides a roadmap for decisions about land use, housing, transportation, parks and open space, and economic development. It integrates community priorities, aligns with regional initiatives, and establishes an implementation framework to guide investments and policy updates over time.

THE COMMUNITY'S PLAN

This Plan is grounded in an extensive public engagement process that reached residents, business owners, stakeholders, and community advocates through open houses, surveys, focus groups, online activities, and events. Community input consistently emphasized a desire to preserve Alpine's mountain town character, maintain access to the outdoors, and support a diverse, year-round community.

MISSION STATEMENT

The Mission of the Town of Alpine Master Plan is to guide the community's future by promoting a balanced mix of land uses; supporting attainable housing; protecting natural resources while allowing for responsible recreation; fostering a resilient economy; and ensuring Alpine remains a desirable place to live, work, and visit.

COMMUNITY VALUES

"I would love Alpine to have positive growth, with sustainability of our current lifestyle and way of life."

THOUGHTFUL AND RESPONSIBLE GROWTH

EVERYDAY LIVABILITY

"A connected, walkable, and welcoming community where people of all ages can live, play, work, and thrive..."

"I envision a community centered around a school bringing together, young families and grandparents."

CONNECTED AND ENGAGED COMMUNITY

"It's important to maintain the character and charm that makes Alpine special, while implementing enhancements that support the community's evolving needs."

MOUNTAIN TOWN CHARACTER

STEWARDSHIP OF NATURE

"Our biggest asset in Alpine is proximity and easy access to the forest and the water."

"I do believe senior housing would be a meaningful and much-needed addition to our community."

AGING IN PLACE

SENSE OF PLACE

"I believe the master plan needs to specifically address town services and amenities that make a town a place residents want to live, not just where tourists want to go."

HOW TO USE THIS PLAN

The following are the three main sections of the Master Plan and what is included in each:

Introduction

- **Purpose** of the Master Plan and why it's being updated
- **Background information** about Alpine as a community within its regional context
- **Demographic profile** describing the people who live here

Engagement

- The extensive **community engagement** process and how it was conducted over 18 months
- Key words we heard throughout the engagement process that informed community values
- Seven shared **community values** that capture what matters most to the people of Alpine (found on [pg.33](#))

Planning Topics

Each Planning Topic has the following:

- Highlights from the Existing Conditions Report that use data to describe what life is like in Alpine today
- An Implementation Plan that includes Goals, Strategies, and Actions to help guide the Town towards the vision established by community members.



1

INTRODUCTION

Purpose, Place, and People
- that's what makes up a community. This chapter introduces what a Master Plan is and how it's intertwined with the Town of Alpine and its people.



HOW IS THE MASTER PLAN ORGANIZED?

WHAT IS THE PURPOSE OF A MASTER PLAN?

The Alpine Master Plan serves multiple purposes:



Provide a shared long-range vision for Alpine's future growth, character, and land use pattern.



Guide land use, development, and annexation decisions in a coordinated and fiscally responsible way.



Align infrastructure, utilities, transportation, and public facilities with expected growth and development patterns.



Identify community service, housing, economic, and quality-of-life priorities needed to support current and future residents.



Create a practical framework for town decision-making, inter-agency coordination, and day-to-day implementation.



Ensure planning decisions are informed by community input, local conditions, and Wyoming statutory requirements.

WHY UPDATE THE MASTER PLAN?

The last Alpine Master Plan was adopted in 2006—exactly **20 years** ago. Since then, a lot has changed.

The town's population and land area have grown. Alpine's population has been climbing steadily with an average 10-year population growth of 340 people. A primary driver of this has been recent annexations of existing or new neighborhoods and businesses. Annexations of note include Alpine Meadows, Melvin Brewing, Snake River Junction, and Targhee Place. An updated Master Plan helps facilitate orderly and predictable growth to accommodate changing population and demographics.

Alpine is on the precipice of becoming a full-service community. Recent developments include the opening of Broulim's grocery store, expanded healthcare facilities with the opening of Star Valley Health—Alpine Clinic, and lodging options with the opening of Cobblestone Hotel & Suites as well as Hawthorn Extended Stay. Updating the Master Plan continues this momentum by setting a clear vision for future land use.

Additionally, national events such as the 2008 economic recession, the 2020 pandemic, and other localized events have reshaped the relationship between Alpine and its people.

Housing affordability has become a challenge. The increasing interest in Jackson Hole and the surrounding area paired with relatively low growth in housing supply has left people in Alpine feeling priced out. Updating the Master



Alpine believes that a strong and diverse year-round community and a viable and healthy local workforce are fundamental cornerstones for the sustainability of Alpine. Affordable Housing is essential to creating these fundamental cornerstones.

Plan's housing policy can help catalyze housing construction and encourage the type of housing the community needs.

For years, local residents have worked diligently to establish a K-12 school in Alpine. The Town now has a new Charter School scheduled to open in the fall of 2026. The Charter School is currently operating from a temporary location leased to them by the Town while a long-term permanent site is pursued. While this update does not identify a specific location for a future permanent campus, it does document public support for a long-term solution.

There is a lack of guidance for future development. There have been concerns about how growth might impact the quality of life and overall character of Alpine. An updated Master Plan provides guidance for what maintaining the mountain town character means and looks like.

For these reasons, the update placed a strong emphasis on public outreach and community engagement. By identifying current community needs and priorities, the update builds on the foundation of the 2006 Plan while presenting a refreshed vision for Alpine's future. The Plan also incorporates best practices from peer communities—both regionally and nationally—with similar population size, demographics, and Mountain West character.

PLAN ALIGNMENT

Other local and regional planning efforts also played a central role in the update of this plan. Plans put together by Lincoln County, the State of Wyoming, the US Forest Service, and other agencies informed various parts of the Master Plan for alignment. A comprehensive list of the plans referenced in chronological order are as follows:

- 2006 Alpine Master Plan
- 2006 Lincoln County Comprehensive Plan
- 2009 Star Valley Regional Master Plan
- 2020 Jackson-Teton County Comprehensive Plan
- 2022 Teton Region Housing Needs Assessment
- 2024 Lincoln County Transportation Master Plan
- 2025 Greater Teton Regional Transportation Task Force Needs Findings

HOW TO USE THE MASTER PLAN

The Master Plan is to be administered by the Town of Alpine. The Plan itself is advisory and not regulatory, unlike the Land Use and Development Code or Town ordinances. However, it's essential that the Master Plan be used as a guide for decisions around the built and natural environment. The plan should help ensure that future development, infrastructure investments, land use decisions, and conservation efforts are coordinated in a way that supports the community's long-term vision and goals. By providing a consistent reference point, the Master Plan can help balance growth with environmental stewardship, preserve community character, and promote sustainable and resilient development over time.

When a private entity submits a development proposal to the Town, it should clearly demonstrate alignment with one or more of the Plan's stated goals, policies, or actions. Likewise, decisions by Town staff, boards, and commissions—including recommendations for approval or denial—should be grounded primarily in the extent to which a proposal aligns with the Master Plan's goals and expressed community values.

There is a parallel responsibility to advance initiatives led by non-private entities—such as Town staff, boards, commissions, or other public agencies—in a manner consistent with the Master Plan. This includes, but is not limited to, updates to the Land Use and Development Code, the initiation of additional studies or plans, and coordination with neighboring jurisdictions and regional agencies.

PLACE

TOWN HISTORY

The Town of Alpine is rooted in a landscape that has long shaped human settlement patterns and community life. Located at the confluence of the Snake, Salt, and Greys Rivers at the southern end of the Snake River Canyon, the area has served as a natural crossroads for travel, trade, and habitation for centuries. Indigenous peoples, including the Shoshone and Bannock, used the broader Star Valley region seasonally, drawn by abundant wildlife, water resources, and access to key travel routes through the Rocky Mountains.

Euro-American presence in the area began in the early 19th century, when explorers and trappers traveled through the region seeking passage to the West and access to fur resources. By the turn of the century settlers passed through Star Valley via routes such as the Lander Trail, reinforcing Alpine's role as a gateway between regions. Over time, improved access across the Snake River—first by ferry beginning in 1889 and later by bridge construction in 1914—helped establish the area as a more permanent settlement location.

Permanent settlement in Alpine began in the early 20th century, with homesteaders arriving around 1907 and additional lands opening for homesteading in 1912. The town's name is widely understood to reflect the surrounding mountainous landscape and forested setting, reinforcing its identity as a place defined by natural beauty.

Construction of a road through the Snake River Canyon in the 1930s improved access to Jackson Hole, linking Alpine more directly to regional economic activity. The development of Palisades Dam and Reservoir, begun in the early 1950s, further transformed the area—expanding water storage and recreation opportunities while physically reshaping the surrounding landscape.

Since its incorporation in 1988, the Town has evolved from a rural settlement into a growing community with strong ties to regional employment centers, particularly Jackson Hole, while retaining its identity as a gateway to recreation, natural resources, and the broader Star Valley.



REGIONAL CONTEXT

Alpine is the northernmost town in Lincoln County, on the border of Wyoming and Idaho. One of the regionally defining characteristics of Alpine is its unique blend of natural and human-made convergences. Alpine sits between both the Caribou-Targhee National Forest to the west and the Bridger Teton National Forest to the east.

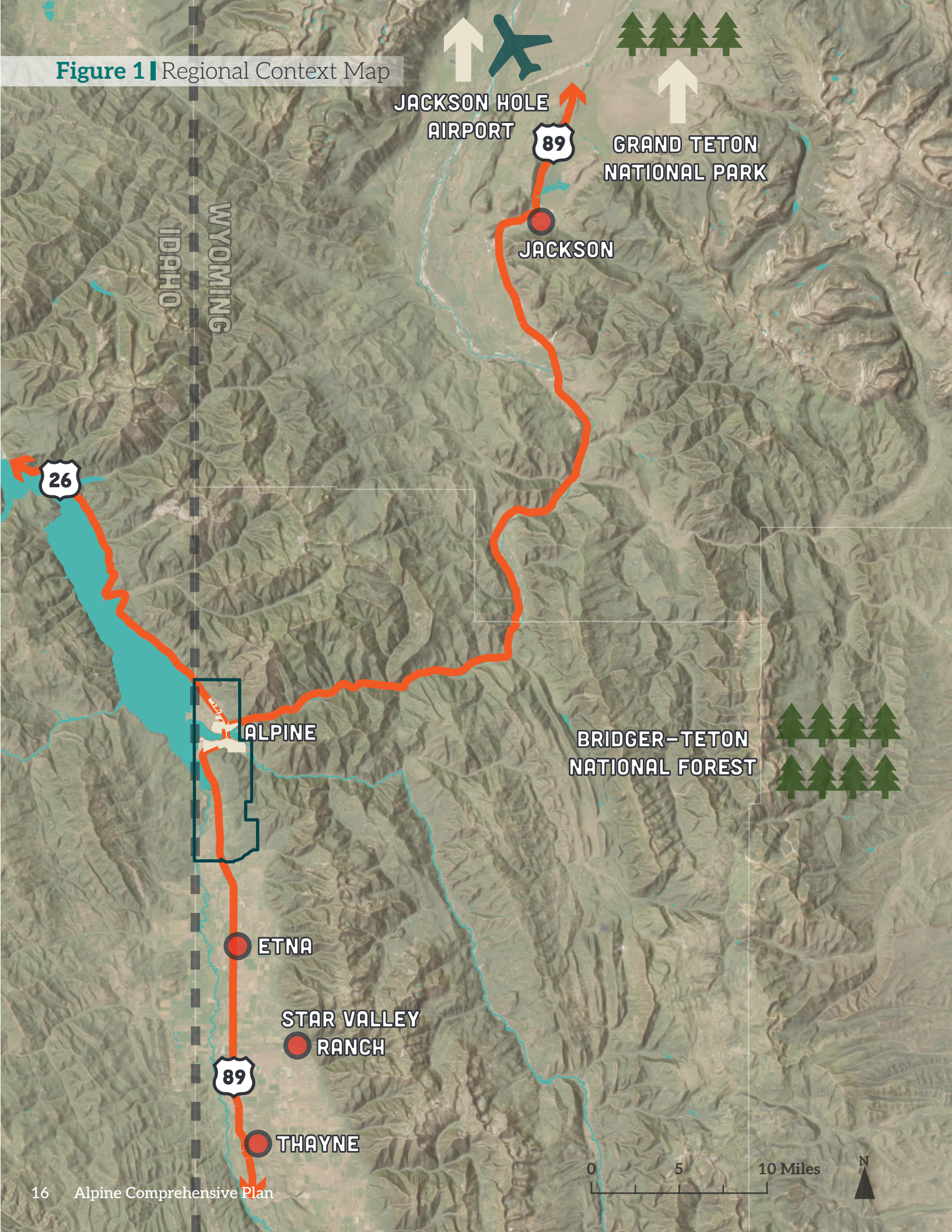
Known as the “Town Where Three Rivers Meet” it serves as the confluence for the Snake, the Salt, and the Greys Rivers. Each river flows from a different part of the region, with the Snake flowing from Jackson through the Snake River Canyon, the Salt flowing north through Star Valley and the Greys flowing northwest/north joining the Snake River near Alpine. These rivers supply the Palisades Reservoir, a key feature of Alpine’s identity.

It’s also where two national highways, U.S. 89 and U.S. 26, meet. U.S. 89 provides access to southern Lincoln County including Etna, Thayne, and the County Seat of Kemmerer. U.S. 26 then connects Idaho’s Bonneville County communities to the west up to Teton County and Jackson to the North, positioning Alpine as a destination for tourism as it’s only 37 miles or a 45 minute car or bus ride from the popular Jackson Hole. The nearest public airports are Jackson Hole Airport located north of Jackson Hole, about 47 miles from Alpine, Idaho Falls Regional Airport located roughly 74 miles northwest of Town, and Salt Lake City International Airport located about 246 miles south.

Its regional connectivity balanced with its natural features and mountain town character makes Alpine a one-of-a-kind place.



Figure 1 | Regional Context Map



TOWN BOUNDARY

Figure 2 | Town Boundary Map

Alpine's municipal footprint covers approximately two square miles. Historically, the Town was located entirely south of the Snake River; however, over the past two decades, it has expanded northward along U.S. 26 and U.S. 89.

Annexation is a commonly used tool that allows cities and towns to guide growth, make infrastructure improvements, and maintain greater control over development patterns. Properties within Town boundaries contribute taxes and, in return, receive municipal services, infrastructure, and local representation. More broadly, annexation can also support greater social cohesion, shared identity, and civic pride within the community.

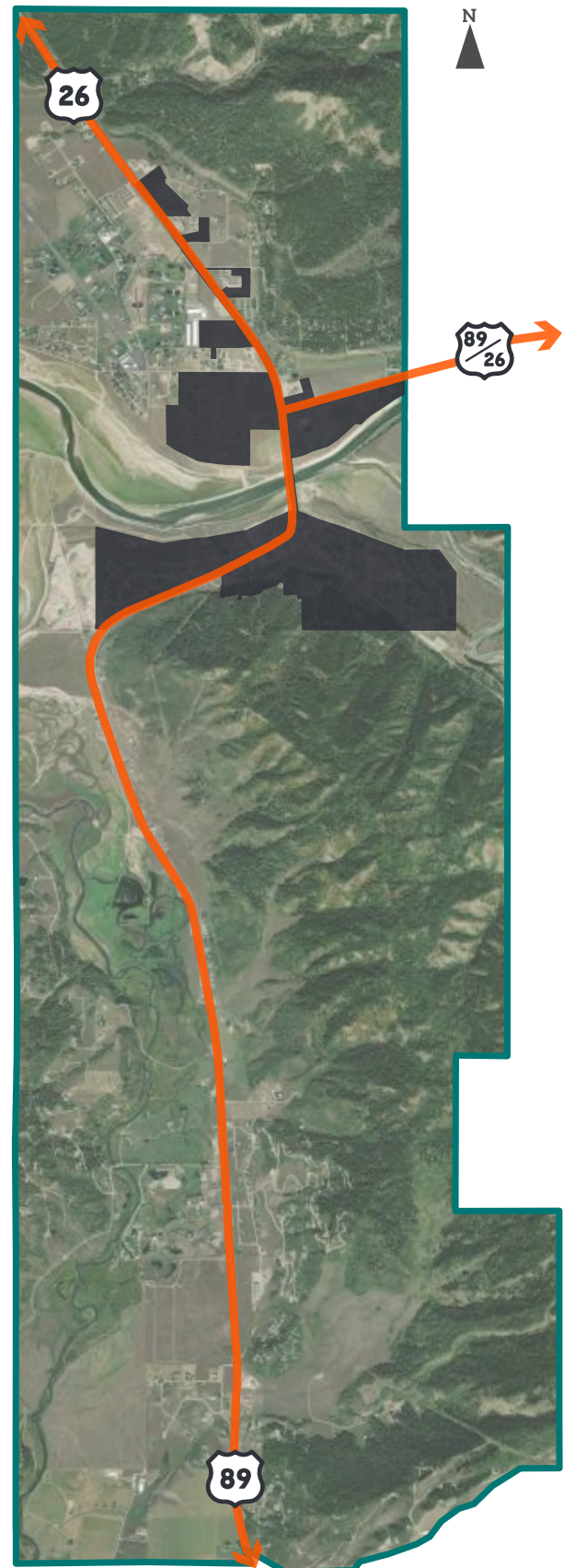


PLAN AREA

Properties within the Planning Area outside the town boundary are Unincorporated Lincoln County. While these places are not technically a part of the Town of Alpine, their land use influences and/or impacts the community and vice versa. Therefore, it's important for the town to plan for and coordinate with Lincoln County in this area to ensure that both entities have a shared vision for the future.

Properties in the Planning Area are assigned a Future Land Use, which signifies the Town would consider them for future annexation. Property owners who are interested in developing or redeveloping their land can apply for annexation to receive municipal services and have greater flexibility for density.

Figure 3 | Plan Area Map





Comparison Areas

Comparison Geographies are areas designated by the US Census. This report uses four geographies: Town of Alpine, Afton Census County Division (CCD), Lincoln County, and the State of Wyoming. These geographies are used to understand how Alpine fits into the larger context of the surrounding area. Each comparison begins with the largest geography in terms of area and population, the State of Wyoming, and then decreases from Lincoln County to Afton CCD and then to Alpine.

Age

Alpine is generally a young community. There are significantly higher proportions of small children (Under 5), young adults (ages 20-34), and middle aged adults (ages 45-54), than in comparison areas. However, school aged children (ages 5-19) and older adults (ages 60+) represent a lower share of the population than in comparison areas.

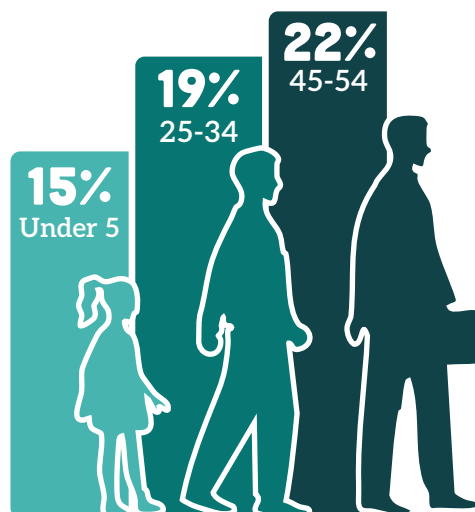
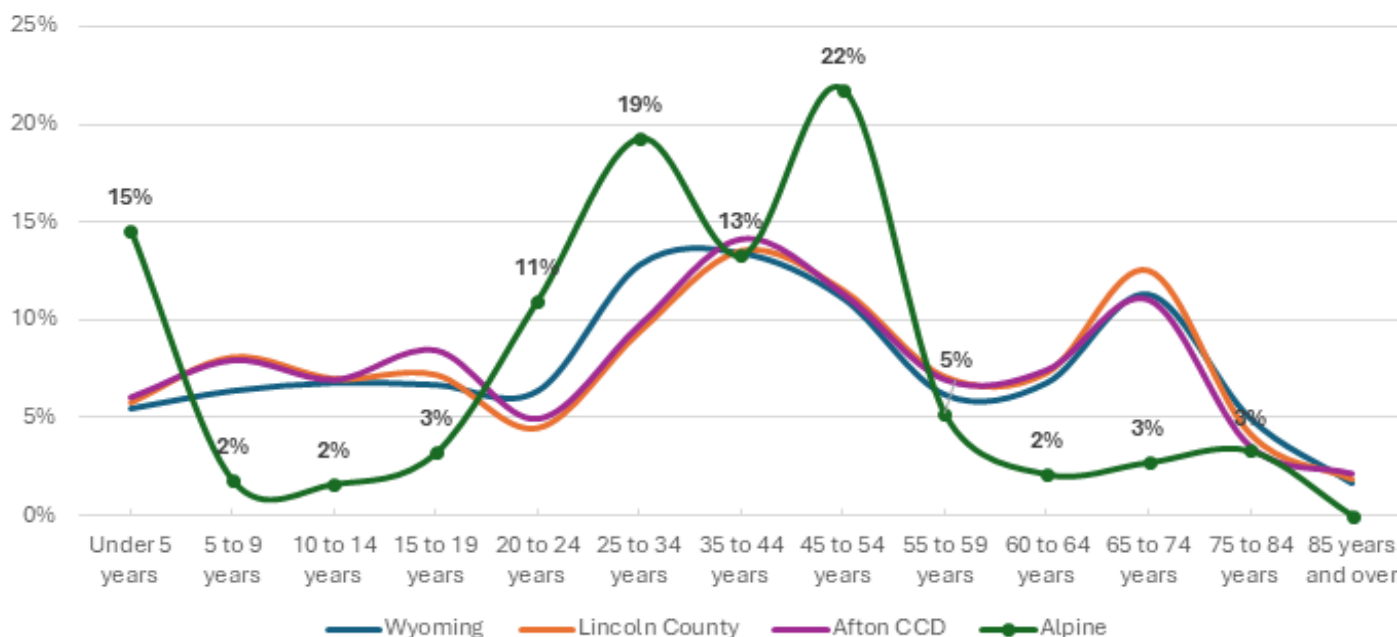


Figure 4 | Age Distribution

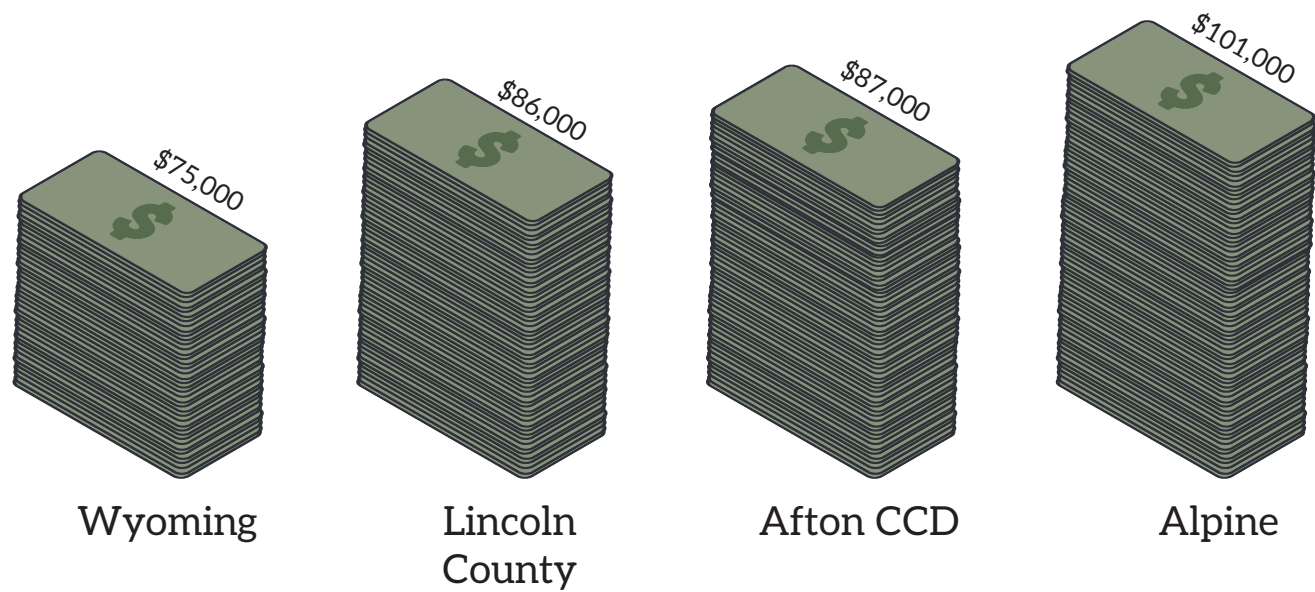


Source: US Census Bureau, ACS 5-year estimates 2023

Income

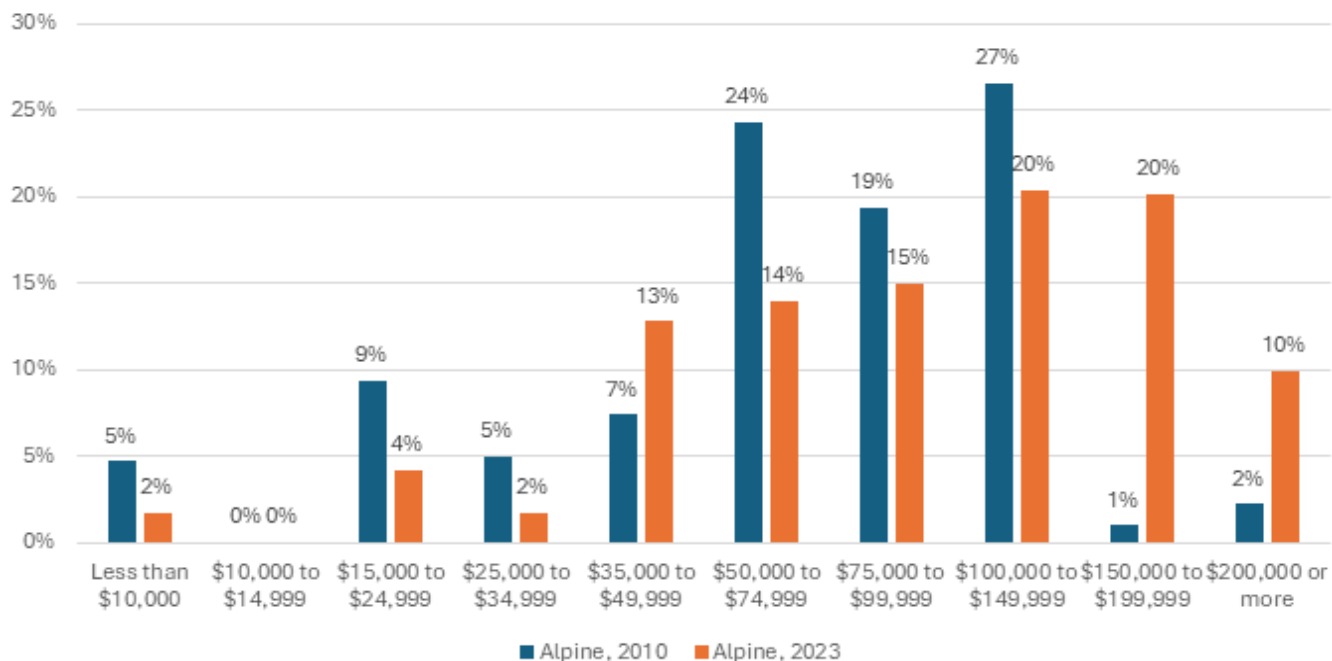
Alpine residents have comparatively high incomes, but the Town’s middle class is shrinking. Alpine has the highest median household income amongst comparison areas that is skewed towards higher income earners. Half of income earners now make more than \$100,000 annually, which increased from 30% of income earners in 2010. This upward trend in income levels is a positive sign of wage growth and job opportunities but also highlights a shrinking middle class. A balanced range of incomes is important for a resilient economy and social cohesion.

Figure 5 | Median Household Income (Dollars)



Source: US Census Bureau, ACS 5-year estimates 2023

Figure 6 | Income & Benefits (2023 Dollars), Alpine

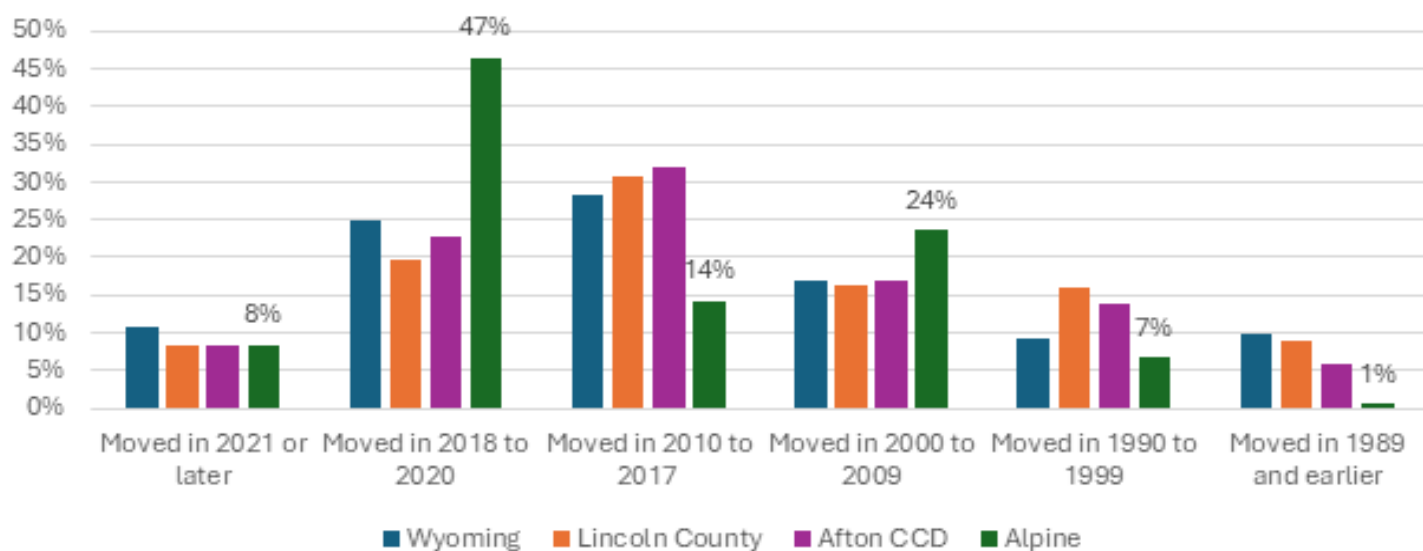


Source: US Census Bureau, ACS 5-year estimates 2010 & 2023

Year Moved In

Most households in Alpine have only moved here in the past few years. Nearly half of households moved to Alpine between 2018 and 2020, meaning a large portion of the community is still relatively new to the area. This provides an opportunity for newcomers to learn about Alpine's roots while also shaping it's future culture.

Figure 7 | Year Moved Into Unit



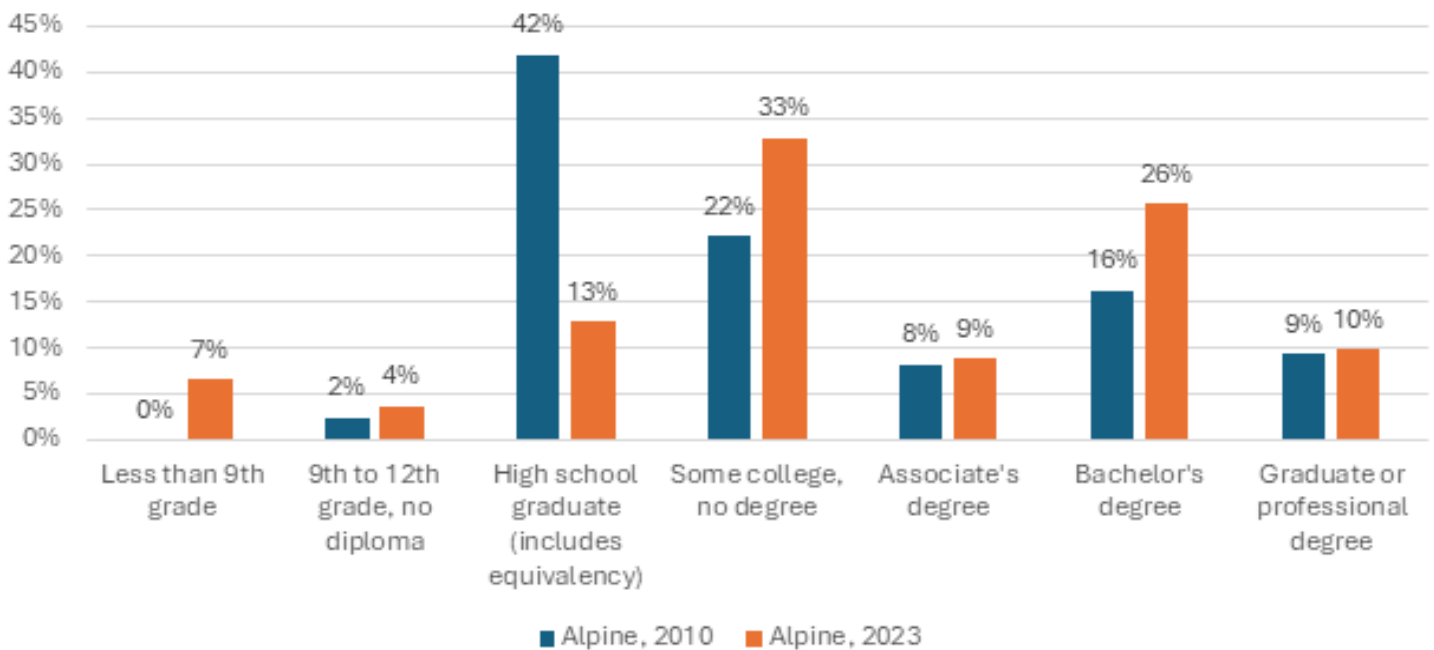
Source: US Census Bureau, ACS 5-year estimates 2023



Educational Attainment

Alpine is becoming a more educated town. Since 2010, the Town has seen a growing share of residents with some form of higher education. Like income, a balanced educational attainment of residents is key to a diverse and resilient workforce. It's important to note that educational attainment is closely tied to and to some extent a function of age composition.

Figure 8 | Educational Attainment



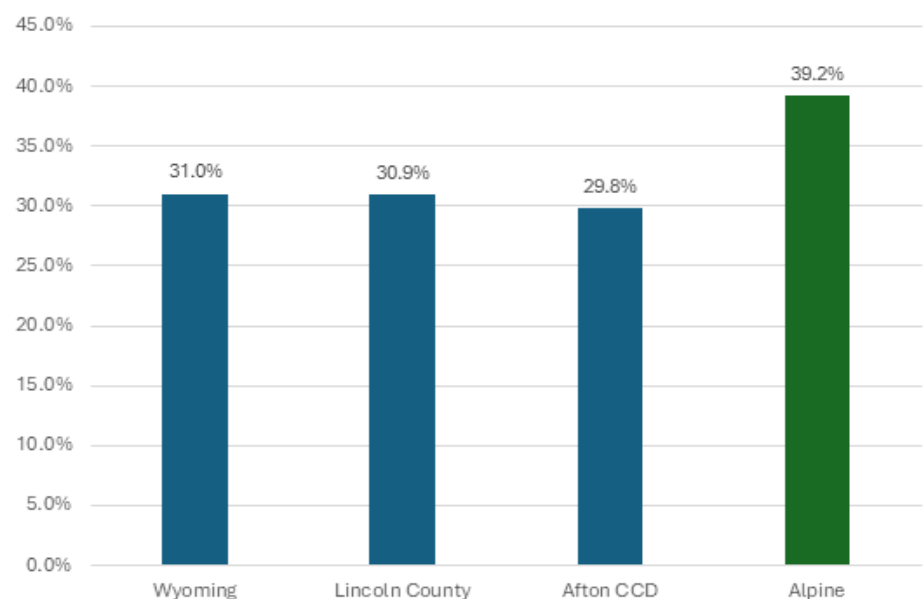
Source: US Census Bureau, ACS 5-year estimates 2023

*population 25 and older

Household Composition

Although a majority of residents live with a partner, roommate, or family member, **a significant share of Alpine residents also live alone.** Single households tend to need less space and more shared amenities such as parking and storage than larger households. It's important these differences are accommodated by a variety of housing types to fit different lifestyle needs.

Figure 9 | Households Living Alone

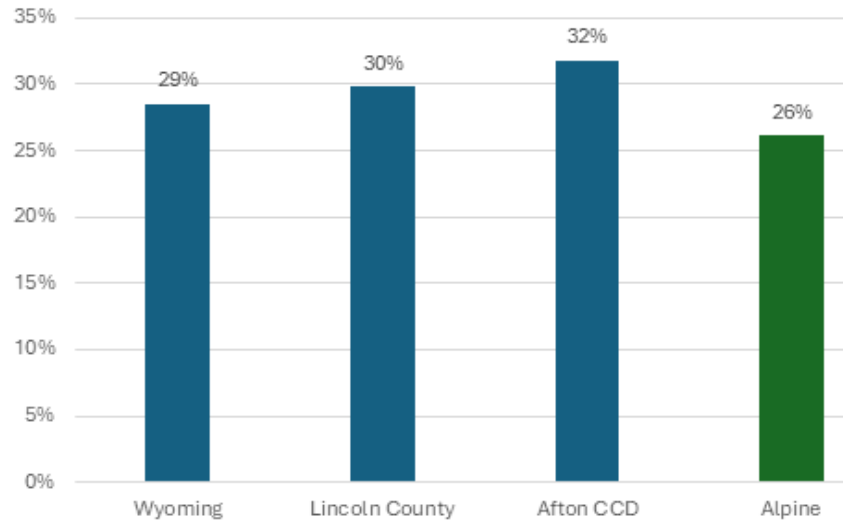


Source: US Census Bureau, ACS 5-year estimates 2023

While slightly lower than comparison areas, **more than a quarter of households in Alpine have at least one or more children under the age of 18.** The smaller share of family households could suggest a lack of affordable, family-friendly housing types or sufficient services (childcare, education, public safety).

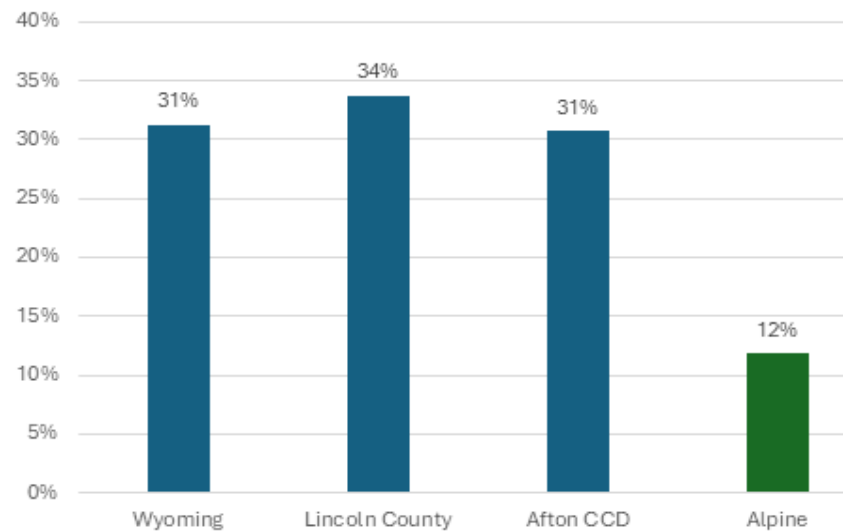
Seniors make up a relatively small share of Alpine's population. This may indicate that the community currently offers limited housing choices, services, or accommodations that support older adults who want to age in place or remain in town as their needs change.

Figure 10 | Households with one or more people under 18 years



Source: US Census Bureau, ACS 5-year estimates 2023

Figure 11 | Households with one or more people 65 years and over



Source: US Census Bureau, ACS 5-year estimates 2023

POPULATION CHANGE

Alpine has been the fastest growing town in Lincoln County over the last 30+ years, both by percent change and in absolute population growth. Since 1990, Alpine has grown by 1,132, an average year over year growth rate of 17.2%, or 34 people per year – which is significantly higher than any other town in Lincoln County. This rapid growth highlights the Town’s increasing appeal and underscores the need to plan for future housing, infrastructure, and services.

Table 1 | Population Change

Year	Alpine	Thayne	Afton	LaBarge	Cokeville	Kemmerer	Diamondville	Opal
1990	200	267	1,394	493	493	3,020	864	95
2000	550	341	1,818	431	506	2,651	716	102
2010	828	366	1,911	551	535	2,656	737	96
2020	1,220	380	2,172	394	502	2,415	520	64
2023	1,332	433	2,270	396	492	2,393	524	65
Population change 1990 - 2023	1,132	166	876	-97	-1	-627	-340	-30
Average Year over year growth rate 1990-2023*	17.2%	1.9%	1.9%	-0.6%	0.0%	-0.6%	-1.2%	-1.0%

Source: US Census Bureau, Decennial Census 1990-2020, ACS 5-year estimates 2023

Note: Star Valley Ranch not included due to only incorporating in 2005.

*Average YoY growth rate = (2023 population – 1990 population / 1990 population) / 33 years

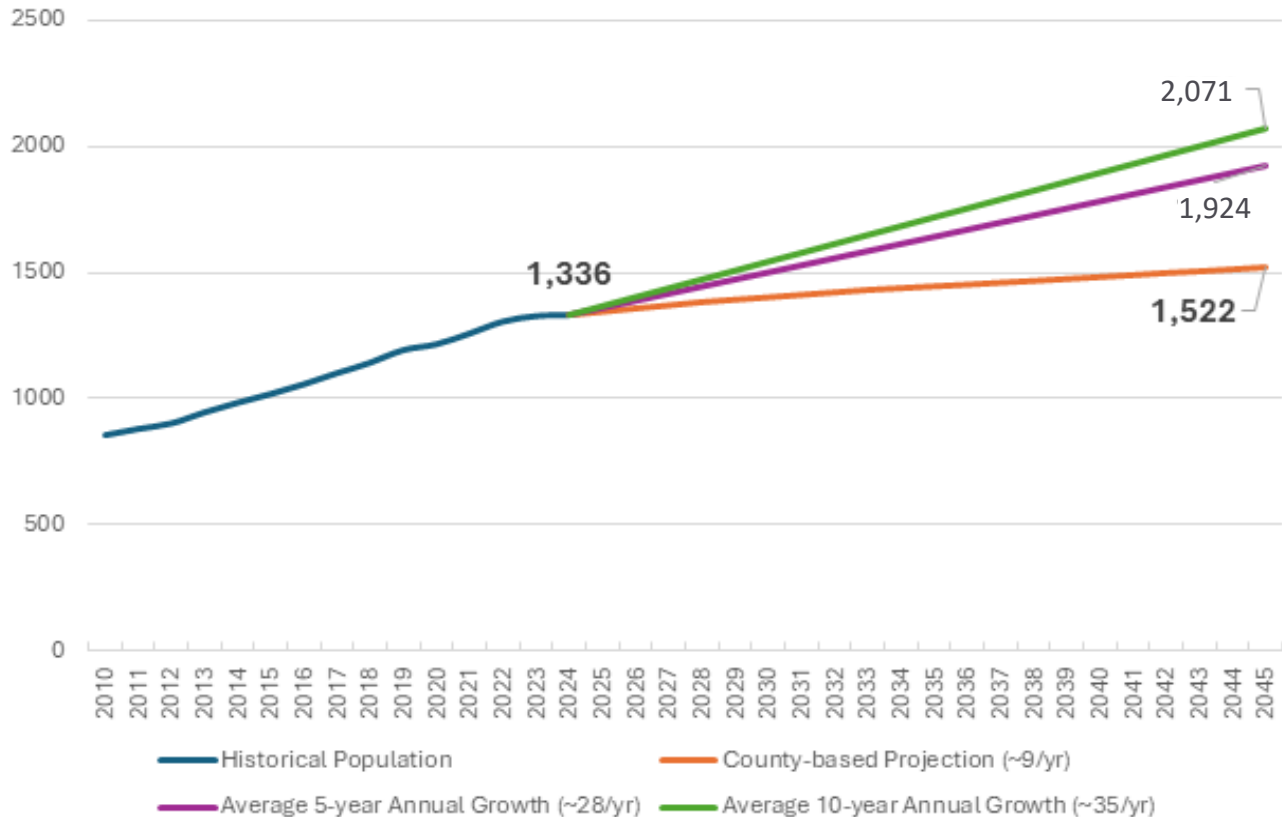
POPULATION PROJECTIONS

The State of Wyoming’s Economic Analysis Division produces official population forecasts for all counties in the state and most incorporated places. The most recent official forecast for Alpine is shown reaching 1,522 by 2045, or a total growth of 185, or about 9 residents per year. This is based on County level projections, and Alpine’s population share of Lincoln County, but would be a significant slowdown based on the historical population growth seen in Alpine over the last 3 decades.

The average population growth based on historical trends were created by the project team. This includes projections based on the average annual population growth over the last 5- and 10-years in Alpine. In the last five years, Alpine on average added about 28 people per year. If this were to continue at a fixed rate to 2045, Alpine would gain an additional 588 residents for a total of 1,924. This is the medium growth scenario in the projected forecast.

In the last ten years, Alpine has averaged about 35 people per year. If this were to continue at a fixed rate to 2045, Alpine would have an additional 735 residents for a total of 2,071. This is the high growth scenario in the projected forecast.

Figure 12 | Population Projections



Source: State of Wyoming's Economic Analysis Division, Leland Consulting, Cushing Terrell

To continue to plan for and properly serve the Alpine community over the next 20 years, these population forecasts should be referenced in decision-making and implementation of the Master Plan. While subject to real world conditions, the range in the population forecasts provide flexibility and a reasonable reference on which to base decisions.



Peer Communities

Peer communities are other incorporated towns in Lincoln County. This report uses the following seven peer communities: Thayne, Afton, La Barge, Cokeville, Kemmerer (County Seat), Diamondville, and Opal. These towns are used to compare population change in Alpine. Populations are calculated using US Census Bureau Decennial Survey (conducted every 10 years) for 1990, 2000, 2010, and 2020. Estimates for 2023 use a sampling method from the US Census Bureau American Community Survey data for a 1-year population estimate.

2

ENGAGEMENT

Engagement with the community played a central role in the creation of the Master Plan. Everyone who lives, works, and plays in Alpine was invited to share their insights and provide feedback at various milestones throughout the process. This input was then used to shape the community values and the planning topics in the following chapters.



PROCESS

Phase 1: Kick-off & Planning	Phase 2: Data Collection	Phase 3: Exploration	Phase 4: Draft & Final Plan
- Website Launch: Mid March 2025 - Steering Committee #1: April 21, 2025 - Online Survey Launch: June 11-July 17, 2025 - Mountain Days Event: June 21-22, 2025	- Steering Committee #2: July 28, 2025 - Stakeholder Workshop: August 19, 2025 - Steering Committee #3: October 27, 2025 - Open House #1: November 3, 2025 - Open House #1 Survey: November 3-21, 2025 - Steering Committee #4: February 16, 2026	- Town Council Update: February 17, 2026 - Open House #2: February 18, 2026 - Open House #2 Survey: February 18-March 3, 2026 - Planning & Zoning Commission Update: March 10, 2026 - Steering Committee #5: June 2026	- Draft Plan Survey: May 18-June 19, 2026 - Planning & Zoning Commission Review: June 30, 2026 - Town Council Public Hearing: August 4, 2026 - Planning & Zoning Public Hearing: August 25, 2026 - Town Council Adoption: October 2026

2025

2026



WEBSITE

The Master Plan update began with the launch of the project website, which served as a landing page to learn about the project, advertise events, track progress, and provide online feedback. The website was open and available throughout the entirety of the plan to create a reliable connection between the public and the project team.

SURVEY

The Master Plan Survey was conducted as the first engagement touchpoint to gauge general resident sentiment and inform future outreach. It was comprised of 18 questions and open from June 11th to July 17th, 2025. Questions touched on planning topics such as land use, transportation, etc. For enhanced advertising, the project team attended the annual Mountain Days festival in Alpine to tell people about the project and encourage survey participation. This effort helped collect a total of 218 survey responses from residents, business owners, and stakeholders.

STEERING COMMITTEE

The Steering Committee was formed as a small group of citizens who possessed local knowledge and exercised leadership in the community. They provided guidance and input throughout the process as well as aided in public outreach efforts. Five virtual meetings were held with the committee at key milestones for more specific updates and feedback.

FOCUS GROUPS

Focus Groups were conducted in person to get subject matter experts, regional agencies, business owners, developers, and local leaders in small group discussions on local problems and identifying solutions. Participants gathered in person on November 17th, 2025 at the Alpine Civic Center. The groups were then initially divided into five planning topics: Land Use/Development, Parks/Recreation/Land Management, Housing, Economic Vitality, and Transportation. Participants moved among the groups to provide insight on multiple topics.



OPEN HOUSES

Open houses were large-scale events to get the whole community together to discuss the plan elements. Project material was presented on boards that allowed participants to leave feedback. A virtual open house option was also made available for both open houses, intended for participants who were unable to attend the in-person event.

Open house #1 took place November 3rd, 2025 and had an estimated 58 in-person attendees and 16 participants in the online survey. Information presented highlighted findings from the Existing Conditions report, the Future Land Use Map, and a visioning exercise.

Open house #2 took place February 18th, 2026 and had an estimated 66 in-person attendees and 41 participants in the online survey. Information presented included Draft goals and policies, the updated Future Land Use Map, and key elements of Character Areas.



ALPINE MASTER PLAN OPEN HOUSE #1 SUMMARY

BY THE NUMBERS



WHAT WE CONTINUED TO HEAR



COMMUNITY VISION RANKING



COMMUNITY IDEAS



ALPINE MASTER PLAN OPEN HOUSE #2 SUMMARY

BY THE NUMBERS



WHAT WE CONTINUED TO HEAR



FUTURE PATHWAYS FEEDBACK



CHARACTER AREA VISIONS

DOWNTOWN

Respondents highlighted focused investment in Downtown Alpine in order to reinforce community identity and bolster economic growth. By enhancing walkability in the area, supporting local businesses, and boosting local tourism, the town can generate new tax revenue to reinvest directly into community services.

THE CONFLUENCE

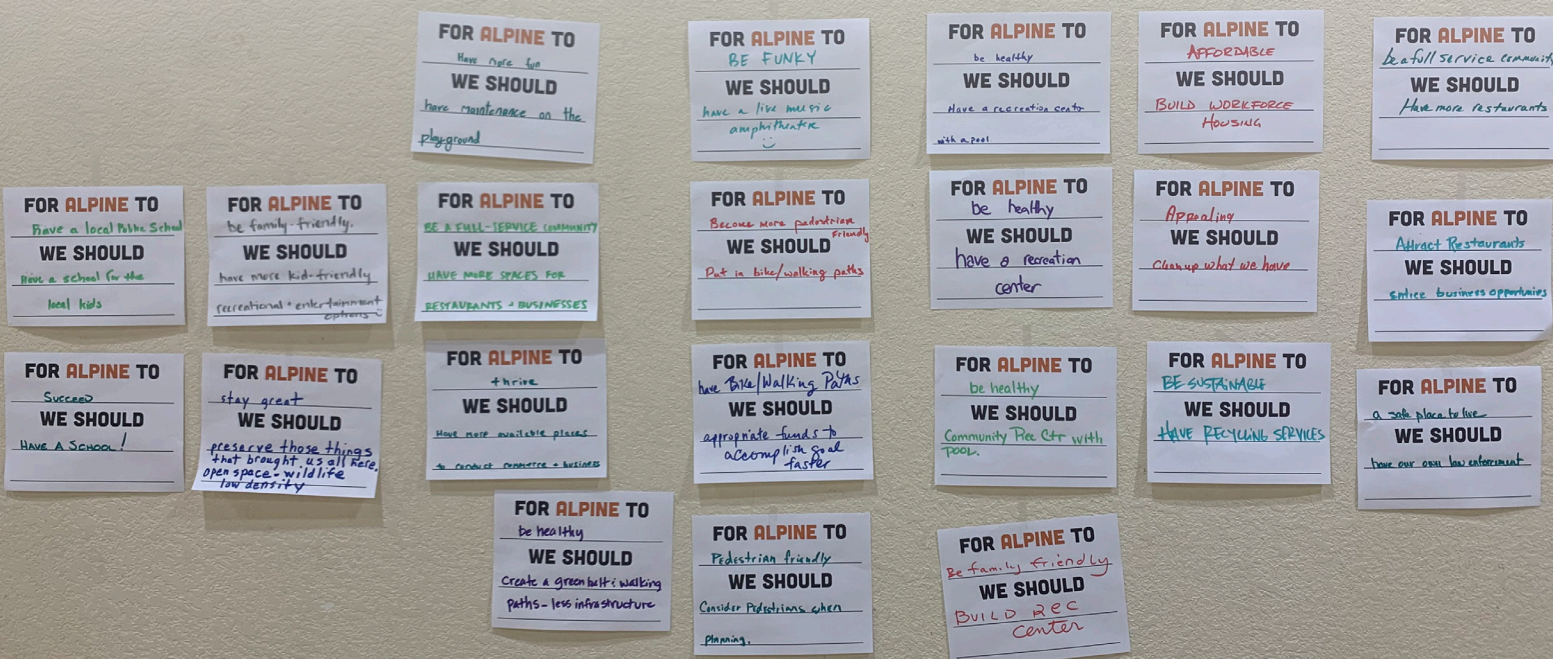
Community feedback emphasized prioritizing the revitalization of the current downtown over creating a new "alternative" hub. Residents expressed concerns regarding the reservoir's seasonal water drops and muddy terrain, advocating for keeping the area natural to protect its scenic beauty and access to recreation.

U.S. 26

Feedback expressed a desire to keep the mixed-use development along U.S. 26 focused on local charm and identity, with a focus on design that fits the community. Respondents emphasized prioritizing small businesses and adding parks and pathways, to better connect the area while keeping its "mountain feel".

KEY WORDS FOR ALPINE'S FUTURE

Throughout the engagement process, participants were invited to identify key words and ideas they believe should help shape Alpine's future. In addition to the words shared directly through surveys, meetings, and other engagement activities, other recurring themes and related terms were added to reflect broader patterns in the input. The larger the size of the word, the more times it was mentioned and emphasized. Together, these words highlight the values, priorities, and aspirations that community members want the Master Plan to carry forward.



COMMUNITY VALUES

The community values offer a distilled version of the key words identified for Alpine's future and express those ideas as clear, concise aspirations. Together, they reflect the qualities, priorities, and outcomes that community members want the plan to support over time.

"I would love Alpine to have positive growth, with sustainability of our current lifestyle and way of life."

THOUGHTFUL AND RESPONSIBLE GROWTH

EVERYDAY LIVABILITY

"A connected, walkable, and welcoming community where people of all ages can live, play, work, and thrive..."

"I envision a community centered around a school bringing together, young families and grandparents."

CONNECTED AND ENGAGED COMMUNITY

"It's important to maintain the character and charm that makes Alpine special, while implementing enhancements that support the community's evolving needs."

MOUNTAIN TOWN CHARACTER

STEWARDSHIP OF NATURE

"Our biggest asset in Alpine is proximity and easy access to the forest and the water."

"I do believe senior housing would be a meaningful and much-needed addition to our community."

AGING IN PLACE

SENSE OF PLACE

"I believe the master plan needs to specifically address town services and amenities that make a town a place residents want to live, not just where tourist want to go."

Each planning topic begins with an examination of existing conditions, providing a snapshot of current circumstances in Alpine and how they compare to regional trends and peer communities. Community input and feedback then help shape the priorities and focus of each topic. Together, the existing conditions analysis and community input inform the implementation section, which serves as a roadmap for Alpine's future.



LAND USE

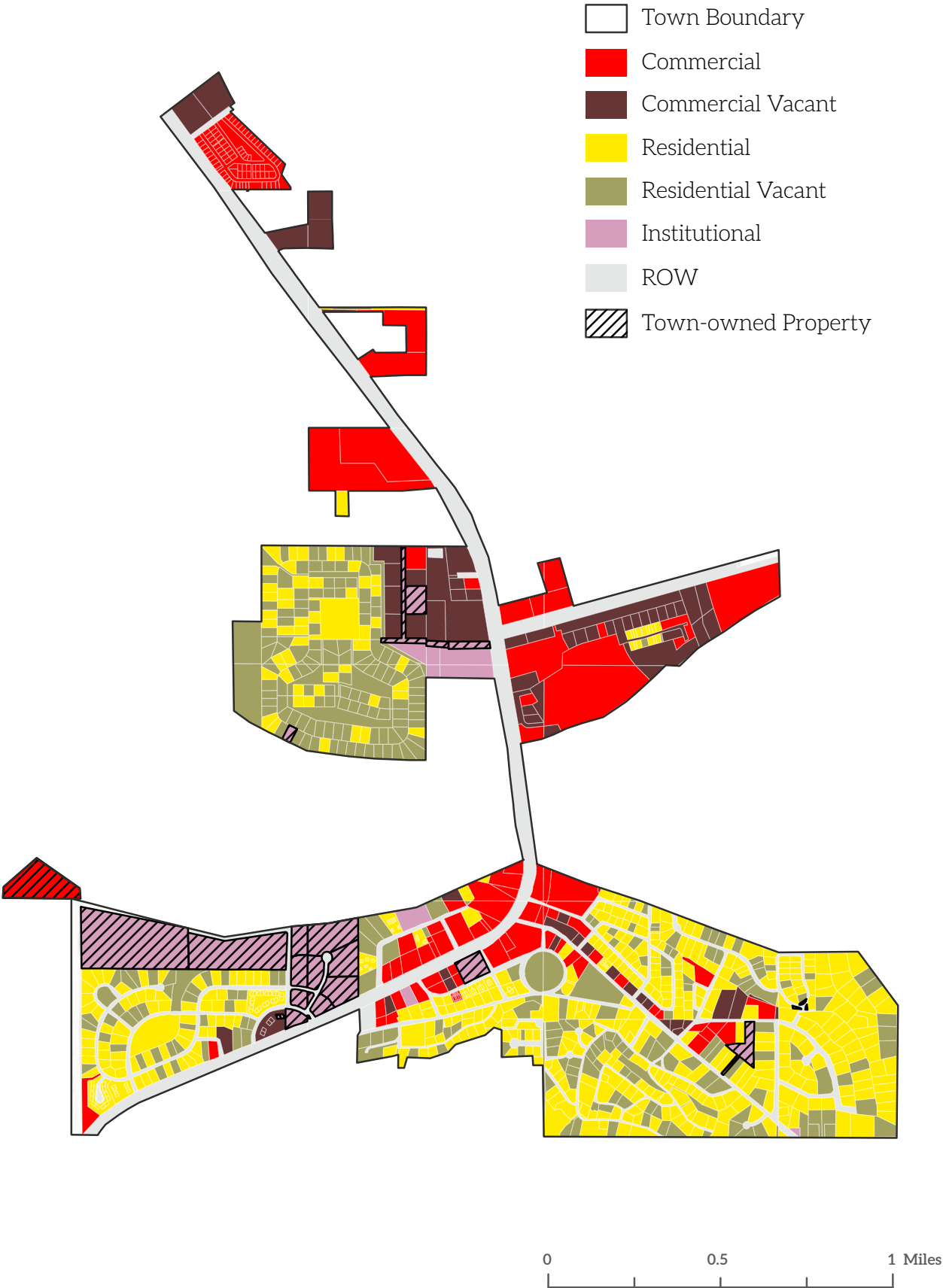
EXISTING CONDITIONS

Town-owned, vacant land presents an opportunity to create something special. Public & Community Facilities (PCF) and Exempt Lands total nearly 14% of Alpine's land area (PCF 5.2%, Exempt 9.0%), representing a substantial share of land under public or quasi-public control. These parcels are larger on average (PCF average parcel size: 2.5 acres; Exempt: 1.7 acres) than most residential parcels, making them well-suited for:

- Civic spaces
- Parks and trail connections
- Community facilities
- Public private partnerships for catalytic mixed-use or workforce housing projects

Much of this land is already within Town limits and served by infrastructure, allowing the Town to influence development outcomes without the fiscal burden of annexation. The Master Plan explicitly identifies the need to use public assets strategically, reinforcing the idea that Town-owned land can be leveraged to shape growth rather than react to it. For these reasons, Town-controlled land provides Alpine with a tool to intentionally define community character, deliver public benefits, and anchor future development.

Figure 13 | Existing Land Use Map



Downtown is established but severely underutilized. Alpine has a downtown framework in place, but current land use patterns fail to capitalize on zoning flexibility, infrastructure investment, and location—leaving economic and placemaking potential unrealized.

Downtown and Mixed Residential Commercial (MRC) areas allow for higher building heights (up to 45 feet) and mixed-use development, yet development remains low-intensity and auto-oriented, suggesting underutilization of entitled development potential.



The current zoning code is preventing sustainable growth. Alpine's Land Use and Development Code emphasizes separation of uses and low density, which conflicts with stated goals for efficient land use, infrastructure sustainability, housing diversity, and environmental stewardship.

- Nearly 50% (49.7%) of Alpine's land area is zoned R-1 Single-Family Residential, permitting only one dwelling unit per lot.
- Minimum lot sizes in R-1 districts range up to 20,000 square feet, resulting in low residential density (as low as ~2 units per acre) across large portions of town.
- While R-2 and MRC districts allow multi-unit housing, they collectively represent: Only 26.4% of zoned land area (R-2: 2.3%, MRC: 24.1%), limiting the Town's ability to accommodate housing demand efficiently.
- Residential Vacant Land accounts for 28% of all parcels, yet the zoning framework does not require minimum densities, resulting in:
 - Inefficient land consumption,
 - Increased infrastructure cost per unit,
 - Continued outward pressure for annexation.

COMMUNITY INPUT

Residents want Alpine to grow in a way that feels careful, grounded, and true to the community. Across the feedback, people consistently emphasized the importance of keeping the character, charm, and natural setting that make Alpine special, while also making thoughtful improvements that support the town's future. Many people want growth to be slow and well-managed, with continued protection of open space, public land access, and the overall way of life that residents value. At the same time, there is a strong desire for Alpine to feel more like a town, with a more welcoming and connected downtown, more places for people to gather, and a stronger local identity that is not defined only by nearby communities. Overall, the input points to a vision for Alpine that balances preservation and progress: protecting what people love, while investing in a more vibrant, functional, and livable future.



"It's important to maintain the character and charm that makes Alpine special, while implementing enhancements that support the community's evolving needs."

"I would love Alpine to have positive growth, with sustainability of our current lifestyle and way of life."

"Right now Alpine doesn't feel much like a town since it is so spread out and uncentered."

"Currently, the downtown area is in disrepair and unwelcoming—there are few places where tourists or locals can gather, spend money, or feel connected to the town."

"Intelligent growth that balances the protection of our natural assets with the development of a vibrant downtown."

"Controlled, responsible growth that preserves open spaces and public land access, while thoughtfully moving Alpine into the 21st century."

"With the right approach, Alpine can revitalize its core and create a vibrant, economically sustainable downtown that reflects its identity and draws people in."

"Creating a vibrant, sustainable community that harmonizes with its natural environment while enhancing the quality of life for residents and visitors."

"I imagine a place that I'm proud to live in and doesn't just feel like a bedroom community to Jackson or Afton."

"Slow, smart growth with an emphasis on taking care of existing town and slow expansion."



FUTURE LAND USE

Future Land Use ties the type of activity and intensity of different land uses to geographic areas in Alpine and its Planning Area. Future land use’s primary role is to categorize land uses based on activity level, impacts, and character. By integrating all the planning elements outlined in this chapter, the framework translates community priorities and policy recommendations into the physical environment. Within Alpine, designations highlight current conditions and guide how areas should evolve, while in the Planning Area they identify the types of activities best suited for future and planned expansion.

How does Future Land Use relate to Zoning, and what is the difference between them?

Future Land Use is...

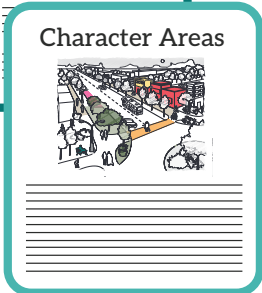
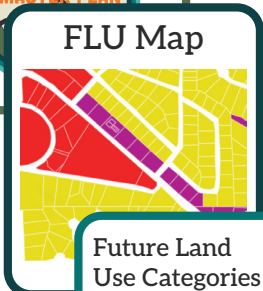
Advisory (The Vision)

A series of goals, policies, actions, and implementation strategies. Used as a guiding star to inform conversations about the future of the community.

Establishes desired future land use patterns to guide or manage growth across a community. Higher level guidance across larger areas.

Establishes key community characteristics by certain land uses. Helps create a balanced and healthy community that protects and works for residents and their needs.

Helps to strengthen local identity by creating distinct "places" in a community, rather than generic development patterns.



Informs, but doesn't control

Zoning is...

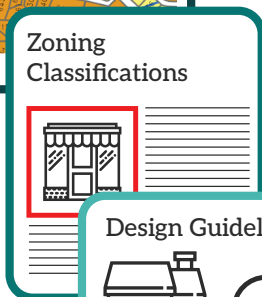
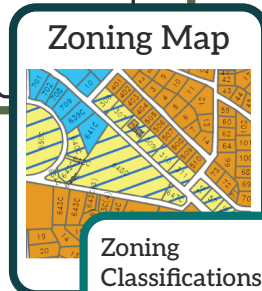
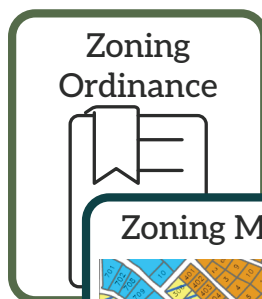
Regulatory (The Authority)

Regulations, development standards, and procedures. Used to make decisions.

Determines which zoning classification applies to individual properties on a parcel by parcel basis.

Regulates specific standards and guidelines such as building height, lot size, setbacks, and what uses are permitted.

Ensures new buildings match the community's goals and character without changing the neighborhood's feel. These guidelines focus on the details, such as building materials and design.



Future Land Use:



Forms the basis for decision making when it comes to zoning changes and development. Although it is not zoning, it is a guidebook for future code updates and rezonings. Future land use is intentionally broad so that multiple zoning districts can fit into one future land use designation. This provides general direction for the type of developments and where they can occur, but provides flexibility for context-sensitive design.



Guides development towards areas with infrastructure and planned improvements. By categorizing and regulating the density and activities of areas, the Town can ensure that it is growing in a financially sustainable manner. Encouraging development in places already served by infrastructure such as roads, water, and sewer reduces the cost of extending and maintaining infrastructure.



Is used to protect open and natural spaces. By encouraging infill development and designating environmentally sensitive areas, future land use guides development to appropriate areas and can even prohibit development of open and natural spaces.

Land may be considered for annexation into the Town of Alpine if it complies with state statutes and the policies of this Master Plan. It is the responsibility of the applicant or annexation petitioner to demonstrate how the proposed annexation would comply with all of the pertinent policies and show why annexation would be a benefit to the Town. If a property is annexed, zoning will be established according to the Future Land Use Map and through an evaluation of the rezoning criteria contained the Land Use and Development Code.

All proposed annexations shall be accompanied by an annexation agreement which contains the specific obligations of development. The agreement shall be executed upon approval of the annexation application by the Town Council. The obligations contained in the annexation agreement should provide a clear community benefit to the Town and serve the best long-term needs and interests of the community. These obligations should relate to the goals, policies, and actions contained in this Master Plan.

Following the adoption of this Master Plan is an update to the Town's Land Use and Development Code, which functions as the Plan's implementation tool.

FUTURE LAND USE MAP

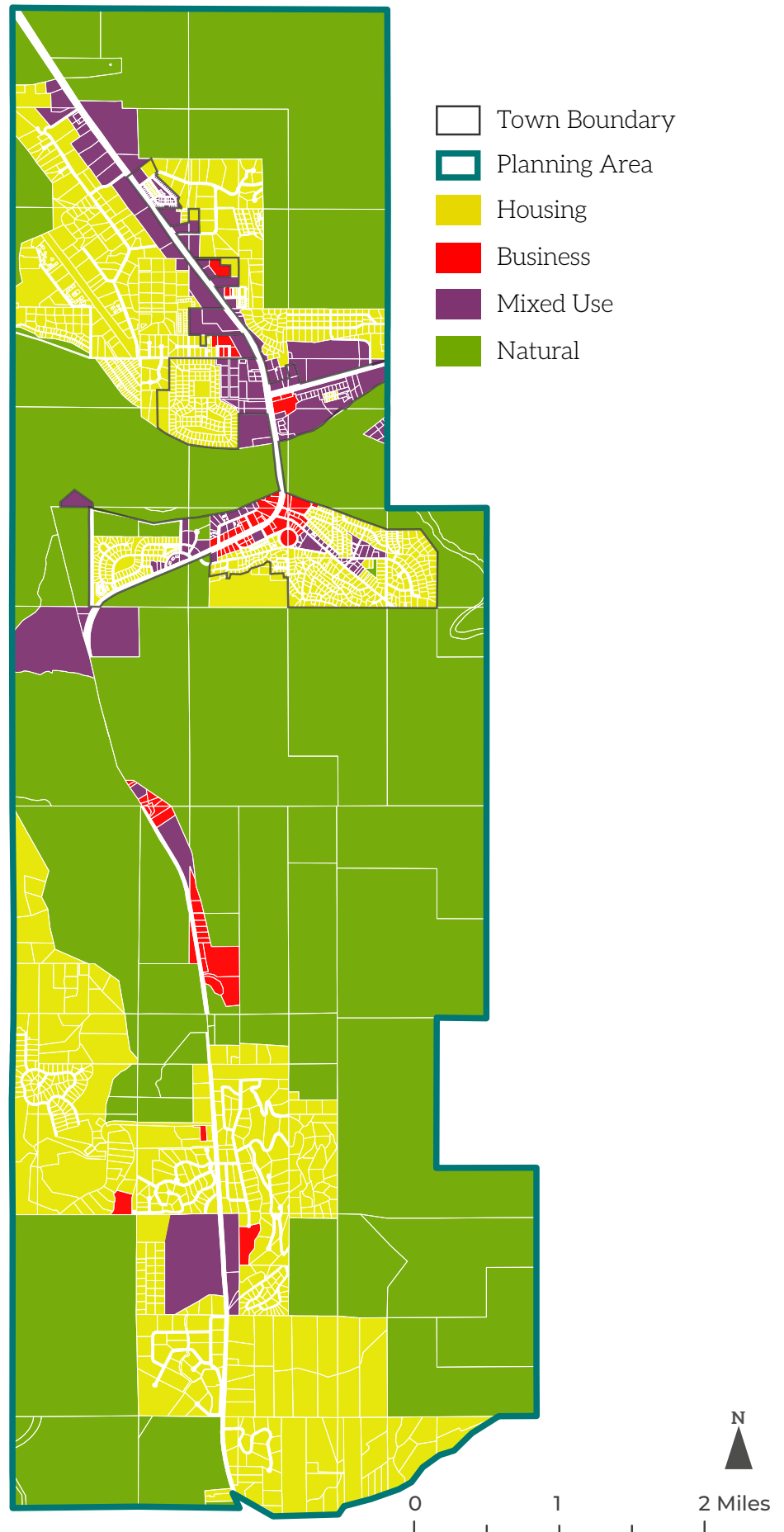
The Future Land Use Map (FLUM) is the geographical expression of the Town's vision for the location of land uses in the future.

FUTURE LAND USE DESIGNATIONS

The Future Land Use Designations on the following pages describe the types of uses envisioned in each location designated on the FLUM. All imagery is meant to show an example of what the designated areas could look like in the future, and is not meant to be prescriptive. These designations include:

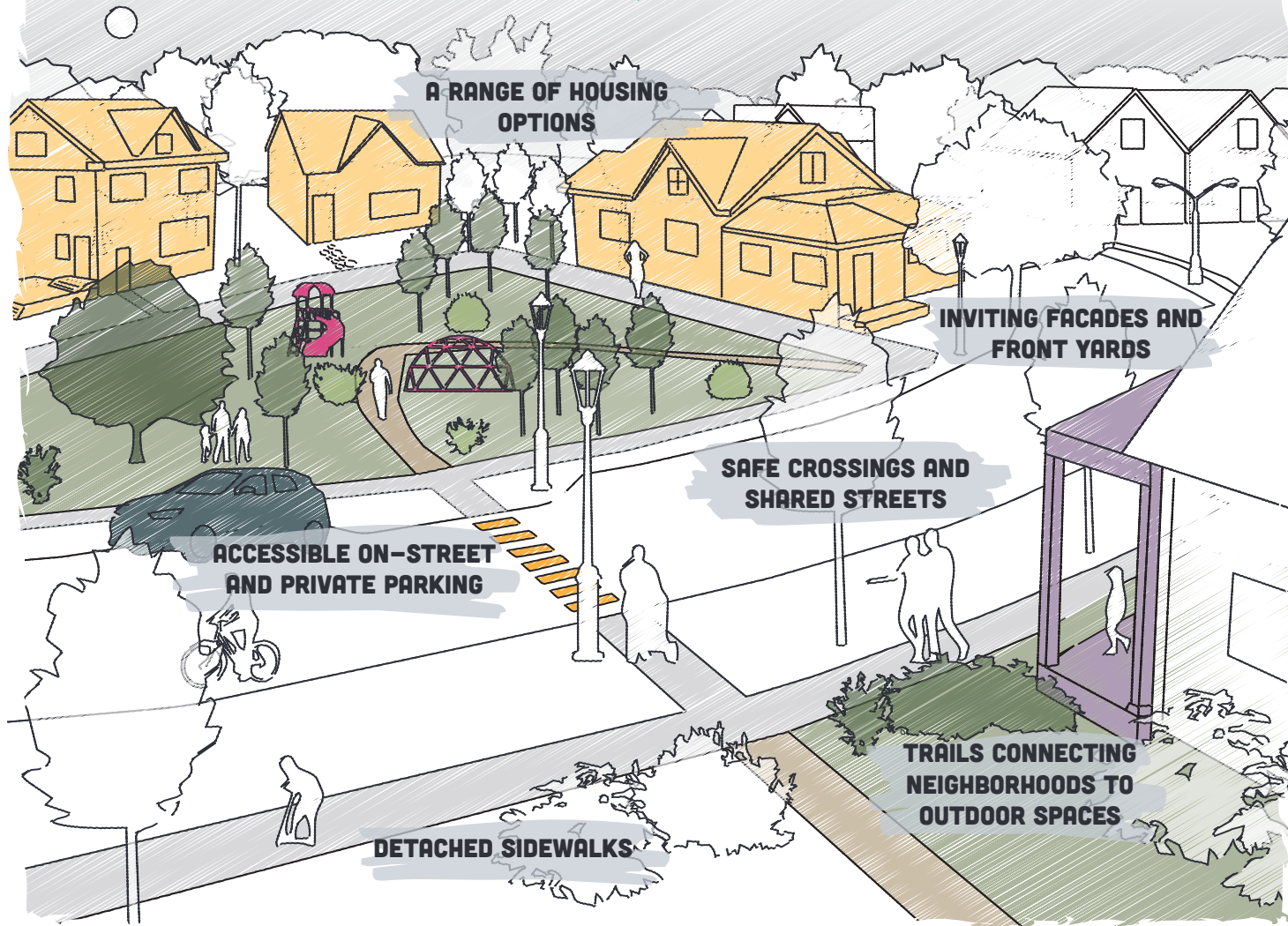
- Housing
- Business
- Mixed Use
- Natural

Figure 14 | Future Land Use Map



HOUSING

PROVIDE LIVING OPTIONS FOR RESIDENTS AT A VARIETY OF PRICE POINTS, HOUSING TYPES, AND LIFESTYLES.



Character

Land Uses: The housing future land use category includes a range of housing types including single-family, duplexes, townhomes, multi-unit, and apartment housing types. Secondary uses include home-occupied or neighborhood serving businesses as well as public and civic uses.

Density & Intensity: Will vary by neighborhood and corresponding zone district. Housing density is controlled by minimum lot areas and regulated by the Land Use and Development Code. Homes are typically 1- to 2-stories and the maximum building height in both residential zoning districts is 35 feet.

Architecture: Facades and architectural style should contribute to the mountain town character. Materials, articulation, and other design criteria should be regulated by the Land Use and Development Code.

Outdoor Areas: Public parks, recreation areas, plazas, and other outdoor civic uses are allowed and encouraged in the Housing Future Land Use Designation. Front, side, and backyards in private homes should contain native species and provide natural filtering for rain and snow. Any private development should maximize the preservation of natural features of the area but clustering lots in the subdivision.

Access & Connectivity

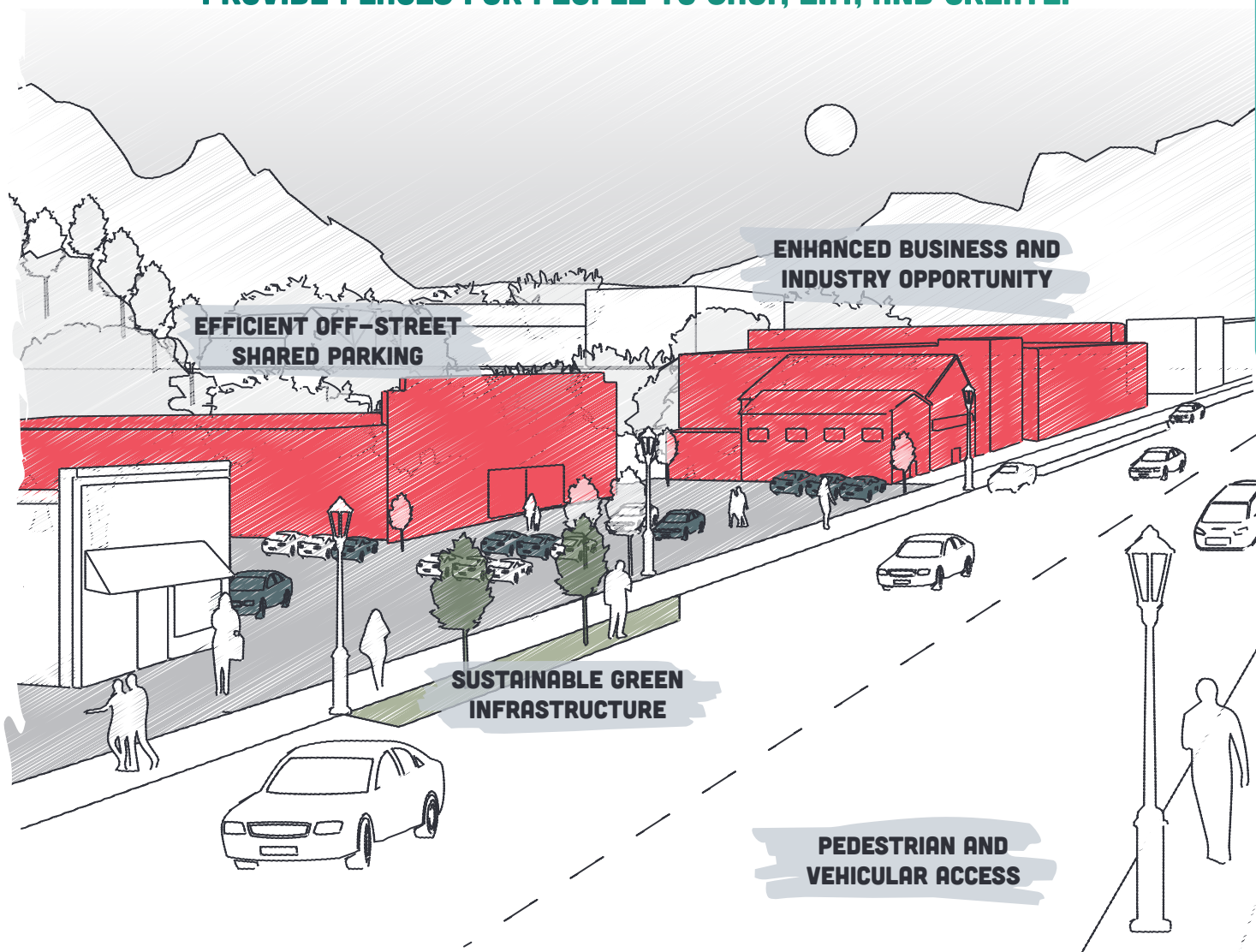
Roads & Streets: Local streets should serve lower density neighborhoods while collectors or higher volume roads might be located near higher density housing types and mixed-use buildings. Vehicle speeds should correspond to the road type. Housing should front the street, with some level of buffering along busier roads and higher density development.

Trails: Where possible, trails should connect seamlessly with sidewalks, bike lanes, and local roads in the housing future land use designation.

Pedestrian & Bicycle Infrastructure: Sidewalks should be detached on both sides of the street and interconnected throughout neighborhoods. Vehicles should share the road with bicycles on local streets and have dedicated right of way on collector or other higher volume roads. Bicycle parking should be in garages at private homes and shared parking at multi-unit developments.

Parking: For lower density neighborhoods, private parking will be provided in garages and driveways while off-street shared parking lots may be required for higher density housing developments. Public parking may also be accommodated on local streets.

PROVIDE PLACES FOR PEOPLE TO SHOP, EAT, AND CREATE.



Character

Land Uses: The business future land use category provides flexibility for business owners and a pleasant experience for customers. Land uses include retail, offices, eating and drinking establishments, visitor accommodations, and entertainment facilities. Light industrial uses are also permitted such as manufacturing, warehouse, distribution facilities, construction and maintenance equipment yards, and repair operations. Impacts of light industrial uses are regulated by the Land Use and Development Code.

Density & Intensity: Will vary by corresponding zone district. Building areas are controlled by minimum lot areas and regulated by the Land Use and Development Code. Buildings are typically 1- to 2-stories.

Architecture: Facades and architectural style should contribute to the mountain town character. Materials, articulation, and other design criteria should be regulated by the Land Use and Development Code and Design Guidelines.

Outdoor Areas: Private parks, plazas and landscaping should enhance the appearance and supplement business activity in the business future land use designation. Buffers and setbacks should contain native species and provide natural filtering for rain and snow, especially surrounding paved surfaces for runoff mitigation. Any private development should maximize the preservation of natural features of the area by locating the building footprint in the most ecologically responsible part of the property.

Access & Connectivity

Roads & Streets: Most businesses will be located on collectors and U.S. 89, or located near higher density housing types and mixed-use buildings. Vehicle speeds should correspond to the road type. Businesses should front the primary street, with some level of buffering or alternative entrance/exit along busier roads.

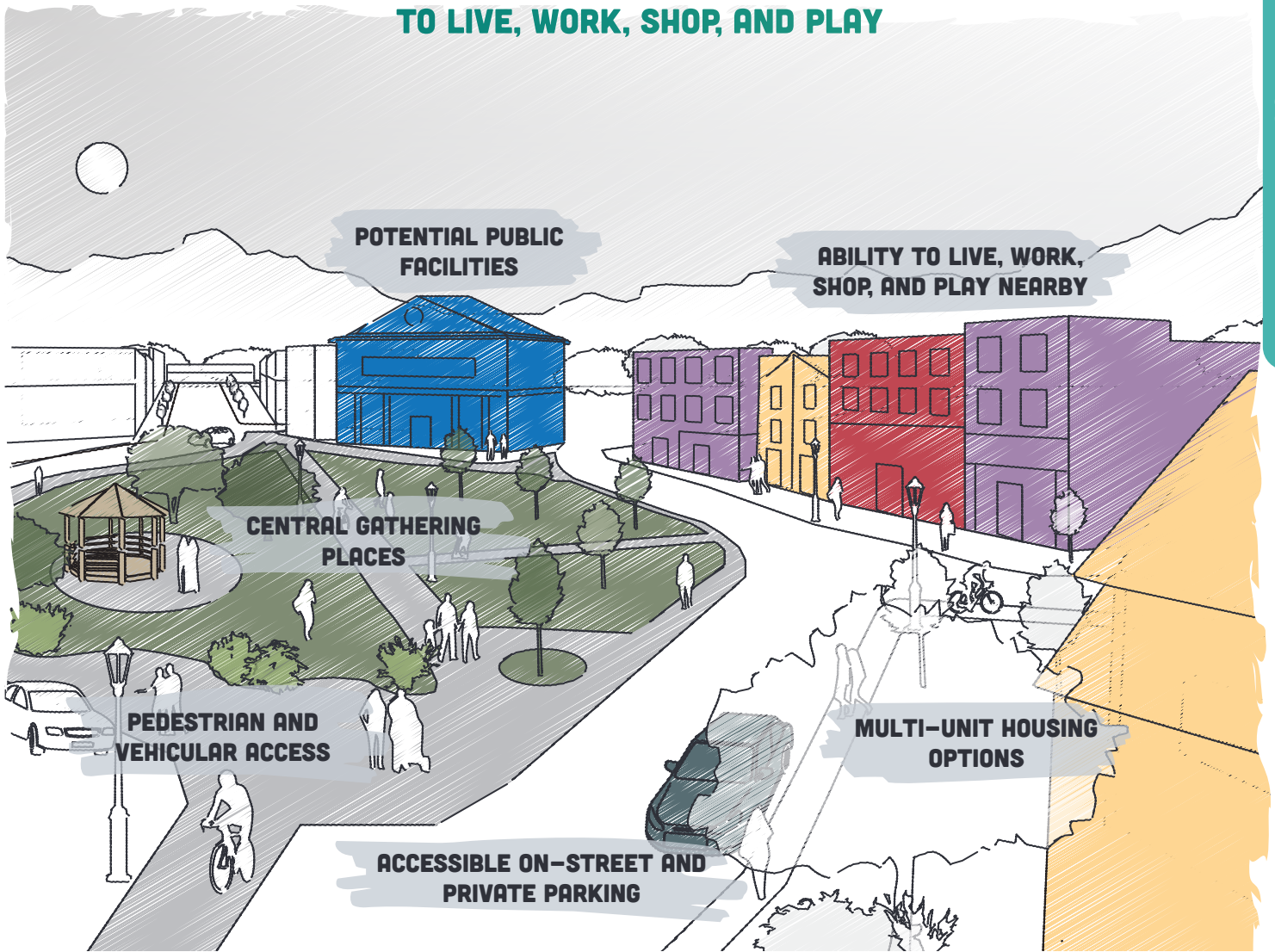
Trails: Where possible, trails should connect seamlessly with sidewalks, bike lanes, and local roads.

Pedestrian & Bicycle Infrastructure: Businesses should connect to existing sidewalks and on-street bicycle facilities. Vehicles should share the road with bicycles on local streets and have dedicated right of way on collector or other higher volume roads. Where appropriate, bicycle parking should be provided on site by businesses.

Parking: Where possible, off-street vehicle parking should be shared for efficient use and reduced maintenance costs. Public parking may also be supplemented on local streets depending on the context and zoning district.

MIXED USE

PROVIDE A PEDESTRIAN FRIENDLY ENVIRONMENT FOR PEOPLE TO LIVE, WORK, SHOP, AND PLAY



Character

Land Uses: The mixed use future land use category combines residential uses with commercial and public uses. Commercial should be the primary use while multi-unit housing would supplement either above or elsewhere on site. Secondary uses include public and civic uses, including public facilities such as government buildings, local services, and cultural institutions.

Density & Intensity: Will vary by corresponding zone district and site layout. Housing density is controlled by minimum lot areas and regulated by the land use and development code. Mixed use buildings are typically 2- to 3-stories.

Architecture: Facades and architectural style should contribute to the mountain town character. Materials, articulation, and other design criteria should be regulated by the Land Use and Development Code.

Outdoor Areas: Public parks, plazas and landscaping should enhance the appearance and supplement all activity. Buffers and setbacks should contain native species and provide natural filtering for rain and snow, especially surrounding paved surfaces for run-off mitigation. Any private development should maximize the preservation of natural features of the area by locating the building footprint in the most ecologically responsible part of the property.

Access & Connectivity

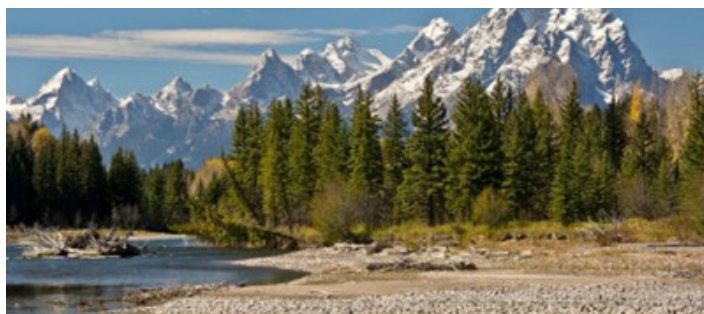
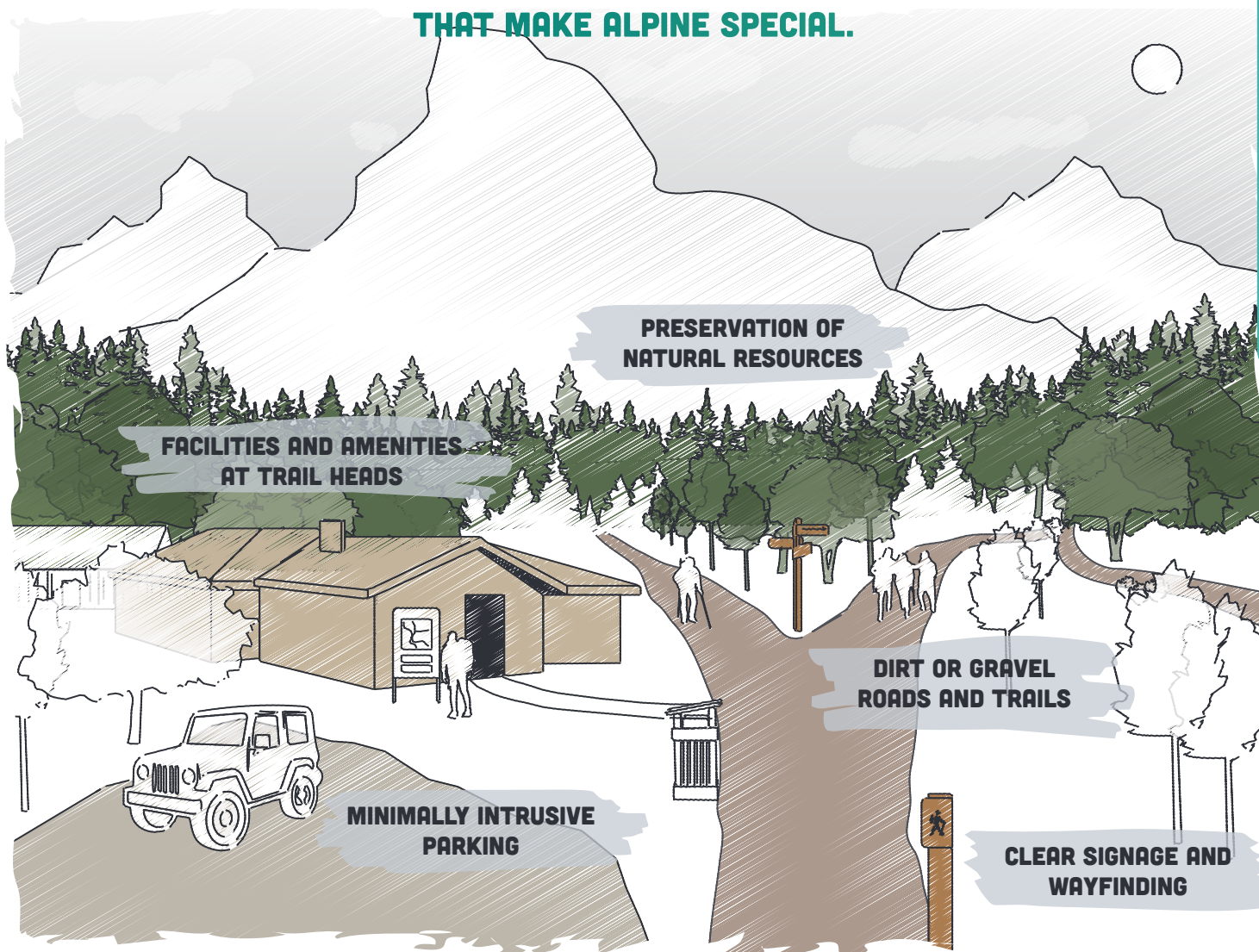
Roads & Streets: A majority of mixed use development will be located on collectors and U.S. 89. Vehicle speeds should correspond to the road type. Development should prioritize local pedestrian experience and accommodate vehicular circulation secondarily.

Trails: Where possible, trails should connect seamlessly with sidewalks, bike lanes, and local roads.

Pedestrian & Bicycle Infrastructure: Businesses should connect to existing sidewalks and on-street bicycle facilities. Vehicles should share the road with bicycles on local streets and have dedicated right of way on collector or other higher volume roads. Shared bicycle parking options should be developed for mixed use developments.

Parking: Where possible, off-street vehicle parking should be shared for efficient use and reduced maintenance costs. Public parking may also be supplemented on local streets depending on the context and zoning district.

PRESERVE THE NATURAL PLACES AND OPEN SPACES THAT MAKE ALPINE SPECIAL.



Character

Land Uses: Land uses will typically include both conservational uses such as open space, agricultural, and recreational uses such as parks and sports facilities. Secondary uses would include public facilities such as public restrooms, trail amenities, and playgrounds.

Density & Intensity: Development within these areas, if any, should be limited to recreational facilities or recreation-related commercial uses. The size and scale of facility will vary based on type.

Architecture: Facades and architectural style should contribute to the mountain town character. Signs, restrooms, kiosks, and other small scale amenities typical of natural areas should also contribute to the mountain town character. Materials, articulation, and other design criteria should be regulated by the Land Use and Development Code.

Outdoor Areas: The outdoor areas of the property are inherently the natural amenities and recreation. Town-owned natural areas should primarily be publicly accessible with some seasonal limitations. State and Federal owned land access is at the discretion of the agency. Private natural areas are off limits to public access.

Access & Connectivity

Roads & Streets: Natural areas should primarily be served by 1- to 2-lane gravel or dirt roads and trails, reflecting their rural character. Natural areas with public and community facilities should be more accessible, with paved roads, trails, and parking.

Trails: Trails should connect to larger regional connections where possible and provide alternative transportation connections to natural areas. Trails can be soft or hard surfaced depending on the land use and property features.

Pedestrian & Bicycle Infrastructure: Primary pedestrian and bicycle infrastructure should be for recreational purposes. Lighting, benches, and restrooms should be located at trailheads or other large gathering areas.

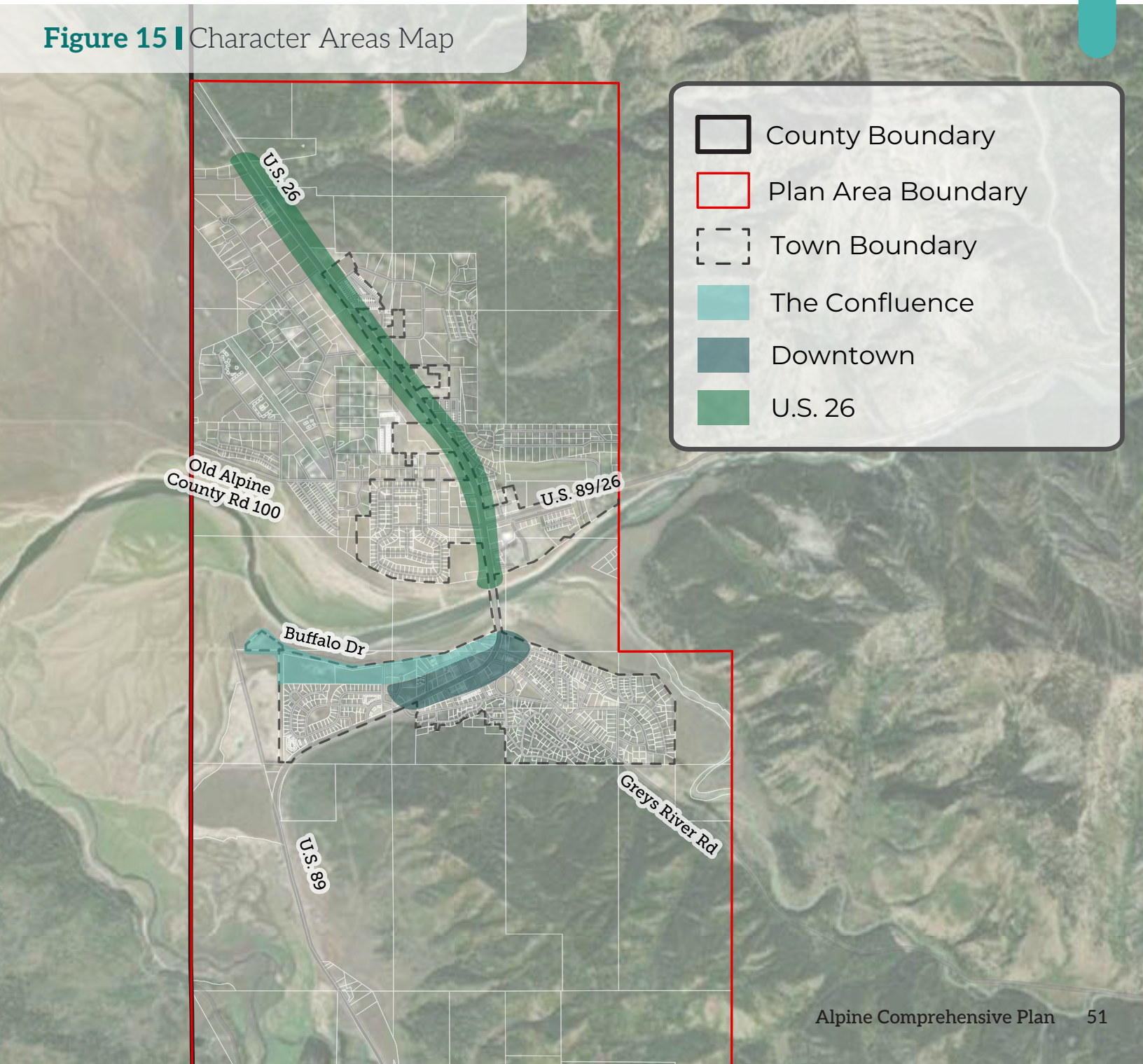
Parking: Parking will vary based on land use. Off-street parking should be limited near environmentally sensitive areas but accommodating public and community facilities.

CHARACTER AREAS

CHARACTER AREA DESIGNATIONS

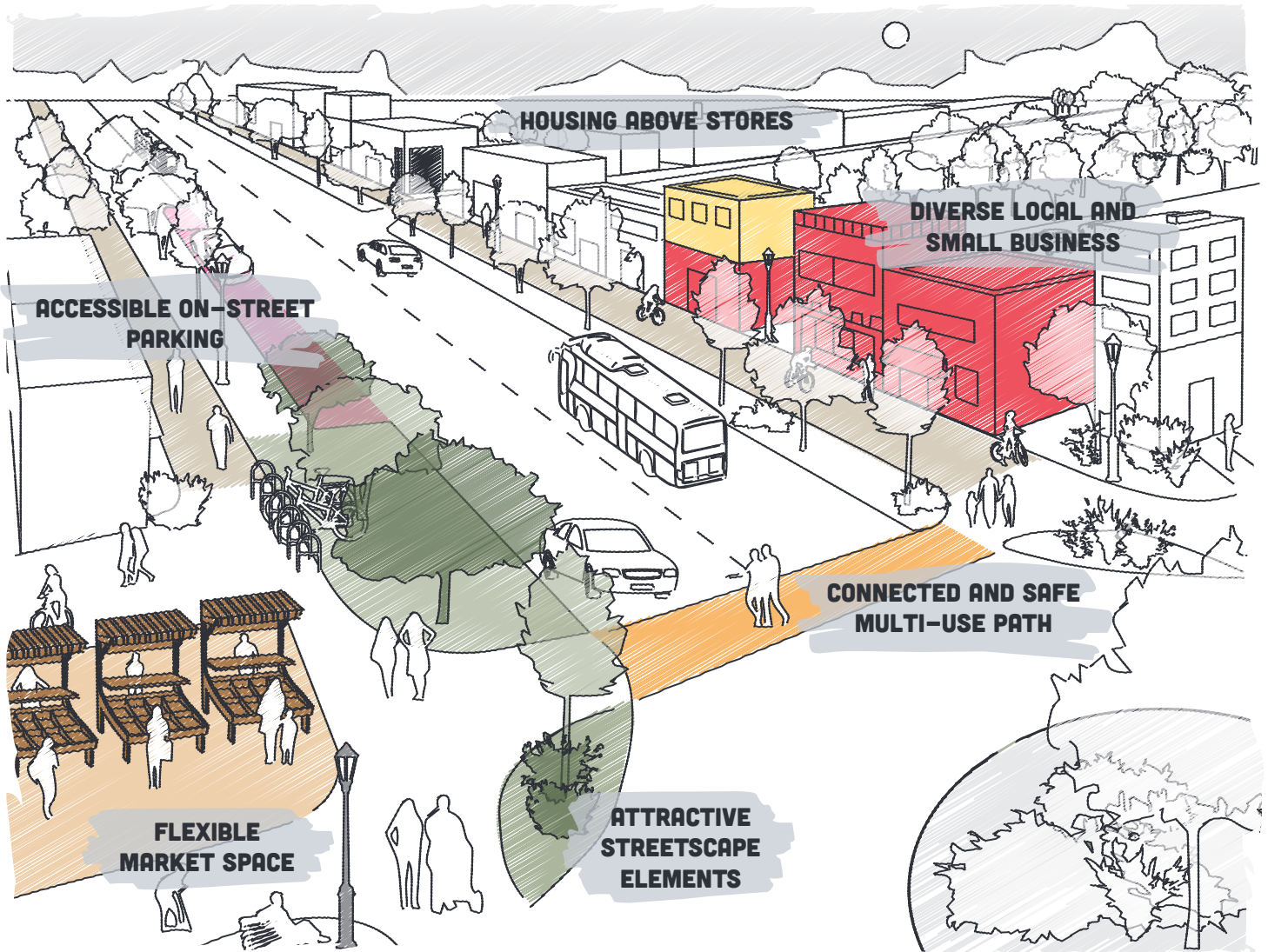
Character Areas are distinct locations recognized for their unique geography or character. They require additional guidance and design considerations on top of the Future Land Use designation. By looking more closely at these areas, we have the opportunity to enhance them or create special places that serve the community and region.

Figure 15 | Character Areas Map



DOWNTOWN

THE CENTER OF LIFE AND COMMERCIAL ACTIVITY IN THE COMMUNITY



“

“I imagine that myself and my friends aren't commuting to Jackson but instead stay here in Alpine, meeting up for lunch at one of the many restaurants in downtown.”

“...bike paths going north and south from Alpine that are tree lined for shade and comfort.”

“I'd love to see alpine expand its businesses to develop a bustling downtown, even just a walkable Main Street.”

”

Character

Land Uses: Downtown should be the heart of commerce, business, and tourism in Alpine. Multi-unit housing types should support ground floor business uses. Public and civic uses should enhance the character and activity as a one stop shop for all that is Alpine.

Density & Intensity: The scale of downtown should be small to encourage walkability and a variety of business types. Building footprints should maximize the property and multi-story, mixed use buildings are encouraged to activate downtown. Properties may be only one story but multi-story buildings are encouraged up to 3 stories.

Architecture: Buildings should front U.S. 89 with little to no setbacks to encourage a continuous street edge typical of historic downtowns. Facades and architectural style should exemplify the mountain town and western character and be the central example for other buildings throughout town. Materials, articulation, and other design criteria should be regulated by the Land Use and Development Code.

Outdoor Areas: Downtown should be a pleasant place to walk, stop, and shop - inside and out. Marge Grover Memorial Park should continue to be the anchor outdoor area given its location, event spaces, and history. Private development is encouraged to provide private plazas, outdoor dining spaces, and other amenities to attract business and contribute to the cohesive feel of downtown.

Access & Connectivity

Roads & Streets: Like many downtowns, Alpine is bifurcated by a state highway with higher speeds and vehicular traffic. Traffic calming measures are encouraged such as curb bump outs, on-street parking, and enhanced pedestrian crossings to slow traffic and encourage people to stop and stay. Landscaped tree lawns can feature outdoor dining furniture for downtown restaurants to utilize.

Trails: Where possible, trails should connect seamlessly with sidewalks, bike lanes, and local roads.

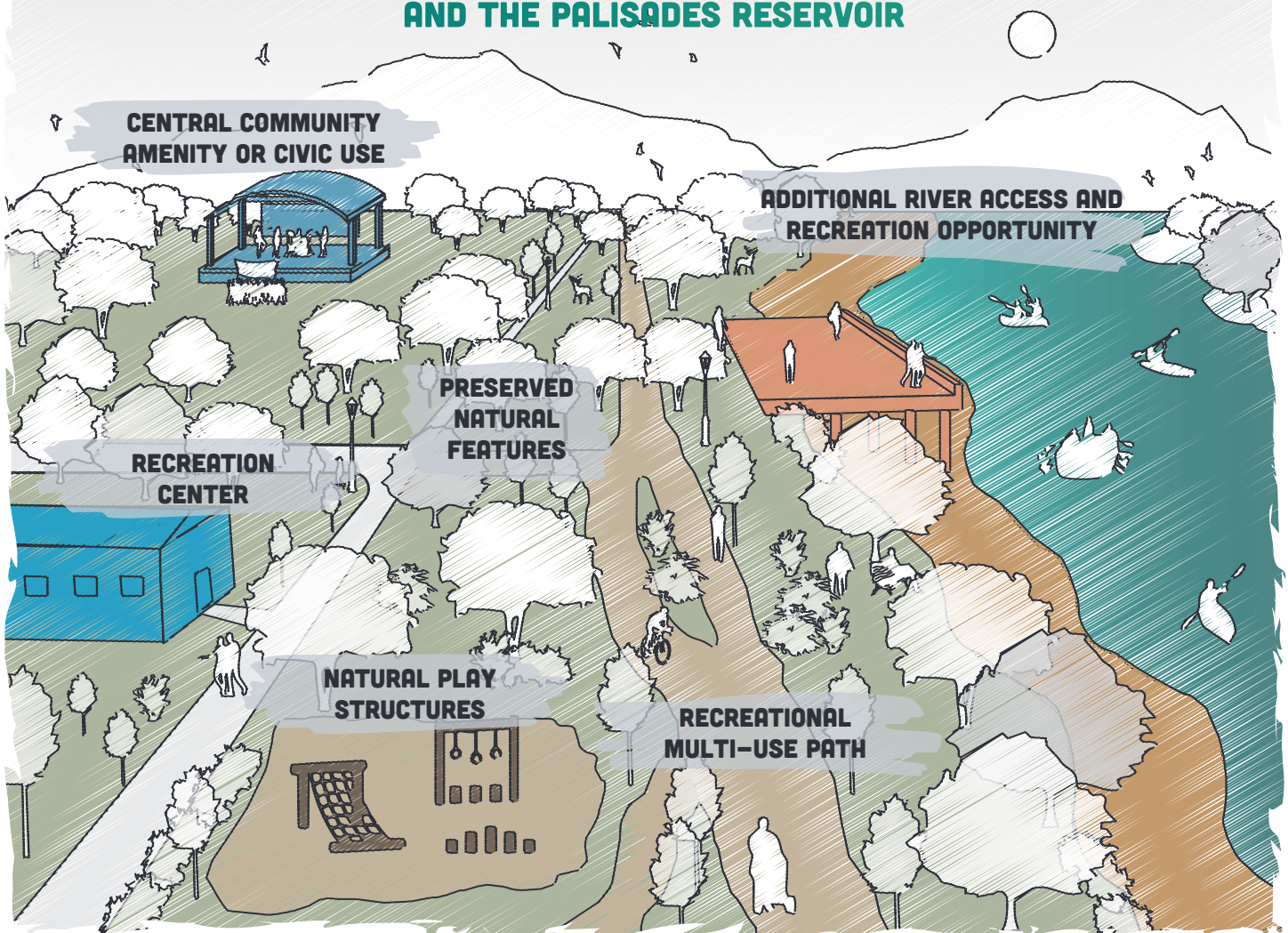
Pedestrian & Bicycle Infrastructure: Sidewalks and pedestrian infrastructure are paramount to a successful downtown. Sidewalks downtown should be wide enough for street furniture, trees, and other public or private beautification projects. Bicycle lanes should be easily accessible and bicycle parking should be ample near businesses.

Parking: On-street parking on U.S. 89 is encouraged for easy business access, traffic calming, and enhanced pedestrian access. Off-street parking should be minimal and tucked behind buildings to minimize gaps in the street edge.



THE CONFLUENCE

PRESERVE THE ENVIRONMENTAL QUALITY AND ENHANCE THE OUTDOOR RECREATIONAL OPPORTUNITY AROUND THE CONFLUENCE OF THE RIVERS AND THE PALISADES RESERVOIR



“

“I would love to see a riverwalk promote a new area of Downtown that is off the main drag, creating a new heart of Alpine.”

“I’d love a Riverwalk/public park area down the road that leads to Melvin’s.”

“I’d love to emphasize our waterfront better with easier access to things like boat rental businesses, restaurants with views of the water and mountains, and a paved walking/bike path along the water.”

”

Character

Land Uses: The primary land use should be civic-oriented and could include facilities such as parks, trails, sports fields, community centers, or other public gathering spaces. Secondary uses could include eating and dining establishments or recreation-serving businesses.

Density & Intensity: The Confluence is intended to be an active environment without compromising the environmental quality and integrity of the reservoir. When applicable, building density should be at the neighborhood scale. Exact density and minimum lot areas should be completed as a part of the proposed master plan for the district.

Architecture: Buildings should avoid view impediments and be oriented towards the palisades reservoir where possible. Facades and architectural style should contribute to the mountain town character. Materials, articulation, and other design criteria should be completed as a part of the proposed master plan for the district.

Outdoor Areas: The Confluence should include public parks, plazas, and trails. Street furniture, lighting, and signage should enhance the proposed Riverwalk Trail, with educational information highlighting the Town's history. Amenity types and their locations should be completed as a part of the proposed master plan for the district.

Access & Connectivity

Roads & Streets: Certain portions of the area may front U.S. 89 and should provide limited vehicular access off the highway and into the area. Streets within The Confluence, however, should be highly localized, with narrow car lanes, slow vehicle speeds, and generous pedestrian and bicycle infrastructure. Exact street sections, streetscapes, and layouts should be completed as a part of the proposed master plan for the district.

Parking: The Confluence should contain limited parking to maintain the pedestrian experience and preserve environmental quality. This could include smaller, decentralized parking, or a larger shared parking strategy. Number of parking spaces and parking layouts should be completed as a part of the proposed master plan for the district.

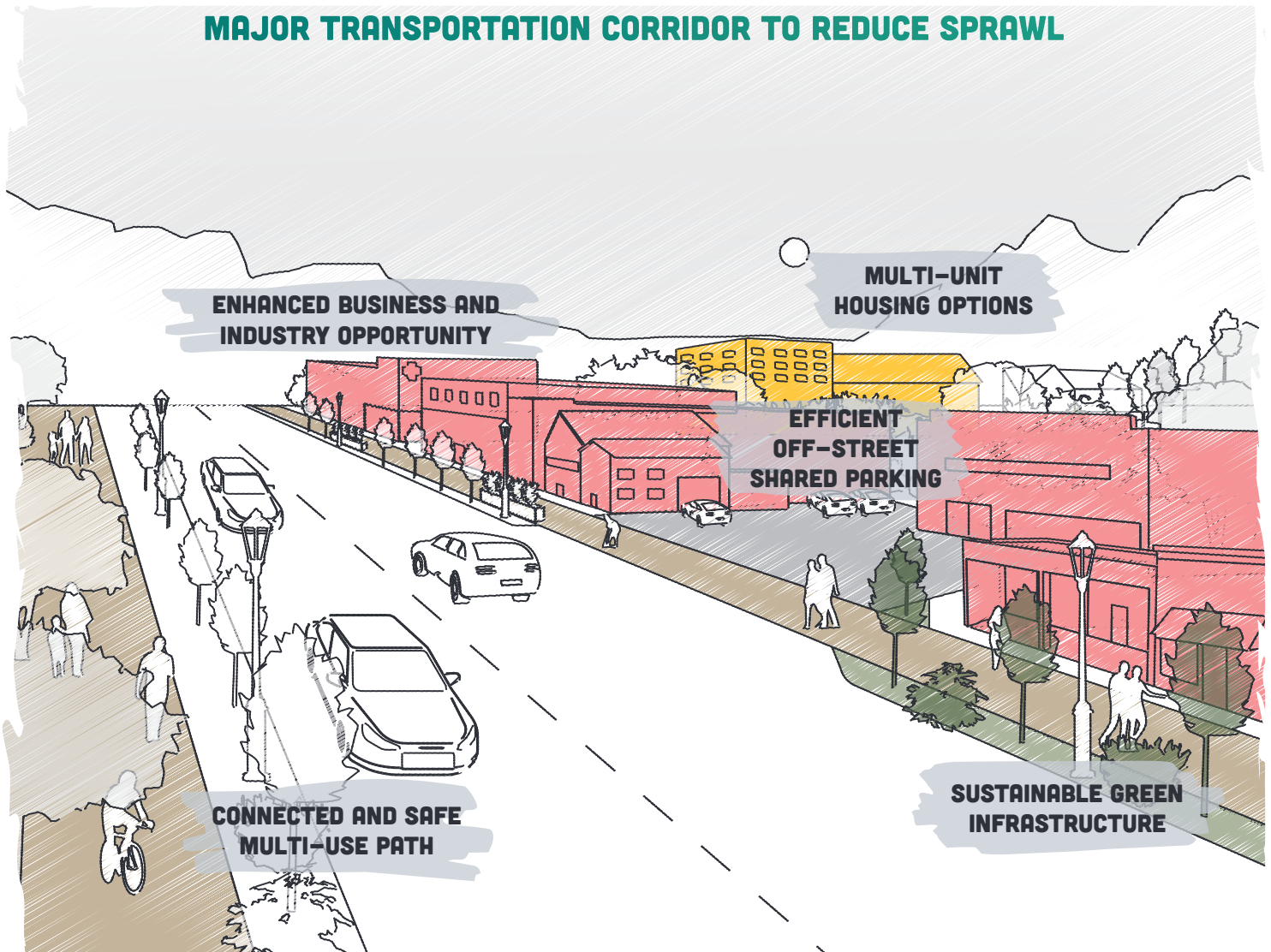
Pedestrian & Bicycle Infrastructure: Walking and biking in The Confluence should be convenient and safe. Sidewalks and bike lanes should be highly connected to the homes and businesses within the district. Bicycle parking should be available at businesses.

Trails: The proposed Riverwalk Trail should serve as the backbone to a larger network of paved and unpaved trails throughout town and connect to regionally where possible. Trails should be easy to access and highly connected while also orienting itself to the area's natural features. Trail layouts, materials, and amenities should be completed as a part of the proposed master plan for the district.



U.S. 26 CORRIDOR

**FACILITATE MEASURED GROWTH ALONG AN EXISTING
MAJOR TRANSPORTATION CORRIDOR TO REDUCE SPRAWL**



Character

Land Uses: Land uses would primarily be auto-oriented retail, offices, lodging, and other businesses while secondary uses would include multi-unit housing.

Density & Intensity: The U.S. 26 Corridor is intended to capture growth pressure and density to preserve lower density areas. Housing density is controlled by minimum lot areas and regulated by the Land Use and Development Code. Horizontal mixed use buildings are typically 1-story but vertical mixed use buildings could be 2 or 3 stories.

Architecture: Buildings should be oriented towards U.S. 26. Facades and architectural style should contribute to the mountain town character. Materials, articulation, and other design criteria should be regulated by the Land Use and Development Code.

Outdoor Areas: Private plazas and parks are encouraged but not a primary function of the character area. Buffers and setbacks should contain native species and provide natural filtering for rain and snow, especially surrounding paved surfaces for run-off mitigation. Any private development should maximize the preservation of natural features of the area by locating the building footprint in the most ecologically responsible part of the property.

Access & Connectivity

Roads & Streets: Primarily all access for development will come from U.S. 26 as vehicular traffic. As such, private roads and entry points connecting U.S. 26 to the establishments should accommodate vehicular traffic and transition them to slower speeds.

Trails: Where possible, trails should connect seamlessly with sidewalks, bike lanes, and local roads.

Pedestrian & Bicycle Infrastructure: Business and homes should connect to existing sidewalks and on-street bicycle facilities. Private roads should match the existing pedestrian and bicycle infrastructure on U.S. 26.

Parking: Since there is no parking on U.S. 26, off-street parking will be required. Ample parking should be provided, but a shared parking model is encouraged for efficient use of land and reduced maintenance costs.



CASE STUDY

The Dillon Amphitheater is a good example of how a small mountain town invested in a significant civic amenity to strengthen both community life and the local economy.

Originally built in 1993 as a community bandshell, the venue was substantially rebuilt in 2017-2018 to improve the stage, backstage, seating, restrooms, concessions, accessibility, and overall visitor experience, with the explicit goal of attracting larger touring acts while preserving Dillon's character and lakefront setting.

Since reopening, the amphitheater has evolved into a regional destination that still maintains free concerts and community programming. Its success is reflected in larger artist bookings, high attendance, growing operating revenues, and measurable economic spillover for local businesses and tax collections, including more than \$9 million in estimated local-area economic impact in 2024 alone.

The Dillon Amphitheater should not be used as a direct copy and paste example for Alpine. Rather, it shows how a comparable community leveraged its town owned land to be both a community asset and economically beneficial for the town. Once a community asset is decided on, Alpine should use specific insights from this case study to aid in implementation.

Mountain Music: Dillon Amphitheater



IMPLEMENTATION

PARTNERS

AAA – Alpine Airpark Association

LC – Lincoln County

USFS – U.S. Forest Service

WBC – Wyoming Business Council

WGF – Wyoming Game & Fish

WYDOT – Wyoming Department of Transportation

PRIORITY KEY

1 = Critical

2 = Vital

3 = Desirable

TIMELINE KEY

ON = Ongoing – as needed or ongoing by nature

ST = Short-term – 0-5 years

MT = Medium-term – 5-10 years

LT = Long-term – 10+ years

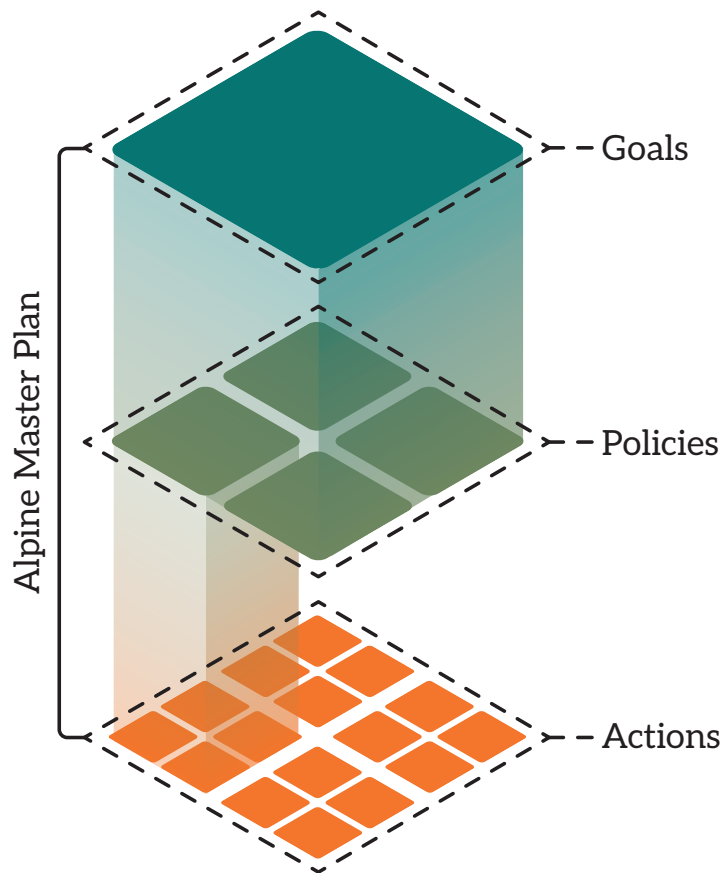


Table 2 | Land Use Implementation Matrix

Goal/Policy/Action		Partners	Priority	Timeline
LU Goal 1: Create a destination at the Confluence with a mix of activities and events that draws residents and visitors to experience Alpine's unique flavor.				
LU Policy 1.1:	Explore leveraging town-owned land and other adjacent properties along the Palisades Reservoir for future recreation opportunities, civic uses, community facilities, and events.			
LU Action 1.1.A	Form a Confluence Advisory Committee that's responsible for studying the amenities and facilities to be built on Town-owned land and securing funding for the Master Plan and construction.		1	ST
LU Action 1.1.B	Commission a master plan for The Confluence to determine recreation offerings, civic spaces, parks, community facilities, and funding methods.		1	ST
LU Action 1.1.C	Explore public private partnerships for Town land and facilities to enhance the Town's capacity for current and future improvements.		1	ST
LU Policy 1.2:	Highlight the natural beauty of the Palisades Reservoir.			
LU Action 1.2.A	Preserve sensitive land and provide ample park space throughout the waterfront development to balance human activity with natural beauty.	USFS	1	ON
LU Policy 1.3:	Ensure multi-modal transportation connections to surrounding neighborhoods and businesses.			
LU Action 1.3.A	Coordinate with WYDOT on streets layout and potential vehicular access point(s) to U.S. 89.	WYDOT	2	ON
LU Policy 1.4:	Ensure regular activity with a mix of uses, programming, and public space.			
LU Action 1.4.A	Dedicate space for potential features such as an amphitheater, outdoor recreation, and other parks and plazas to encourage community gathering.		2	MT
LU Goal 2: Transform downtown Alpine into a memorable and active main street.				
LU Policy 2.1:	Encourage ground level activity and walkability.			
LU Action 2.1.A	Conduct a corridor study on U.S. 89 to determine the optimal roadway and urban design for Alpine's main street.	WYDOT	1	ST
LU Action 2.1.B	Reduce building setback requirements to 0 feet on U.S. 89 through downtown to create a cohesive frontage of businesses and encourage cars to slow when passing through.		1	ST

Goal/Policy/Action		Partners	Priority	Timeline
LU Action 2.1.C	Reduce parking minimums on U.S. 89 and encourage parking behind buildings and shared parking strategies.		1	ST
LU Action 2.1.D	Explore an additional pedestrian connection across U.S. 89 on the southwest side of downtown.	WYDOT	2	MT
LU Action 2.1.E	Expand existing sidewalk network along U.S. 89 to connect to businesses and destinations downtown.	WYDOT	1	ST
LU Policy 2.2:	Promote complimentary land uses.			
LU Action 2.2.A	Support the formation of a chamber of commerce and/or downtown development authority.	WBC	2	MT
LU Action 2.2.B	Update the Land Use Development Code to minimize negative impacts of land uses that would negatively impact the pedestrian experience.		1	ST
LU Policy 2.3:	Support efforts to beautify downtown.			
LU Action 2.3.A	Explore extending the current commercial design review committee to include all developments within the downtown character area and potentially to residential development in the future.		1	ST
LU Action 2.3.B	Amend the Town's design guidelines to align with this Plan's recommendations and ensure that new developments contribute to a cohesive downtown district. Revisit and update these guidelines if needed very five years.		1	ST
LU Action 2.3.C	Update the Land Use Development Code to require a higher quality screening/ buffering standards.		1	ST
LU Policy 2.4:	Expand customer base and trade areas.			
LU Action 2.4.A	Expand housing options in and around downtown, focusing on first floor commercial with housing above.		2	MT
LU Goal 3: Incentivize thoughtful and sustainable growth that reflects the character of Alpine.				
LU Policy 3.1:	Update the Land Use Development Code to better administer regulatory requirements.			
LU Action 3.1.A	Work with Lincoln County to create an interjurisdictional agreement to formalize the Planning Area boundary and encourage properties within the Planning Area to annex into Alpine (where feasible) when seeking services from Alpine.	LC	1	ST

Goal/Policy/Action		Partners	Priority	Timeline
LU Action 3.1.B	Work with Lincoln County and landowners south of CR 101 to develop a long-term strategy for infrastructure.	LC	2	MT
LU Action 3.1.C	Update the Land Use Development Code to align with this Plan's recommendations and the Future Land Use Map.		1	ST
LU Action 3.1.D	Include regulatory provisions for emerging technologies in renewable energy in updated Land Use Development Code.		1	ST
LU Action 3.1.E	Work with Game & Fish to designate wildlife migration corridors and require future developments to include open migration areas for wildlife.	WGF	1	ST
LU Action 3.1.F	Address building standards for properties on sloped hillsides in the Land Use Development Code.		1	ST
LU Policy 3.2:	Preserve natural features in new development and promote environmentally conscious design elements.			
LU Action 3.2.A	Update the subdivision regulations to encourage conservation subdivision design.		1	ST
LU Action 3.2.B	Require dedication for parks, open space, and trails in new development.		1	ON
LU Action 3.2.C	Require green infrastructure in new development such as bioswales, rain gardens, permeable pavements, and vegetated ditches in site plans.		1	ST
LU Policy 3.3:	Ensure new development is fiscally sustainable.			
LU Action 3.3.A	Implement and regularly update impact fees for transportation, water, and sewer infrastructure.		1	ST
LU Action 3.3.B	Develop and adopt an annexation policy that guides future annexations and provides incentives like fee waivers and density bonuses for desired development types in ideal locations.		1	ST
LU Action 3.3.C	Incentivize the development of vacant properties and adaptive reuse of existing buildings in areas supported by infrastructure.		1	ON
LU Action 3.3.D	Prevent sprawl and leapfrog development patterns that strain Town services and inefficiently consume land.		1	ON
LU Action 3.3.E	Explore the potential for a future Transfer of Development Rights (TDR) program with sending areas where development is less desired and receiving areas closer to existing Town services where greater density is feasible.	LC	3	LT

Goal/Policy/Action		Partners	Priority	Timeline
LU Policy 3.4:	Mitigate negative impacts of industrial land uses.			
LU Action 3.4.A	Work to relocate the existing gravel pit further away from Town to a more appropriate location.	WYDOT	1	ST
LU Policy 3.5:	Collaborate with property owners on annexations into Town.			
LU Action 3.5.A	Consider opportunities with property owners in the Alpine Planning Area to come to a mutually beneficial annexation agreement.	Property Owners	2	MT

ECONOMIC VITALITY

EXISTING CONDITIONS

Economic growth has been driven by construction, retail, and visitors. Total businesses in the Alpine ZIP Code (83128) increased from 85 in 2012 to 125 in 2022, while employment grew from 276 to 783 jobs over the same period. Construction experienced the largest business growth, adding 25 new establishments since 2012, more than any other industry.

Meanwhile, retail trade still represents the largest employment sector in the Alpine, accounting for 36% of all jobs. Combined, retail and construction represent nearly two thirds of total employment in Alpine.

Table 3 | Job Industries in Alpine

Job by NAICS Industry Sector	Alpine	
	Count	Share
Retail Trade	86	36.1%
Construction	66	27.7%
Finance and Insurance	23	9.7%
Professional, Scientific, and Technical Services	12	5.0%
Health Care and Social Assistance	12	5.0%
Information	10	4.2%
Accommodation and Food Services	10	4.2%
Transportation and Warehousing	6	2.5%
Educational Services	4	1.7%
Other	4	<1%

Source: LEHD via Census On The Map



In 2024, Alpine recorded nearly 400,000 unique out-of-town visitors and 1.2 million total visits, compared to a resident population of only 1,132. The market has responded with growing lodging opportunities, reinforcing the importance of visitor-driven economic activity. The opening of Cobblestone Inn & Suites and Hawthorne Extended Stay, as well as the expansion and renovation of Alpine Valley RV Resort support this point further.

Alpine is shifting from a Jackson satellite toward a local service hub. While visitors serve a vital role in the economic activity of town, increasingly, Alpine is becoming a shopping and service center for residents throughout the Star Valley. By far the most visited establishment in Alpine is Broulim's Fresh Foods with 430,000 annual visits. Other popular destinations include fuel, food and beverage, and home improvement indicating strong local spending in these sectors.



Source: Placer.ai

Retail employment concentration in Alpine (36%) is significantly higher than Lincoln County (12.7%), indicating that Alpine captures a disproportionate share of regional retail activity.

Most visits to Alpine come regionally from Wyoming or Idaho, and more than a quarter come from other Star Valley communities. This indicates a strong local-serving demand.

Table 4 | Visitor Count

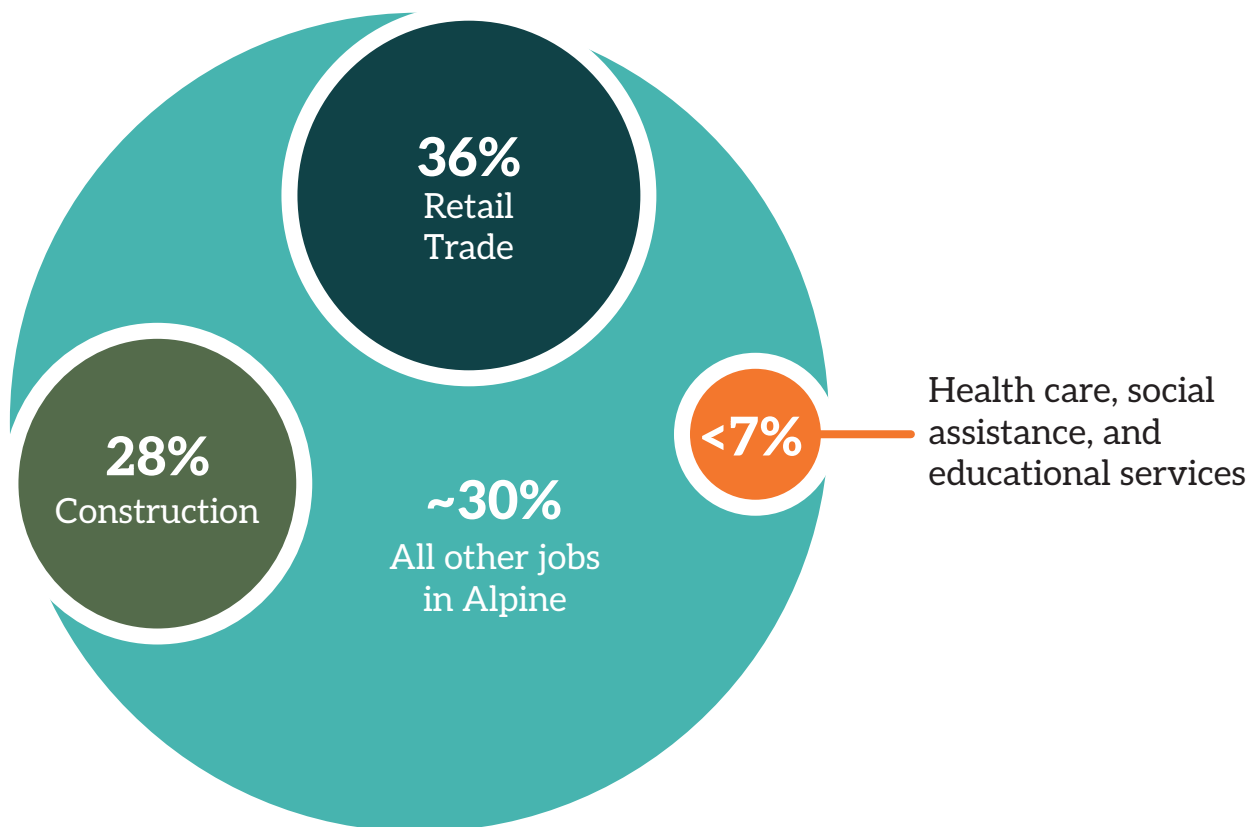
Visitor Home	Visits	Share of Visits
Star Valley	328,392	28%
Elsewhere in WY	223,393	19%
Idaho	234,958	20%
Utah	119,907	10%
California	42,174	4%
All Other U.S.	243,082	20%
Total Visits	1,191,906	100%

Source: Placer.ai

Alpine's strong seasonal economy highlights the need for greater business diversification. According to Teton Region Housing Needs Assessment, employment typically peaks in June driven primarily by construction and seasonal visitor activity. Daily and monthly visitation data show sharp summer peaks and shoulder-season surges.

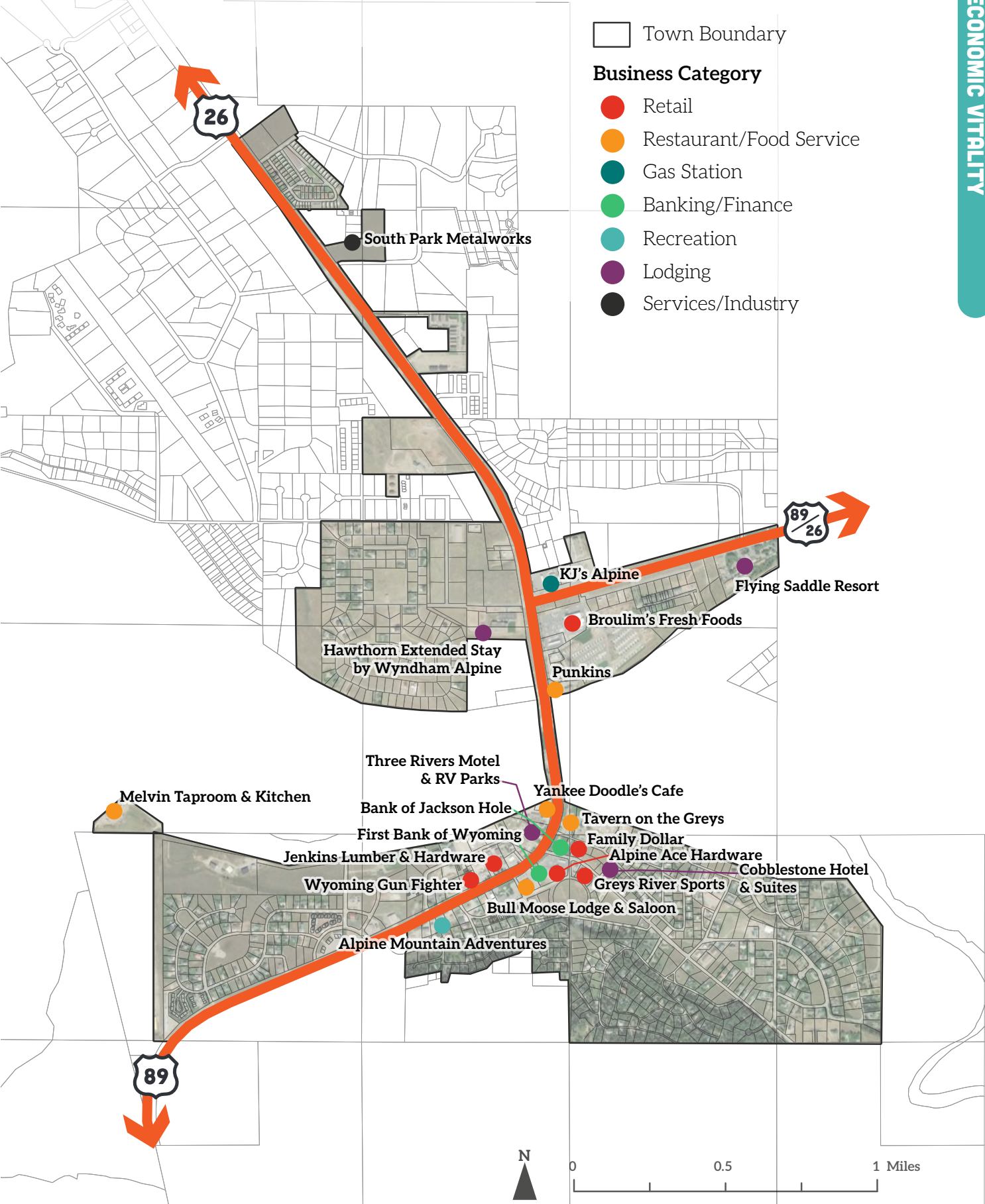
Retail and accommodation/food services both experienced significant employment declines during the COVID-19 downturn, highlighting vulnerability to external shocks. While retail recovered quickly, accommodation and food services have not returned to pre-pandemic job levels, reinforcing seasonal volatility.

Health care, social assistance, and educational services together account for less than 7% of jobs in Alpine, compared to much higher shares in comparison areas.



Source: LEHD via Census On The Map

Figure 16 | Key Businesses Map



COMMUNITY INPUT

Residents want Alpine to function more fully as a year-round town, with jobs that support local living and a broader range of businesses and services that meet everyday needs close to home. Feedback emphasized the importance of creating a stronger local economy that serves residents as well as visitors, including more dining, services, entertainment, and small business opportunities that fit Alpine's scale and identity. While community members recognized the challenge of supporting new businesses in a small town, the overall input reflects a desire for Alpine to become more self-sufficient, more economically resilient, and more supportive of working households.



"I would love alpine to have jobs that pay enough for people to live here and not have to commute/work remote."

"I want to be able to have my needs met in Alpine and not have to travel to another town for a good meal or entertainment, or to walk safely in my town."

"I would like to be able to fulfill most of my routine needs in my town and not have to take my money to Teton County for basic needs."

"There isn't enough people here full time to support many other businesses."

"Small business grants. I'd love to see Alpine partner with Wyoming Business Council to fund start-ups like a bakery, auto maintenance shop, or nursery."

"Not just a place to find cheaper houses than Jackson, but the place that people visiting Jackson go to next."

"Encourage development of small businesses, particularly in tourism, outdoor recreation, and local arts and crafts, to create jobs and economic growth."

"My vision for Alpine is a small town built for the working class. A town for tradesman, with doctors, shop owners, and teachers."





CASE STUDY

In Alpine, Melvin Brewing is a great example of how a single business can shape the town's economy, infrastructure needs, and identity. The company grew from its beginnings in Jackson into a larger production brewery and taproom in Alpine, where it became both a major employer and a visitor destination. As Melvin expanded, it also created the need for major wastewater and related infrastructure improvements, which led to Town action and support through the Wyoming Business Council's Business Ready Community program.

For Alpine, this project shows both the value and the responsibility that come with supporting business growth in a small town. It brought jobs, visitors, and visibility, but it also required public investment and long-term planning to make sure that growth worked for the broader community. The Town's recapture structure also reflects an effort to make sure that some of the public benefit from that investment can be used for future economic development and community improvements in Alpine.

Hometown Hops: Melvin Brewing



IMPLEMENTATION

PARTNERS

AAA – Alpine Airpark Association
LC – Lincoln County
SVC – Star Valley Chamber
SVHM – Star Valley Health Medical
SW – State of Wyoming
WBC – Wyoming Business Council
WWCC – Western Wyoming Community College (Star Valley Outreach)
WYDOT – Wyoming Department of Transportation

PRIORITY KEY

1 = Critical
2 = Vital
3 = Desirable

TIMELINE KEY

ON = Ongoing – as needed or ongoing by nature
ST = Short-term – 0-5 years
MT = Medium-term – 5-10 years
LT = Long-term – 10+ years

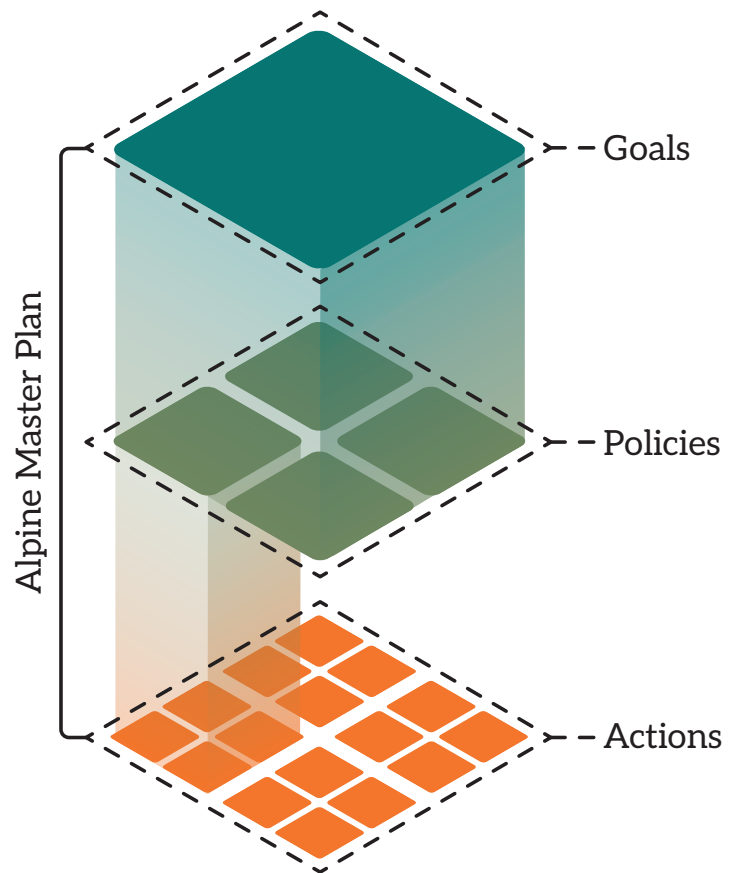


Table 5 | Economic Vitality Implementation Matrix

Goal/Policy/Action		Partners	Priority	Timeline
EV Goal 1: Strengthen downtown as Alpine's everyday shopping destination and the heart of commerce in Alpine.				
EV Policy 1.1:	Transform downtown into a shopping and dining destination for residents and visitors, consistent with broader land use goals.			
EV Action 1.1.A	Expand customer base and trade area by supporting housing development in and around downtown.		1	ST
EV Action 1.1.B	Promote retail diversity, small businesses, and entrepreneurship through technical assistance and marketing support.	SVC	2	MT
EV Policy 1.2:	Create organizational capacity for downtown improvements.			
EV Action 1.2.A	Explore establishment of a Downtown Development Authority (DDA) or Chamber of Commerce to fund maintenance, marketing, and placemaking initiatives.	SVC	2	MT
EV Action 1.2.B	Work with property owners to establish equitable assessment structures and district boundaries that balance costs and benefits fairly.		2	MT
EV Policy 1.3:	Position downtown as an attractive complement to Jackson's retail offerings while serving local needs.			
EV Action 1.3.A	Support retail and dining businesses that serve both local residents and visitors seeking alternatives to Jackson's price points and crowds.		1	ST
EV Action 1.3.B	Encourage businesses that provide daily needs and services for the growing year-round residential population.		1	ST
EV Action 1.3.C	Support efforts to beautify downtown through design guidelines, enhanced sidewalk networks, and pedestrian-friendly streetscapes.		1	ST
EV Goal 2: Build on Alpine's strategic location to capture economic opportunities from regional traffic and tourism.				
EV Policy 2.1:	Leverage pass-through traffic on U.S. 89 and U.S. 26 to generate local sales tax revenue.			
EV Action 2.1.A	Conduct a market and fiscal impact analysis for high-traffic retail opportunities, including both local independent businesses and national/regional chains, at key commercial sites along U.S. 89.	SW, WBC	2	MT
EV Action 2.1.B	Support development of diverse and convenient services that meet commuter and traveler needs, including affordable dining options and drive-through establishments.	SVC, WBC	2	MT

Goal/Policy/Action		Partners	Priority	Timeline
EV Action 2.1.C	Prioritize development of vacant pad sites and underutilized commercial properties near the U.S. 89/U.S. 26 intersection.	SVC	1	ST
EV Action 2.1.D	Use sales tax revenue growth to fund capital improvements supporting The Confluence, downtown enhancements, and expanded trails and sidewalk networks.		2	ON
EV Policy 2.2:	Position Alpine as a compelling alternative to Jackson for visitors seeking a more authentic mountain experience.			
EV Action 2.2.A	Develop marketing strategies that highlight the variety of Alpine's recreational amenities including but not limited to hunting, camping, fishing, hiking trails, off-road vehicles, snowmobile trails, and proximity to Bridger-Teton and Caribou-Targhee National Forest.	SW, WBC	2	MT
EV Action 2.2.B	Support lodging development that provides visitors an affordable alternative to Jackson accommodations while capturing multi-day visitor spending.		1	ST
EV Action 2.2.C	Encourage dining, retail, and recreation businesses that complement rather than duplicate Jackson's offerings, emphasizing Alpine's distinct character and price points.	WBC	1	ST
EV Policy 2.3:	Support local business development and entrepreneurship specific to Alpine's vision.			
EV Action 2.3.A	Explore incentives or streamlined permitting for locally-owned businesses in downtown.	WBC	1	ST
EV Action 2.3.B	Support the establishment of an Alpine-focused business association or chamber of commerce to advocate for policies and initiatives distinct from the broader Star Valley Chamber, while maintaining regional coordination.	SVC	2	MT
EV Action 2.3.C	Partner with regional economic development agencies and local higher education institutions to provide business development resources and workforce training tailored to the trades.	LC, WWCC	2	MT
EV Policy 2.4:	Position the Star Valley Health medical facility area as an employment and service hub.			
EV Action 2.4.A	Encourage complementary medical, professional, and service businesses near the Star Valley Health Medical facility.	SVHM	2	MT

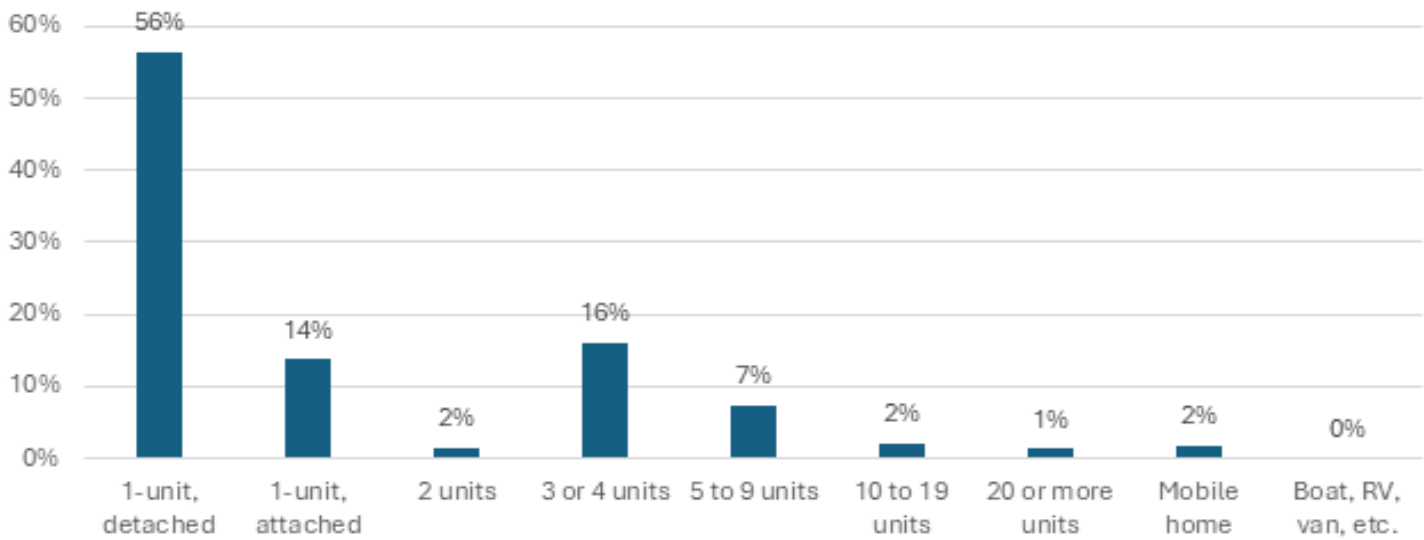
Goal/Policy/Action		Partners	Priority	Timeline
EV Action 2.4.B	Ensure adequate commercial zoning and infrastructure capacity near the U.S. 89/U.S. 26 intersection to support employment growth and efficient vehicular and transit connections.	WYDOT	2	MT
EV Goal 3: Develop The Confluence as a distinctive recreation destination that complements Jackson and downtown Alpine.				
EV Policy 3.1:	Establish financing and management mechanisms to support waterfront infrastructure and public improvements.			
EV Action 3.1.A	Explore creation of a Tax Increment Financing (TIF) district for The Confluence area to fund infrastructure investments during initial build-out phases.		2	MT
EV Goal 4: Leverage regional assets and partnerships for economic development.				
EV Policy 4.1:	Ensure the local workforce is trained for careers that allow them to stay in the Alpine area.			
EV Action 4.1.A	Coordinate with local workforce development initiatives that support retail, hospitality, and healthcare employment sectors.	LC, WWCC	2	MT
EV Action 4.1.B	Monitor regional economic developments, including the Natrium nuclear facility near Kemmerer, for business service opportunities.		3	LT
EV Action 4.1.C	Work with existing agencies on regional marketing while developing Alpine-specific economic development strategies that highlight the town's unique position and assets.	SVC, WBC, WWCC	2	MT
EV Policy 4.2	Leverage Alpine's airport for economic growth and vitality.			
EV Action 4.2.A	Explore opportunities to leverage Alpine Airport for economic development, including aviation-related businesses, training, and improved regional connectivity.	AAA	3	LT

HOUSING

EXISTING CONDITIONS

The types of homes available don't fully match local needs. While there are some alternative housing types in Alpine, most homes are still single-family. Based on demographic trends identified in **Chapter 1**, Alpine needs a wider range of housing types including affordable family-friendly and senior living options.

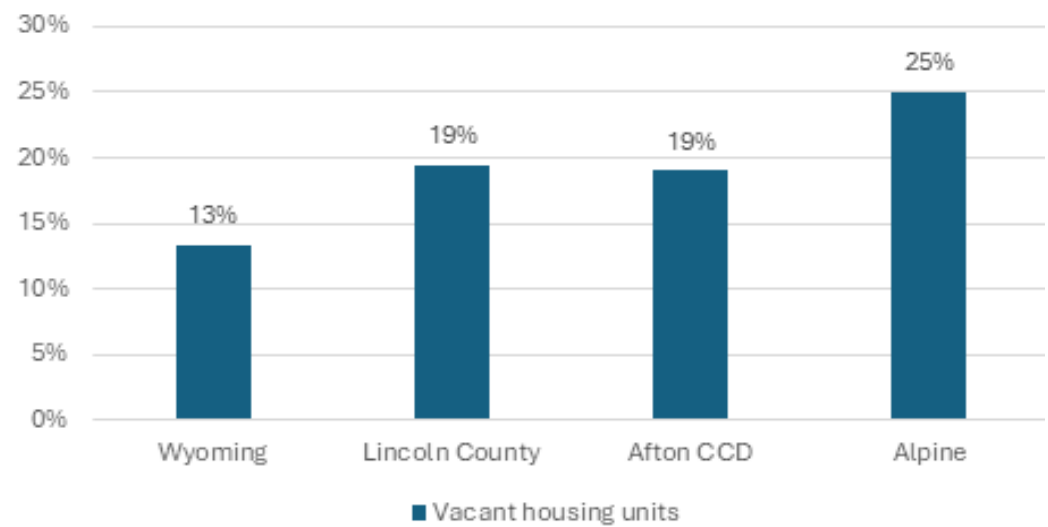
Figure 17 | Alpine Housing Structures



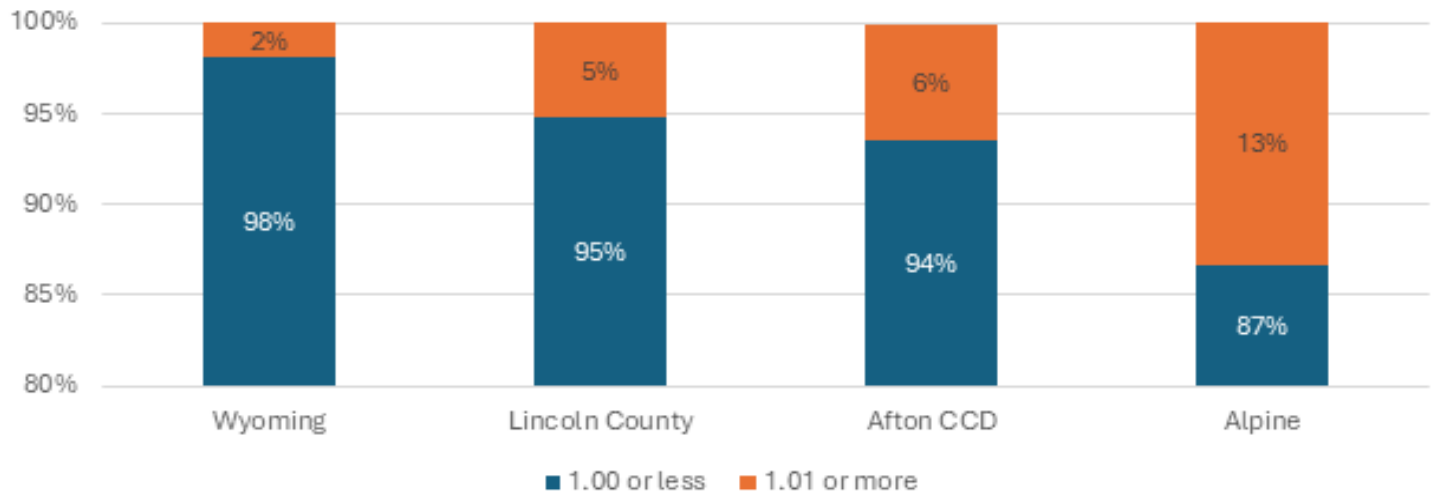
Source: US Census Bureau, ACS 5-year estimates 2023

This mismatch can also be seen in the comparatively high vacancy and overcrowding rates in Alpine, which suggests a shortage of appropriately sized and affordable homes—not just a shortage of housing overall.

Figure 18 | Housing Vacancy

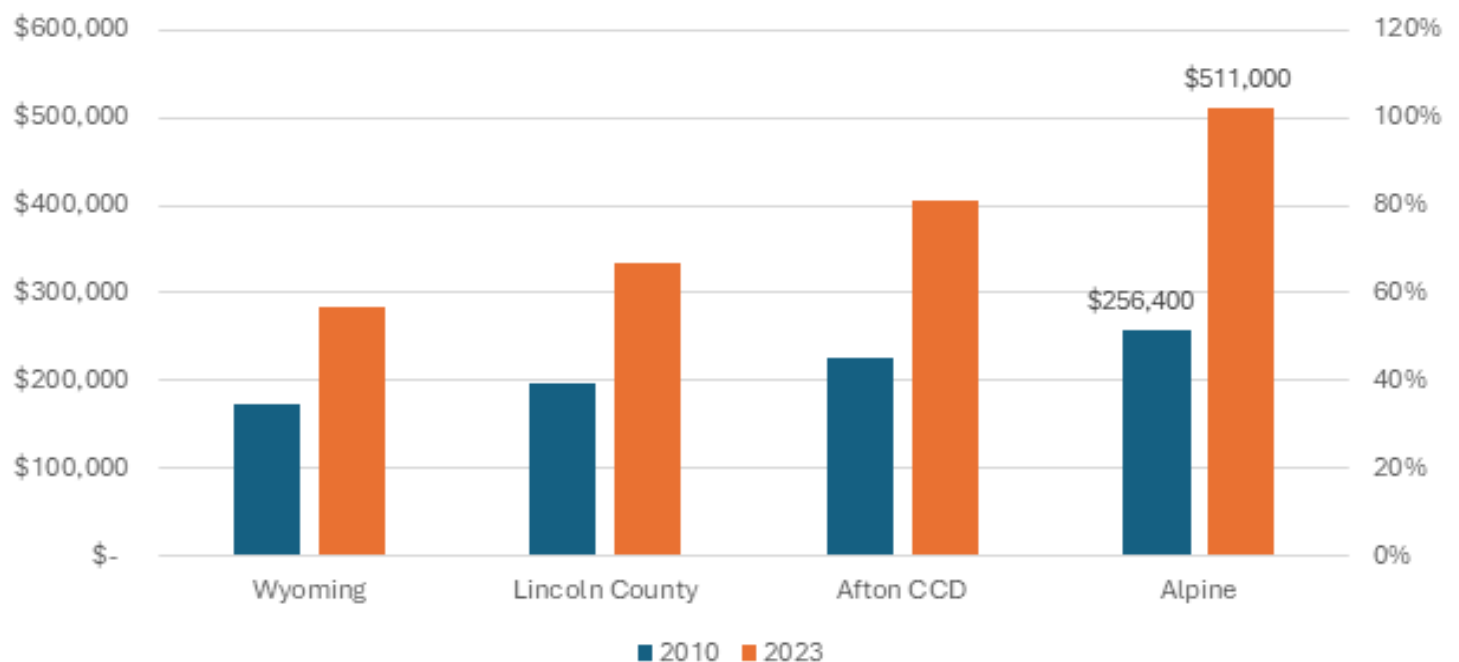


Note: Vacancy includes short-term rental usage.
Source: US Census Bureau, ACS 5-year estimates 2023

Figure 19 | Occupants per Room

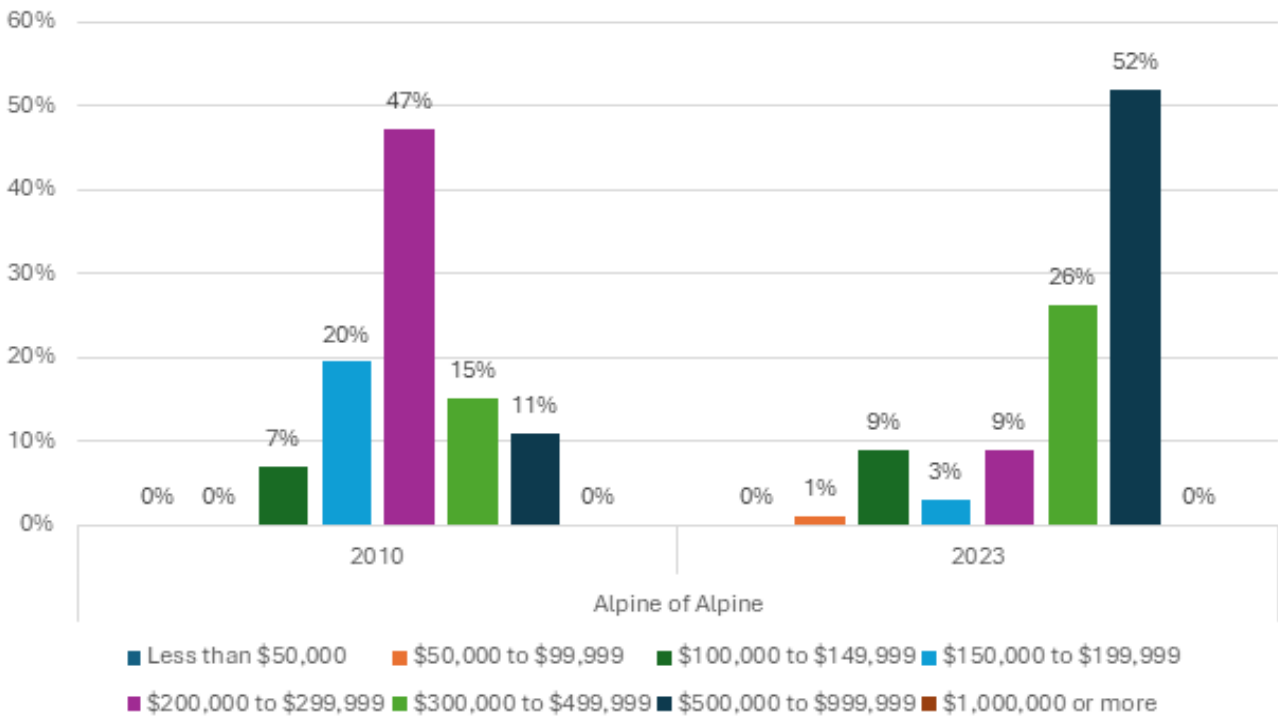
Source: US Census Bureau, ACS 5-year estimates 2023

Rising home prices and rents are felt everywhere, but most acutely in Alpine, putting current residents at risk of displacement. Home values in Alpine nearly doubled between 2010 and 2023, rising faster than in surrounding areas, and most homes are now priced above \$500,000. The rapid rise in property values means rise in property taxes, putting long-term residents and homeowners with a fixed income at risk of displacement.

Figure 20 | Median Home Value, 2010 vs 2023

Source: US Census Bureau, ACS 5-year estimates 2023

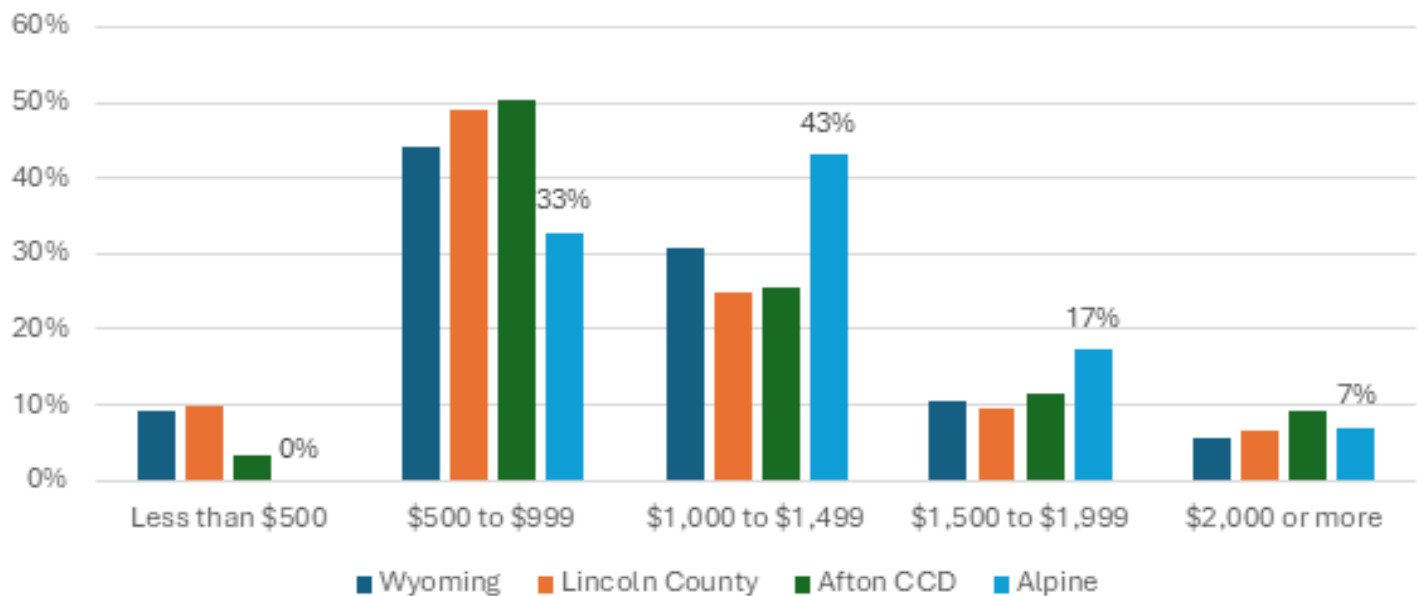
Figure 21 | Housing Value in Alpine, 2010 vs 2023



Source: US Census Bureau, ACS 5-year estimates 2023

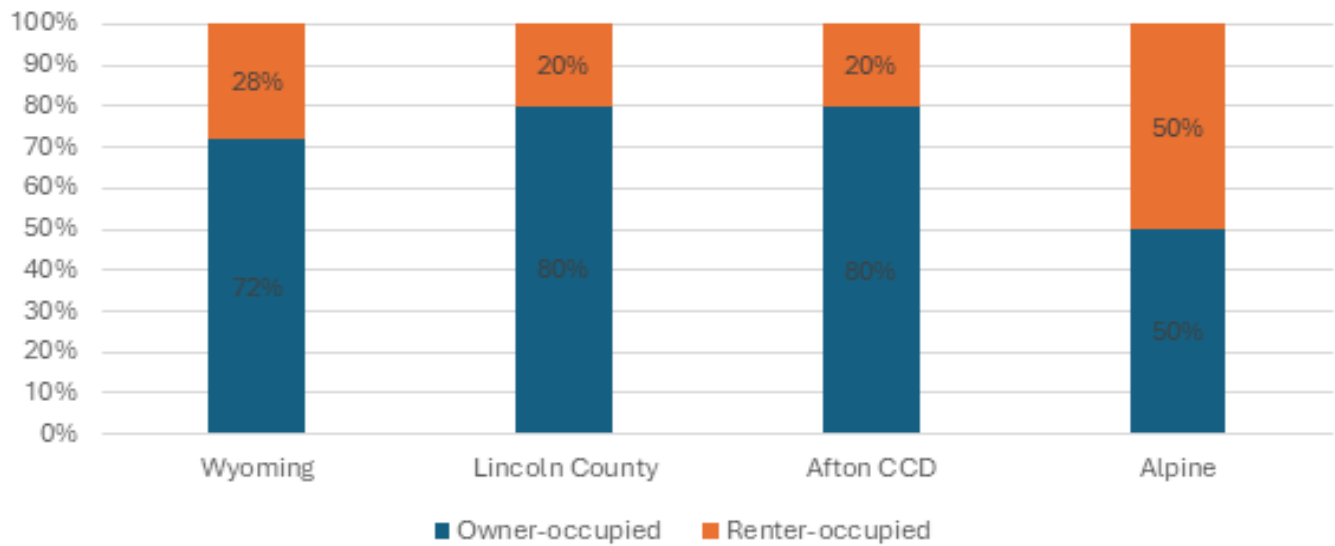
Similarly, Alpine is becoming less affordable for renters, weakening its role as a lower-cost alternative to Teton County. Lower-priced rentals are becoming rare, and the majority of rents are above \$1,000 per month. This is especially concerning because half of all Alpine residents are renters, a significantly larger share than comparison areas.

Figure 22 | Gross Rent



Source: US Census Bureau, ACS 5-year estimates 2023. Note: The U.S. Census uses gross rents

Figure 23 | Housing Tenure

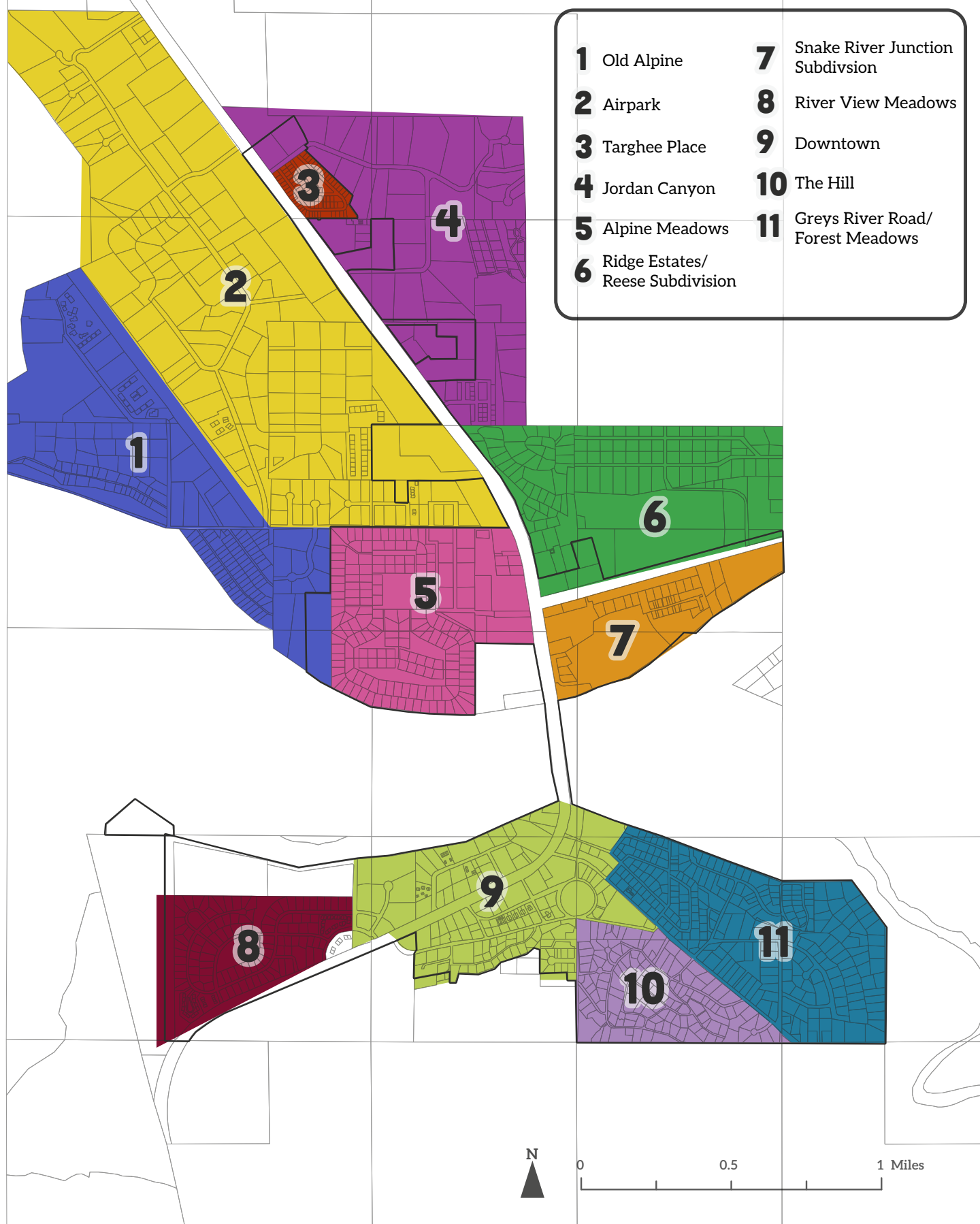


Source: US Census Bureau, ACS 5-year estimates 2023

There is potential for additional housing within already existing neighborhoods. There are currently 338 vacant lots within existing neighborhoods representing 23% of total land area within Alpine. These lots present an opportunity to add missing housing types, maximize existing infrastructure (roads, water, sewer), and seamlessly integrate growth into the current neighborhood fabric that respects existing scale, character, and density.



Figure 24 | Neighborhoods Map



COMMUNITY INPUT

Residents shared a clear vision for Alpine to remain a stable, and livable community for current and future residents. Many highlighted the importance of affordable and attainable housing to support the local workforce and to allow people of all ages and incomes to put down roots locally. Residents expressed interest in expanding housing choices, such as smaller starter and finisher homes, duplexes and triplexes, and other middle housing types while maintaining Alpine's character. There is also strong support for creating pathways from renting to homeownership and ensuring long-time residents and seniors have options to remain in the community as their needs change. Overall, the feedback reflects a shared desire for thoughtful housing solutions that help residents stay, grow, and age in place while supporting local businesses and the long-term vitality of Alpine.



"Affordable housing so we can have a workforce for restaurants, grocery, childcare, school."

"More housing for year round residents of all ages and income levels."

"I want renters to be able to make the jump from renting to ownership, and for trades to be able to progress from apprenticeship to business ownership."

"Livable, desirable, still beautiful—albeit smaller—starter and finisher homes. Duplexes and triplexes."

"...maintaining priority for single family homes and affordable housing will help businesses, and options for a few apartment/condo rental options would make it more appealing for younger people to come down from Jackson."

"I worry about displacing long term residents who don't have options."

"I would love to see myself retiring here, but affordability of housing is a major factor against that happening at this time."

"One thing the entire valley is missing is a senior living option."





CASE STUDY

Like Alpine, Driggs has worked to preserve its rural character while providing housing opportunities for local workers, families, and long-term residents so they can live in the community year-round. Driggs addressed their local challenges by focusing on modest, well-located housing types rather than large or out-of-scale development. Through partnerships with the Teton County Joint Housing Authority (Teton Valley Housing) and nonprofit developers, the city supported small apartment buildings, duplexes, townhomes, and live-work units, many located near downtown, schools, and services to support walkability and daily needs.

Projects such as Depot Square added deed-restricted apartments affordable to households across a range of incomes, helping stabilize the local workforce and reduce long commutes. Key tools included use of public land, zoning flexibility, and long-term affordability restrictions to protect housing over time. Alpine does not have a local or regional housing authority, but Driggs still offers relevant lessons. The experience shows the value of early action, incremental development, and right-sized housing that fits community character.

With or without a housing authority, small towns can expand housing options and support local businesses by using zoning tools, partnerships, and carefully scaled projects that respond directly to local needs.

Next Door Housing Solutions: Driggs, Idaho



IMPLEMENTATION

PARTNERS

AEF – Alpine Education Foundation

LC – Lincoln County

LCSD2 – Lincoln County School District #2

RP – Regional Partners

PRIORITY KEY

1 = Critical

2 = Vital

3 = Desirable

TIMELINE KEY

ON = Ongoing – as needed or ongoing by nature

ST = Short-term – 0-5 years

MT = Medium-term – 5-10 years

LT = Long-term – 10+ years

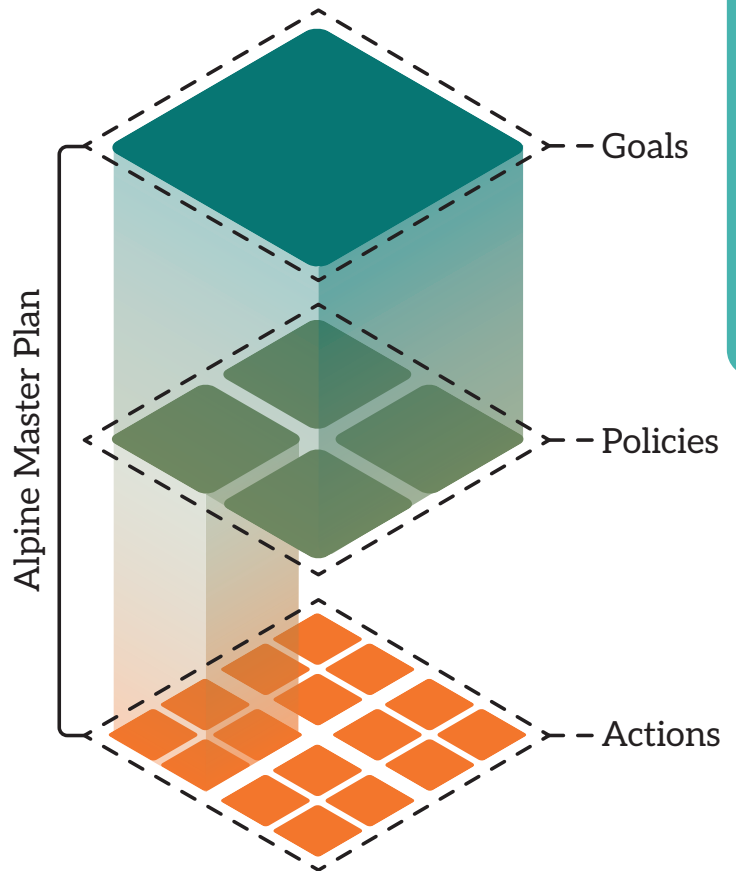


Table 6 | Housing Implementation Matrix

Goal/Policy/Action		Partners	Priority	Timeline
H Goal 1: Provide housing options that support Alpine's evolving role in the region.				
H Policy 1.1:	Encourage a range of housing types to serve diverse household needs.			
H Action 1.1.A	Support the development of workforce housing, including multifamily rentals, townhomes, and small-lot single-family homes, particularly in downtown along U.S. 26.		1	ST
H Action 1.1.B	Update Land Use and Development Code to allow missing middle housing types (duplexes, triplexes, cottage courts) in appropriate locations.		1	ST
H Action 1.1.C	Explore density bonuses or expedited review for projects in the character areas or that include housing designed for Alpine's workforce.		1	ST
H Action 1.1.D	Update the Land Use and Development Code to allow accessory dwelling units (ADUs) in future land use areas designated housing or mixed use to increase workforce housing options, promote gentle scattered density, and increase flexibility in homeownership options.		1	ST
H Action 1.1.E	Look to implement a pre-approved housing plan program to accelerate housing development, with a focus on balancing architectural quality, construction efficiency, and neighborhood compatibility.		2	MT
H Action 1.1.F	Work with property owners of vacant parcels within existing neighborhoods to understand and remove barriers to their development of infill housing.		1	ST
H Action 1.1.G	Update the Land Use and Development Code to provide incentives for diverse housing development like reduced minimum lot sizes, density minimums, and allowing for tiny homes, single-room occupancy, and cottage home models.		1	ST
H Policy 1.2:	Leverage higher-density housing to activate U.S. 26 downtown where appropriate.			
H Action 1.2.A	Encourage residential development adjacent to The Confluence to create year-round activity and support local businesses.		2	MT
H Action 1.2.B	Allow mixed-use development with ground-floor commercial and upper-story residential in downtown.		1	ST

Goal/Policy/Action		Partners	Priority	Timeline
H Action 1.2.C	Coordinate housing with school expansion planning to create a cohesive neighborhood that blends civic, educational, and commercial uses.	AEF, LCSD2	1	ST
H Policy 1.3:	Consider the creation of a Regional Housing Authority to manage a deed-restriction program for affordable housing.			
H Action 1.3.A	Work with Lincoln County and neighboring jurisdictions to convene a working group to study the feasibility of and initial steps to creating a Regional Housing Authority.	LC, RP	2	MT
H Goal 2: Manage growth to balance housing supply with infrastructure capacity and community character.				
H Policy 2.1:	Encourage sustainable housing growth.			
H Action 2.1.A	Prioritize infill development and annexations with existing or planned utility service over leapfrog development patterns.	LC	1	ON
H Action 2.1.B	Establish clear standards for the design and scale of new housing to maintain Alpine's mountain town character while accommodating growth.		2	MT
H Action 2.1.C	Monitor housing production and affordability metrics annually to track progress and adjust strategies.		2	ON
H Policy 2.2:	Address short-term rentals to balance tourism benefits with community housing needs.			
H Action 2.2.A	Study the prevalence and impacts of short-term rentals in Alpine.		1	ST
H Action 2.2.B	Consider regulations that preserve housing stock for year-round residents while allowing property owners flexibility.		1	ST

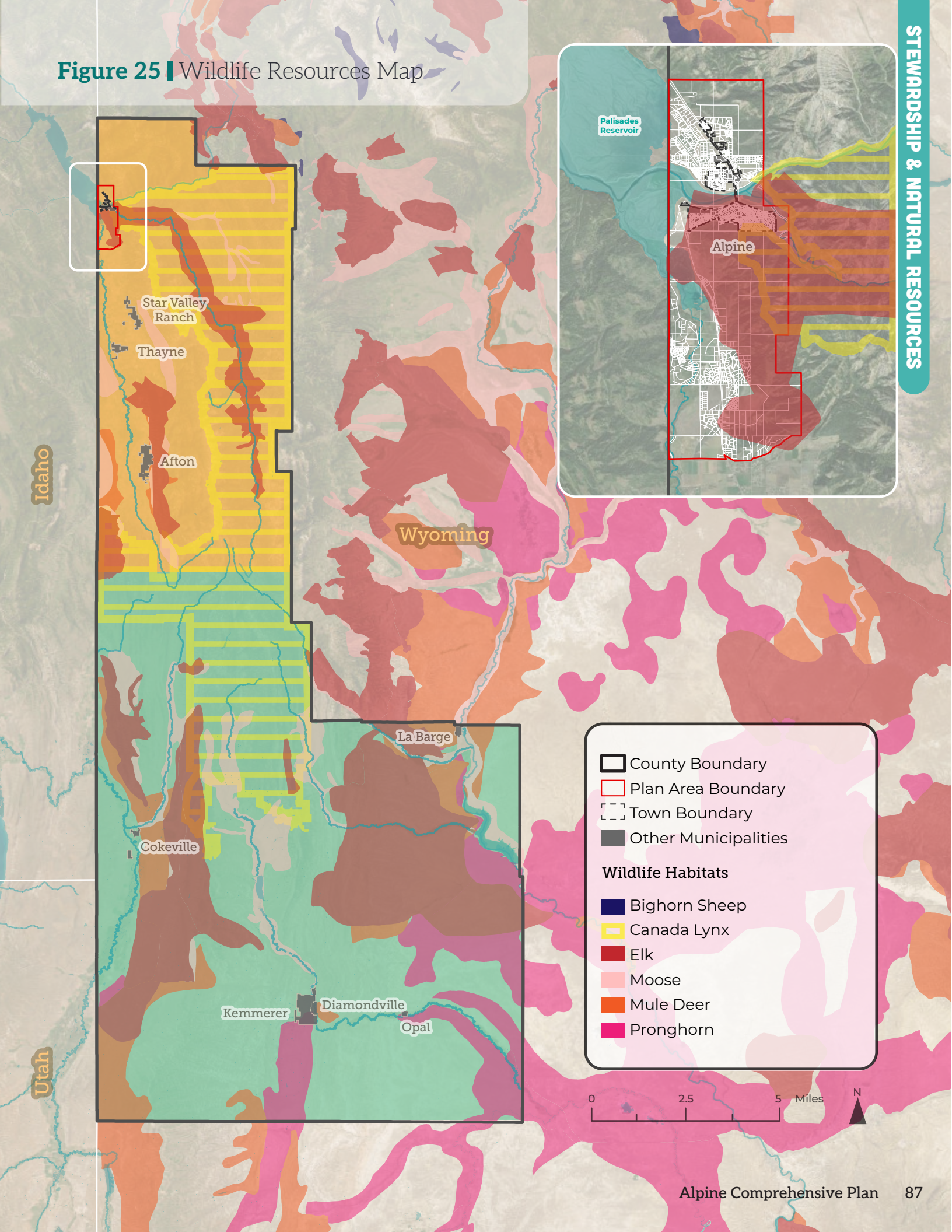
STEWARDSHIP & NATURAL RESOURCES

EXISTING CONDITIONS

The Town is surrounded by national forests and key wildlife habitats. Alpine is adjacent to several key natural assets, including the Snake, Salt, and Greys Rivers, as well as Palisades Reservoir. The community also borders the Bridger-Teton and Caribou-Targhee National Forests and provides important habitat for elk, deer, moose, bears, and mountain lions. Regional conservation districts provide programs like seedling trees, but the Town currently has no formal natural resource protections or habitat standards.



Figure 25 | Wildlife Resources Map





Alpine has a semi-arid continental climate defined by distinct seasons and historically snowy winters. Winters are characterized as very cold and snowy, typically lasting between October and March. Summers are more moderate and dry, lasting only between May and September.



There's **over 150** miles of unofficial, groomed snowmobile trails

Alpine relies largely on clean energy but lacks formal climate and sustainability planning or programs. The Town's electricity comes mostly from hydroelectric power through Lower Valley Energy, and renewable energy and efficiency programs exist for residents and businesses. However, Alpine has not completed greenhouse gas inventories, does not have local climate action plans, and lacks policies for tree preservation, recycling, or electric vehicle infrastructure.

Due to its geography, Alpine is at high risk for various environmental hazards. Lincoln County faces high-risk hazards including avalanche, drought, earthquake, landslides, wildfire, and public health threats. The Town can strengthen resilience through environmental stewardship, natural resource protection standards, wildlife coordination, forest collaboration, and hazard mitigation planning.

COMMUNITY INPUT

Residents consistently emphasized that Alpine's greatest strength is its natural setting, including easy access to forests, rivers, and surrounding public lands, and expressed a strong desire to protect these resources as the town plans for the future. Many comments highlighted the importance of being thoughtful stewards of the environment by honoring darkness, wildlife, and open landscapes, while ensuring continued access to public lands without encouraging overuse. Residents also raised the need to prepare for more extreme climate conditions, noting the importance of emergency preparedness and resilient infrastructure. There was broad support for eco-friendly building practices and infrastructure design that reduce the town's ecological footprint and reflect the surrounding landscape. Overall, the community wants Alpine's growth and investment to align with its natural beauty, reinforce respect for the environment, and sustain the qualities that make Alpine a special place to live.



"Our biggest asset in Alpine is proximity and easy access to the forest and the water."

"Being conscious of being prepared for more extreme climate, so emergency preparedness will be more important"

"Keeping access to adjacent public lands as a very important feature and while not promoting overuse of such lands."

"Promote eco friendly building practices to minimize the towns ecological footprint."

"Protect and maintain the stunning landscapes surrounding Alpine, ensuring that any growth compliments the natural environment, including trails, parks, and conservation areas."

"Honor what we have here - Darkness, Nature, Wildlife - and let us be respectful stewards."

"Alpine is hands down one of the most beautiful natural areas, I'd love to see Alpine embrace and embody that in new infrastructure and care for the nature that's around us."





CASE STUDY

Communities across western Wyoming that are adjacent to national forests and other public lands have adopted approaches that maintain recreation access while reducing impacts to sensitive landscapes, wildlife habitat, and community character. A clear regional example is the management of the Cache Creek trail system near Jackson, Wyoming, on lands managed by the Bridger-Teton National Forest in coordination with Teton County and state wildlife agencies.

Cache Creek has one of the most heavily used trail systems in the region, located immediately adjacent to town. Rather than promoting expanded use, land managers focused on managing how and when access occurs. Strategies include seasonal wildlife closures on critical winter range to protect big game, consistent trail siting and closures across multiple jurisdictions to avoid shifting impacts, and clear on-site signage explaining closures and appropriate behavior. Leash requirements and seasonal restrictions are used to reduce wildlife stress while keeping trails available when conditions allow. Importantly, nearby alternative routes and pathways remain open so access is maintained without concentrating pressure in the most sensitive areas.

This approach demonstrates that access and stewardship are not mutually exclusive. By coordinating with land managers and focusing on education, seasonal protections, and thoughtful trail design, communities can protect surrounding public lands while keeping them accessible. This model closely aligns with Alpine's expressed desire to maintain access to nearby lands without encouraging overuse or resource degradation.

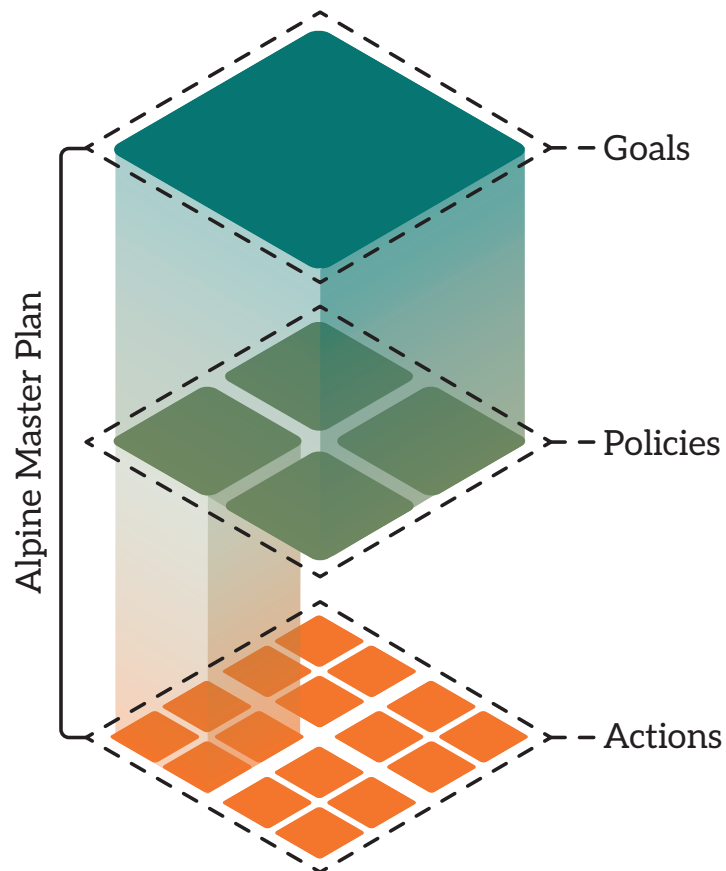
Managing Access Without Overuse: Bridger-Teton National Forest



IMPLEMENTATION

PARTNERS

AF/EMS – Alpine Fire/EMS
BCD – Bonneville County Dispatch
BLM – Bureau of Land Management
BR – Bureau of Reclamation
BTAC – Bridger-Teton Avalanche Center
CR – Code Red
LC – Lincoln County
LCD – Lincoln County Dispatch
LCOEM – Lincoln County Office of Emergency Management
LCWP – Lincoln County Weed & Pest
LVE – Lower Valley Electric
LWH – Local Waste Haulers
RP – Regional Partners (neighboring municipalities)
SLIB – State Lands and Investments Board
START – Southern Teton Area Rapid Transit
TCD – Teton County Dispatch
TU – Trout Unlimited
USFS – U.S. Forest Service
WGF – Wyoming Game and Fish
WYDOT – Wyoming Department of Transportation
WYSF – Wyoming State Forestry Division
YTCC – Yellowstone Teton Clean Cities



PRIORITY KEY

1 = Critical
 2 = Vital
 3 = Desirable

TIMELINE KEY

ON = Ongoing – as needed or ongoing by nature
ST = Short-term – 0-5 years
MT = Medium-term – 5-10 years
LT = Long-term – 10+ years

Table 7 | Stewardship & Natural Resources Implementation Matrix

Goal/Policy/Action		Partners	Priority	Timeline
SNR Goal 1: Protect and conserve the natural environment that makes Alpine special.				
SNR Policy 1.1:	Reduce point and non-point pollution for cleaner air and water.			
SNR Action 1.1.A	Create a municipal greenhouse gas inventory.		3	LT
SNR Action 1.1.B	Work with local haulers to incentivize waste minimization through Pay-As-You-Throw pricing methods and offer recycling and composting programs.	LWH	3	LT
SNR Action 1.1.C	Encourage a reduction in vehicle miles traveled through enhanced public transportation services and a connected trails and sidewalk network.	START	2	MT
SNR Action 1.1.D	Ensure private industry is properly disposing effluent so it does not spill over into adjacent properties or enter the groundwater.		1	ON
SNR Policy 1.2:	Support energy needs of the region while maintaining reliability and cost-effective service for Alpine businesses and residents.			
SNR Action 1.2.A	Work with regional transportation districts to place an EV charger on the U.S. 89 corridor in Alpine.	WYDOT	2	MT
SNR Action 1.2.B	Strengthen partnerships with utility providers to encourage energy conservation and local renewable energy production.	LVE	2	ON
SNR Action 1.2.C	Support the development of electric vehicle charging stations on public property.	YTCC	2	MT
SNR Policy 1.3:	Protect the Greys, Salt, and Snake River's ecological health.			
SNR Action 1.3.A	Partner with public agencies to create riparian setbacks & buffers along rivers and creeks to prohibit incompatible development inside buffer zones. As the Town grows south it might be able to lead these efforts.	BR, BLM	1	ST
SNR Action 1.3.B	Partner with organizations working towards riparian restoration, targeting the removal of invasive species and the stabilization of banks with native vegetation.	BR, BLM, SLIB, TU, WGF	2	ON
SNR Policy 1.4:	Protect the Bridger-Teton and Caribou-Targhee National Forests and their inhabitants.			
SNR Action 1.4.A	Partner with state/federal agencies and local fire district to align regional strategies for fire mitigation that improve forest structure.	AFD, USFS, BLM, WYSF	2	ON
SNR Action 1.4.B	Partner with Lincoln County Weed and Pest to align regional strategies to remove noxious weeds and invasive species.	LCWP	1	ON
SNR Action 1.4.C	Protect wildlife and their habitat, especially elk and wolves that have major migration patterns through Alpine.	WGF, USFS, BLM, WYSF	1	ON

Goal/Policy/Action		Partners	Priority	Timeline
SNR Goal 2: Protect people and property from natural or human made disasters.				
SNR Policy 2.1:	Prepare for disasters that Alpine is at high risk for such as avalanche, drought, earthquake, landslide/debris flow/rockfall, public health hazards, and wildfire.			
SNR Action 2.1.A	Continue to coordinate with regional agencies to enhance communication of emergency evacuation routes, road closures, and public alerts.	AF/EMS, BCD, BTAC, CR, LCD, LCOEM, USFS, TCD, WYDOT	1	ON
SNR Action 2.1.B	Map geologic hazards and require Geotech studies for steep-slope projects.		2	MT
SNR Action 2.1.C	Develop a local hazard mitigation plan for the Town of Alpine.		1	ON
SNR Action 2.1.D	Adopt the 2024 International Wildland-Urban Interface Code (IWUIC), encouraging fire-resistant building materials and landscaping standards that encourage the use of native plants and mandate the creation of defensible space.		1	ST
SNR Action 2.1.E	Continue to participate in regional hazard mitigation planning, including the Community Wildfire Protection Plan.	AFD, LC, RP	1	ON
SNR Action 2.1.F	Enhance water capture methods and reuse for town facilities.		2	MT

TOWN SERVICES & INFRASTRUCTURE

EXISTING CONDITIONS

Community services support residents but could expand with growth. Alpine has strong civic hubs like the Donn Wooden Civic Center, Library, and access to the Thayne Senior Center, offering events, programs, and essential services. Daycare options are private, and the healthcare services are provided at the Star Valley Medical-Alpine Clinic.

Schools serve the region and are expanding locally. Alpine is part of Lincoln County School District #2, which serves northern Lincoln County. A new public charter school is planned to open in 2026 on Town-owned land, providing more local educational options for families and allow kids to walk to school. Currently, elementary school-aged students in Alpine have to ride the bus 40 minutes to Thayne, and middle and high school kids ride an hour or longer to Afton.

Public safety and emergency services rely on regional partnerships. Fire protection is provided locally through the Alpine Fire District. Law enforcement and search-and-rescue services are provided regionally by the Lincoln County Sheriff, Wyoming Highway Patrol, and volunteer search teams. Traffic enforcement and specialized emergency services are coordinated with neighboring towns and counties.

Utilities and infrastructure need planning for long-term reliability. Alpine's water system relies on four public wells - two with aging storage tanks; and the eventual failure of those individual systems raises groundwater concerns. Electricity, telephone, and solid waste services are provided by regional providers. Continued capital improvement planning will help budget for updated utilities, expanded stormwater management, and plan for growth.

As the Classical Academy grows, school events can bolster the Town's economic activity by bringing in parents from across the region.



Figure 26 | Town Services Map



COMMUNITY INPUT

Community feedback emphasized a desire for Alpine to function as a stronger, more complete community supported by dependable infrastructure and core public services. Many residents described a vision of a town organized around a school that brings together young families, grandparents, and long-time residents. Residents also pointed to a disconnect between Alpine's exceptional natural setting and the limited infrastructure and amenities within town, stressing the importance of maintaining and investing in essential services, civic facilities, and everyday systems that allow the community to operate smoothly and support family life over time.



"I envision a community centered around a school bringing together, young families and grandparents."

"The natural landscape is amazing but the infrastructure and amenities in town are severely lacking."

"I believe the master plan needs to specifically address town services and amenities that make a town a place residents want to live, not just where tourist want to go."





CASE STUDY

Located at the edge of Yellowstone National Park, the community relies heavily on tourism while also depending on a limited number of year-round residents to sustain local services, emergency response, and civic life. In this context, the local K-12 school has become one of the most important institutions holding the community together.

The West Yellowstone school functions as more than an educational facility. It serves as the primary gathering place for community events, athletics, performances, and public meetings. School activities such as sporting events, graduations, concerts, and fundraisers regularly bring together families, seniors, seasonal workers, business owners, and volunteers. In a town with few large civic spaces, the school provides both the physical space and the social structure that supports community connection across generations.

The presence of a stable, locally supported school has played a key role in helping West Yellowstone function as a year-round community rather than a purely seasonal destination. Families are more likely to stay, workers are better supported, and community identity is reinforced when the school is viewed as a shared asset rather than a stand-alone institution. Local leaders often emphasize that maintaining a healthy school is essential to retaining families, attracting workers, and supporting long-term community stability.

For Alpine, this example highlights the important role a local school can play beyond education alone. Supporting the school through housing availability, safe transportation, shared facilities, and community use strengthens its ability to serve as a social and civic anchor.

More Than a School House: West Yellowstone, MT



IMPLEMENTATION

PARTNERS

AEF – Alpine Education Foundation
AFD – Alpine Fire District
LC – Lincoln County
LCED – Lincoln County Engineering Department
LCSO – Lincoln County Sheriff’s Office
LVE – Lower Valley Electric
SVC – Star Valley Chamber
SVHM – Star Valley Health Medical
TR – Top of the Rockies
TSS – Thayne Senior Center
USPS – United States Postal Service
WYDOT – Wyoming Department of Transportation

PRIORITY KEY

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TIMELINE KEY

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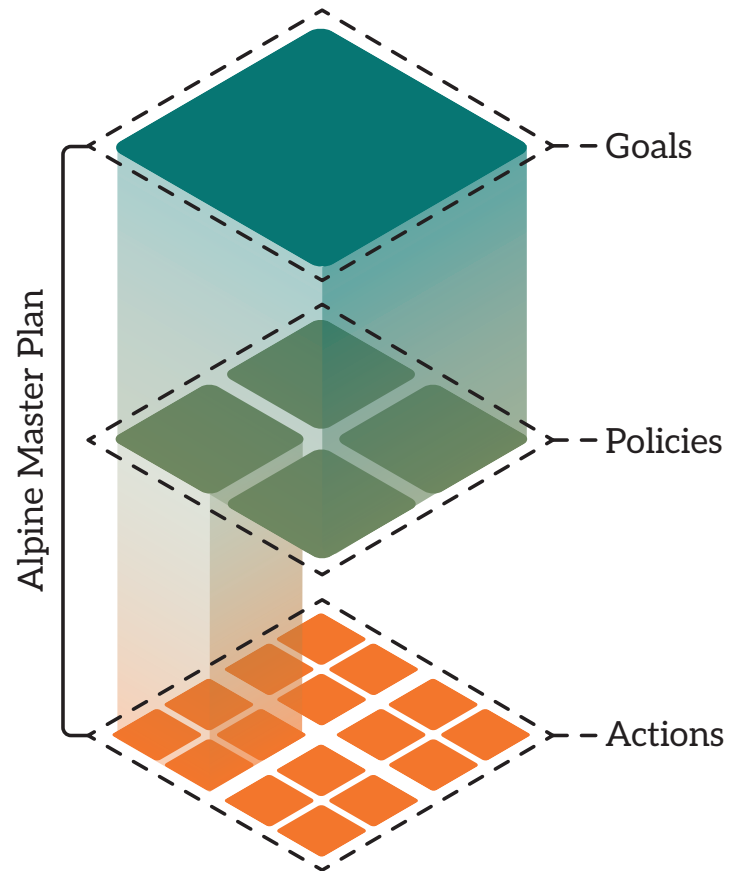


Table 8 | Town Services & Infrastructure Implementation Matrix

Goal/Policy/Action		Partners	Priority	Timeline
TSI Goal 1: Ensure reliable services for current and future residents’ health, safety, education, and overall quality of life.				
TSI Policy 1.1:	Ensure local childcare options and educational opportunities support families in all stages of life.			
TSI Action 1.1.A	As the Town continues to grow, work with Lincoln County School Distrct and/ or the Alpine Education Foundation to find a location for a permanent K-12 school building in Alpine.	AEF, LCSD	1	ST
TSI Action 1.1.B	Explore locations and work with property owners for the development of additional childcare facilities.	AEF	1	ST
TSI Action 1.1.C	Continue to support the Wyoming Classical Academy Alpine Campus.	AEF	1	ST
TSI Policy 1.2:	Support the quality care and health needs of residents.			
TSI Action 1.2.A	Continue to support the expansion of services and the recruitment and retention of staff at Star Valley Health Medical-Alpine Clinic.	SVHM	2	MT
TSI Action 1.2.B	Continue to support existing nearby senior services and explore opportunities to support a local senior center.	TSS	2	MT
TSI Policy 1.3:	Ensure residents’ safety and well-being.			
TSI Action 1.3.A	Advocate for police headquarters in Alpine to ensure adequate police response times and a local presence.	LCSO	2	MT
TSI Action 1.3.B	Continue to support the fire district located in Alpine.	AFD, USFS, LCEMS, LCSO	1	ON
TSI Action 1.3.C	Continue to support sustainable emergency medical services (EMS).	LC, SVH	1	ON
TSI Policy 1.4:	Monitor stormwater management, with an emphasis on green infrastructure solutions, and plan for upgrades if problems arise.			
TSI Goal 2: Maintain physical infrastructure to support everyday functions.				
TSI Policy 2.1:	Budget for the maintenance and improvements of all public infrastructure.			
TSI Action 2.1.A	Create a 5-year Capital Improvement Plan for water, sewer, and roads and update annually.		1	ON
TSI Action 2.1.B	Ensure to right-size future infrastructure expansions for planned growth.		1	ON
TSI Action 2.1.C	Work with the USPS to identify a location for a permanent and expanded US Post Office.	USPS	1	ST
TSI Action 2.1.D	Inventory and evaluate Town facilities and budget for future expansions and additions to meet local needs		1	ST

Goal/Policy/Action		Partners	Priority	Timeline
TSI Policy 2.2:	Ensure the provision of a clean and sustainable supply of water.			
TSI Action 2.2.A	Construct a new storage tank to better meet demands during the summer months.		1	ST
TSI Action 2.2.B	Complete improvements to the Alpine wellhouse serving Wells number 1, 2, and 3		1	ST
TSI Action 2.2.C	Address improvements 5-10 identified in the Water Master Plan.			
TSI Policy 2.3:	Ensure the safe disposal and treatment of sewage.			
TSI Action 2.3.A	Continue to require new development and redevelopment to connect to the Town's recently upgraded systems to reduce the prevalence of septic systems and contamination of groundwater.		1	ON
TSI Action 2.3.B	Work with property owners of larger undeveloped parcels in the Planning Area where the provision of municipal sewer may not be feasible to establish community/shared septic systems that the Town could manage so that annexation is still viable.	LC	2	MT
TSI Policy 2.4:	Ensure safe and reliable power service.			
TSI Action 2.4.A	Continue to coordinate with the region's electric utility provider.	LVE	1	ON
TSI Policy 2.5:	Continue to use private waste providers for the safe disposal of solid waste.			
TSI Policy 2.6:	Ensure clear and safe road usage.			
TSI Action 2.6.A	Coordinate with regional agencies to maintain roads and highway conditions on U.S. 89 and U.S. 26, especially during the winter and spring months.	WYDOT, LCED	1	ON
TSI Action 2.6.B	Explore additional Dark Sky-compatible street lighting throughout Alpine and add to the Capital Improvement Plan, prioritizing roads on school bus routes.		1	ST
TSI Goal 3: Foster an engaged community that builds trust in local institutions.				
TSI Policy 3.1:	Practice transparent and responsible governance.			
TSI Action 3.1.A	Continue to use digital and physical channels to disseminate Town updates and information and look for new channels to reach underrepresented groups.		1	ON
TSI Policy 3.2:	Celebrate local culture that is authentically Alpine.			
TSI Action 3.2.A	Continue to support and enhance events like Mountain Days, Fourth of July Celebration, The Winter Jubilee, and the Alpine Car(e) Show while expanding partnerships and coordination for new events.	TR, LC, SVC	2	ON

PARKS, RECREATION, OPEN SPACE, & TRAILS

EXISTING CONDITIONS

Parks are well-loved but could benefit from more amenities and better connectivity.

Alpine's seven Town-maintained parks span 35.1 acres, including the 10.3-acre Alpine Sports Park, American Legion Ballfield, and Marge Grover Memorial Park with the Civic Center. Recent upgrades include a skate park expansion and a new pickleball court. Continued maintenance, programming like sports leagues, and community events are key to maximizing these spaces.



Alpine's geography and proximity to nature creates a one-of-a-kind, outdoor playground for residents and visitors. The Alpine area boasts 150+ miles of groomed snowmobile trails, 13 formal hiking and biking trails (ranging from 0.4 to 25.5 miles), water access at Palisades Reservoir, and millions of acres of national forest lands. Visitors and residents enjoy boating, skiing, fishing, kayaking, horseback riding, and more.



Trails system could benefit from better signage, wayfinding, and access from Town. Clear trail maps, signage, and safety measures will ensure these assets are used responsibly and enjoyed by all.



7.4%

of Town parcels
are zoned for
Recreation &
Conservation.



There's over **35**
acres of parks
& recreational
facilities in
Town



There's at least **13**
unique trails in
& around Alpine,
allowing for all
kinds of play

Figure 27 | Parks & Recreation Map



COMMUNITY INPUT

Community input reflected broad support for strengthening Alpine's recreation offerings in ways that benefit both residents and visitors. Many residents pointed to the town's exceptional outdoor access as a defining asset and expressed interest in thoughtfully building on that foundation while maintaining Alpine's practical, recreation-oriented character. At the same time, residents noted gaps in local amenities and highlighted the value of accessible neighborhood parks, safe green spaces, and recreation options that serve all ages. There was also interest in indoor facilities that would expand activity opportunities during the winter months. Overall, the feedback suggests a desire to balance Alpine's outdoor identity with modest investments in recreational infrastructure that support daily life and community well-being.

"Alpine has a wealth of outdoor recreational opportunities that, if capitalized upon, will transform the Town into one of the country's top outdoor tourism destinations."

"Modern playgrounds and safe green spaces within walking distance of every neighborhood."

"I hope that Alpine remains a "gearhead" town and continues to stress the accessibility of outdoor recreation that we all love."

"An indoor rec center would be amazing for wintertime sports and activities like swimming and hockey."

"...being on the water surrounded by all our beautiful mountains is something we should preserve in the form of a park."

"The boat landing area along with the new path could use some minor development to make it feel very special. Something as simple as picnic tables and a flattened grassy area would be perfect."

"Being so close to US Forest lands, continued partnership with the US Interior Department for trail maintenance is vital."



CASE STUDY

Like Alpine, Pinedale combines a modest system of town-managed parks with exceptional access to nearby public lands, trails, and seasonal outdoor activities. Within town, Pinedale has focused on maintaining and enhancing existing parks rather than expanding the system. Municipal parks support sports leagues, community events, and everyday recreation, with investments directed toward targeted amenities such as playgrounds, skate features, walking paths, seasonal facilities, and restrooms. Ongoing maintenance and programming help keep these spaces active and relevant to daily life, and several parks function as key gathering places for the community.

Pinedale has also emphasized clear connections between town and nearby open space. The CCC Ponds and Pinedale Pathway show how defined access points, multi-use paths, signage, and trailheads can link neighborhoods directly to parks and public lands. This approach improves accessibility while protecting sensitive areas by directing use through established routes rather than dispersing impacts.

Beyond town limits, residents and visitors have access to hundreds of miles of hiking, backpacking, and winter recreation routes, including groomed snowmobile trails. Rather than managing all recreation locally, Pinedale's role centers on coordination, wayfinding, and information sharing. Clear trail maps, signage, and seasonal safety messaging help ensure these resources are used responsibly.

For Alpine, Pinedale demonstrates how parks, open space, and trails can function as a connected system. The key lesson is that well-maintained local parks, improved connectivity, and clear wayfinding can help small towns maximize recreation assets while supporting everyday community use and responsible access to surrounding landscapes.

Ballfields and Backcountry: **Pinedale, WY**



IMPLEMENTATION

PARTNERS

AEF – Alpine Education Foundation
ATP – Alpine Trails & Pathways
BLM – Bureau of Land Management
FBT – Friends of the Bridger Teton
TOR – Top of the Rockies
USBR – U.S. Bureau of Reclamation
USFS – U.S. Forest Service
WT – Wyoming Trails
WYDOT – Wyoming Department of Transportation

PRIORITY KEY

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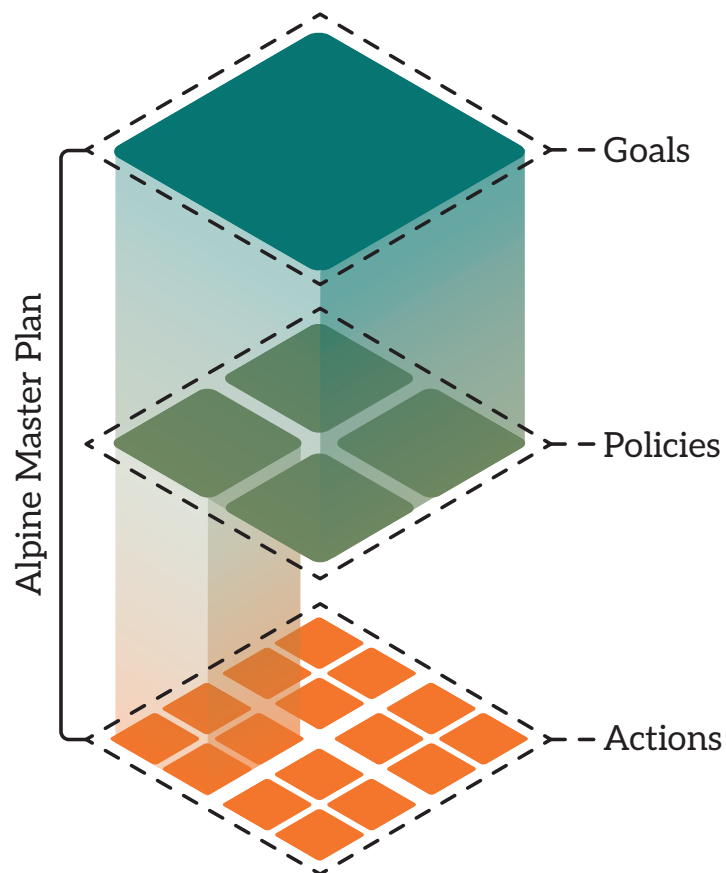


Table 9 | Parks, Recreation, Open Space, & Trails Implementation Matrix

Goal/Policy/Action		Partners	Priority	Timeline
PROST Goal 1: Preserve and enhance the world class recreation and open space the region has come to be known for.				
PROST Policy 1.1:	Balance public access and recreational opportunities with conserving natural areas.			
PROST Action 1.1.A	Enhance the gateway and amenities at the entrance to Bridger-Teton National Forest in Alpine.	USFS	2	MT
PROST Action 1.1.B	Support groups that do regular maintenance at RV parks, campgrounds, snowmobile, and all-terrain trails in and around Alpine.	ATP, BLM, FBT, USFS, USBR	2	ON
PROST Action 1.1.C	Coordinate with national agencies to enforce time limits on camping on public lands.	BLM, USFS	2	MT
PROST Action 1.1.D	Support educational programming and summer camp opportunities for children to learn stewardship, wildlife management, and best practices.	AEF	2	MT
PROST Policy 1.2:	Provide more opportunities for indoor recreation to maintain activity during the winter months.			
PROST Action 1.2.A	Explore funding and building either a recreation center, fieldhouse, ice rink, gym, sport courts, indoor swimming pool, multi-purpose facility, or some combination of offerings for indoor recreation.		2	MT
PROST Policy 1.3:	Provide greater attention and planning to Parks, Recreation, Open Space, and Trails (PROST).			
PROST Action 1.3.A	Commission a PROST Master Plan to complete a more detailed documentation of natural assets, recreation opportunities, holistic trail system, and establish a vision for their future.		3	LT
PROST Action 1.3.B	Support the formation of a parks and recreation department separate from public works and/or an appointed regional recreation district.		2	MT
PROST Action 1.3.C	Inventory, evaluate, and map existing trails for proper use and safety regardless of season.	ATP	1	ST
PROST Action 1.3.D	Identify key gaps in existing off-street trails and add them to the Capital Improvement Plan, referencing this Plan's Pathways Map.	ATP	2	MT
PROST Action 1.3.E	Plan and implement an off-street Riverwalk trail with key crossings along U.S. 89.	ATP, WYDOT	2	MT

Goal/Policy/Action		Partners	Priority	Timeline
PROST Action 1.3.F	Improve existing and new paved trails to meet ADA accessibility standards.	ATP	1	ON
*PROST Action 1.3.G	Explore wayfinding and signage opportunities at trailheads and key intersections and transportation hubs.	TOR, WPT	2	ON
PROST Goal 2: Create a connected trails and park system that inspires play and activity.				
Policy 2.1	Promote the use and activation of existing public parks.			
PROST Action 2.1.A	Support the formation of sports or social leagues in public parks.		2	ON
PROST Action 2.1.B	Continue to enhance and maintain playgrounds, bathrooms, and other amenities in existing parks.		1	ON
PROST Action 2.1.C	Require parkland dedication for all new subdivisions proposed with the Planning Area.		1	ST

TRANSPORTATION

EXISTING CONDITIONS

U.S. 89 is an essential commuter route that poses a liability for traffic congestion, crashes, and safety conflicts. Nearly all Alpine residents work outside town, primarily commuting long distances to Teton County and other Star Valley communities. U.S. 89 functions as both a regional arterial and Alpine's main street, offering limited alternatives for local circulation. The high speeds of the highway through downtown create conflicts between vehicles and pedestrians.

97%

of workers who live in Alpine are employed outside of Town boundaries.



Figure 28 | Road Network Map



Transit serves critical connection to jobs but remains limited in frequency and usefulness. Alpine has comparatively high rates of carpooling, transit use, and remote work, indicating openness to travel modes outside of personal vehicle use. However, the lack of local transit service and hub, limited START frequency (3 AM inbound times, 3 PM outbound times), and absence of documented bike and pedestrian infrastructure constrain these options and increase reliance on driving.

Sidewalks and multi-use paths are disconnected or nonexistent throughout Town. The Town has informal paths through various neighborhoods but no connected network. This makes moving throughout Town without a car not only challenging, but at times impractical.

FUTURE PATHWAYS

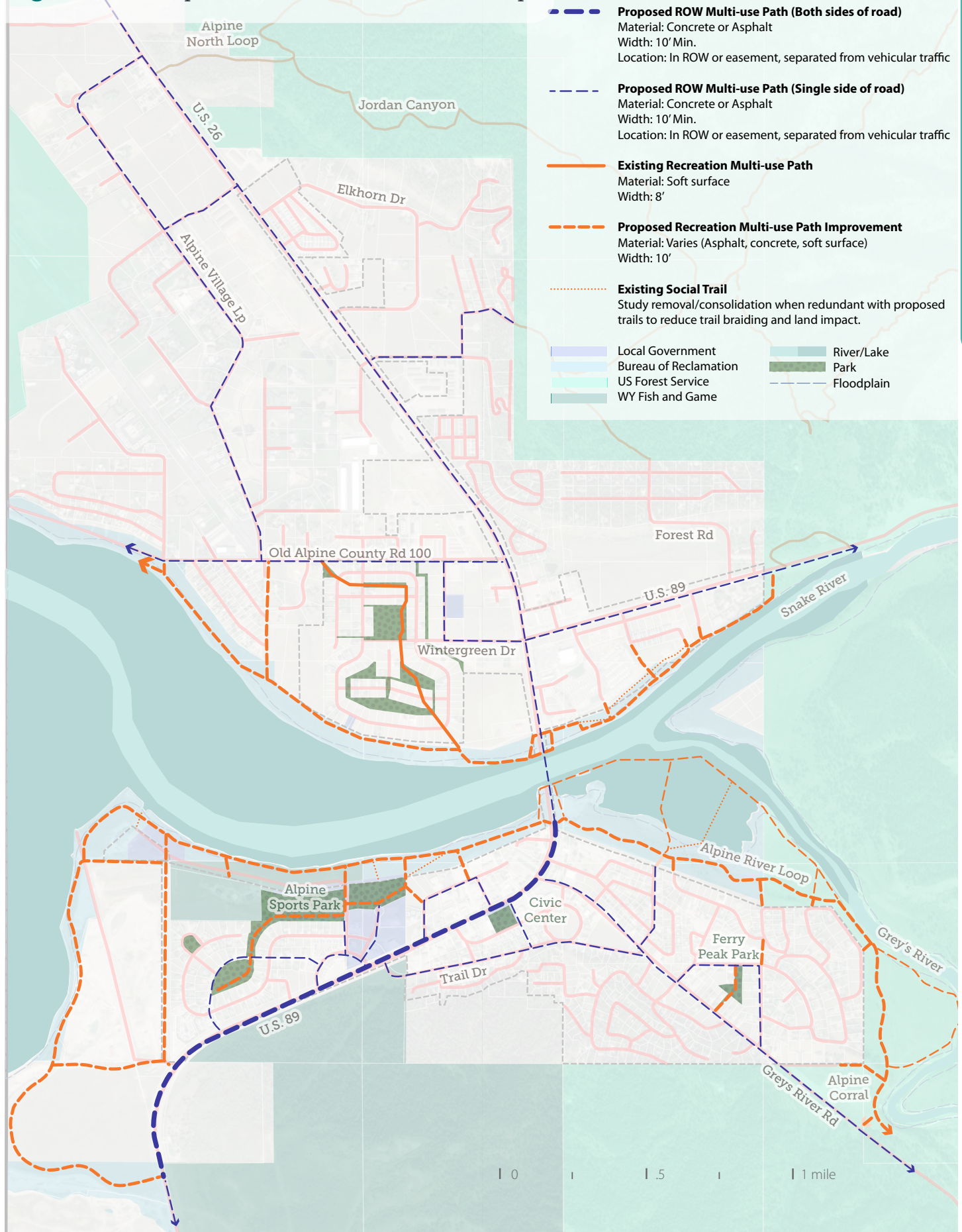
The proposed sidewalks and paths map provides a comprehensive plan to fill gaps and create an alternative transportation network.

Primary recommendations include a 10', paved ROW multi-use path on both sides of the road through downtown along U.S. 89 and Trail Dr, switching to one-sided paved 10' multi-use paths along U.S. 26 and Greys River to create safe alternative transportation connects along major roads. Proposed one-sided 10', paved ROW multi-use paths extend outside of town limits to connect regionally and to potential growth areas, supporting a connected system. Additional one sided ROW multi-use paths stem off the main roads to connect to neighborhoods and destinations such as Old Alpine Country Rd 100, Alpine Village Lp, and Trail Dr.

Proposed recreational multi-use paths look to connect or formalize already existing trails for enhanced access and an improved experience. This includes areas nearby the Grey's River, Snake River, and Palisades Reservoir, providing stunning views and safety from vehicular travel.



Figure 29 | Proposed Sidewalks & Paths Map



COMMUNITY INPUT

Residents expressed a strong desire for safer, more connected transportation options that make it easier to walk, bike, and travel without relying solely on a car. A top concern is the difficulty and safety of crossing the highway, which many see as a barrier to schools and public facilities—especially for children and families—prompting interest in protected crossings such as underpasses. Residents also want a continuous network of sidewalks, bike paths, and walking trails that connect neighborhoods, parks, schools, and downtown, noting that current sidewalks are often incomplete or difficult to use. In addition, some residents highlighted the need for more frequent and reliable bus service to nearby communities like Jackson and Afton. Overall, the community is seeking transportation improvements that prioritize safety, accessibility, and everyday practicality for people of all ages.

“

“It would be great to have a way to get under the bridge so that we didn’t have to cross the highway (from Melvin to riviera).”

“I envision my children being able to safely cross the highway to go to school or access other public facilities.”

“I would like to see bike/walking paths to link the entire town”

“A network of bike paths and walking trails that connect homes, parks, schools, and downtown.”

“...more busses to and from Jackson and Afton need to be developed.”

“Sidewalks need to be expanded and improved for safety of residents. It’s hard to walk anywhere with a baby in a stroller right now!”

”



CASE STUDY

State Highway 33 runs directly through Victor and serves daily commuters traveling to and from Jackson, while also supporting local businesses, schools, and neighborhood access. As in Alpine, this dual role creates safety challenges, speed conflicts, and limited options for local circulation beyond the highway.

Most Victor residents commute out of town for work, resulting in peak-hour congestion and fast-moving through traffic that creates conflict between people walking, biking, and local vehicle movements. Sidewalks and pathways were historically incomplete, and transit service has been oriented toward commuters with limited frequency, meaning residents remain largely reliant on driving. Rather than attempting to reroute the highway or eliminate commuter traffic, Victor has taken an incremental approach focused on safety, connectivity, and realistic travel behavior. The town has worked with state transportation agencies to reduce speeds through the downtown, improve pedestrian crossings, and add visual cues that signal drivers they are entering a town environment. At the same time, Victor has prioritized improving side streets, neighborhood connections, and shared-use paths so residents can move around town without relying on the highway for short trips.

Victor's approach shows that while limited transit alone cannot replace driving, improving first- and last-mile conditions makes carpooling, transit use, and walking more feasible. Filling sidewalk gaps, improving local connections to parks and schools, and creating safe crossings has helped shift some local trips off the highway and reduce conflicts.

For Alpine, Victor demonstrates that incremental improvements to safety and local mobility can make a significant difference without undermining regional travel. The key lesson is to treat the highway as one part of a broader system, while investing in parallel local networks, safer crossings, and gradual improvements that reflect how residents travel day to day.

Highway for a Mainstreet: Victor, ID



IMPLEMENTATION

PARTNERS

GTRT – Greater Teton Regional
Transportation Task Force

LCED – Lincoln County Engineering
Department

START – Southern Teton Area Rapid Transit

WYDOT – Wyoming Department of
Transportation

PRIORITY KEY

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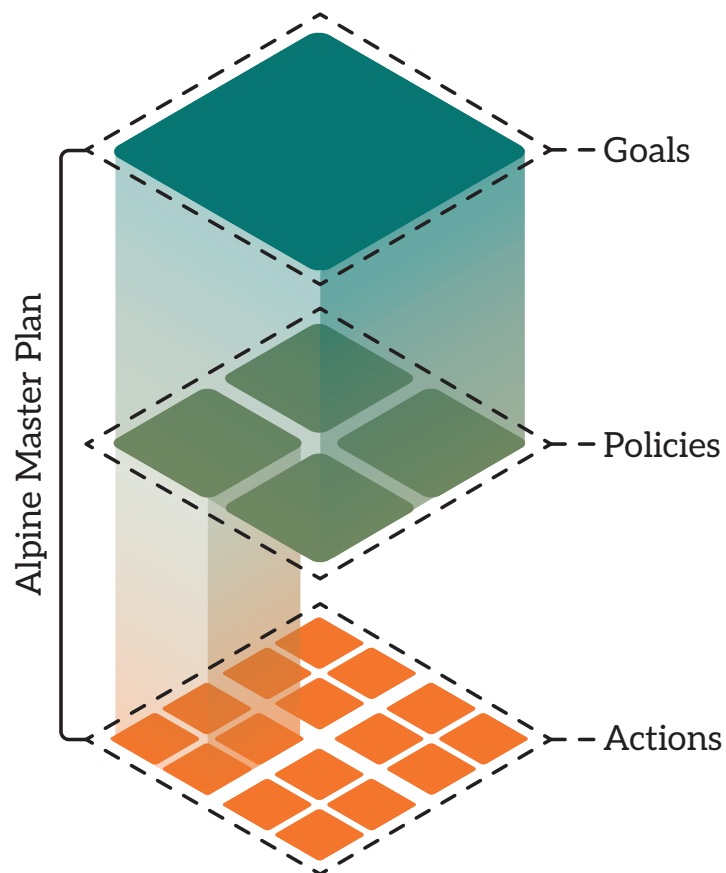


Table 10 | Transportation Implementation Matrix

Goal/Policy/Action		Partners	Priority	Timeline
T Goal 1: Create connected and convenient options for people to walk or bike to their daily destinations in Alpine.				
T Policy 1.1:	Improve the pedestrian experience in Alpine.			
T Action 1.1.A	Inventory, map, and evaluate the quality of existing sidewalks.		1	ST
T Action 1.1.B	Identify key gaps in existing sidewalks and add them to the Capital Improvement Plan, according to the recommended improvements in the Pathways Map.	WYDOT	1	MT
T Action 1.1.C	Improve existing and new sidewalks to meet ADA accessibility standards.		1	MT
T Action 1.1.D	Enforce sidewalk shoveling on private property and improve snow removal on public sidewalks throughout the winter and spring.		2	ON
T Action 1.1.E	Improve visibility of crosswalks at current U.S. 89 crossings and continue to pursue a speed reduction, additional crosswalks, and sidewalks through downtown as additional properties develop.	WYDOT	1	ST
T Action 1.1.F	Explore a new, enhanced, pedestrian crossing at-grade or under U.S. 89 through downtown.	WYDOT	1	ST
T Action 1.1.G	When updating the Land Use Development Code, require new developments (that meet certain thresholds/criteria) to install infrastructure that facilitates alternative transportation.	GTRT, START	1	ST
T Policy 1.2:	Improve on-street bicycle facilities.			
T Action 1.2.A	Inventory, evaluate, and map existing on-street bicycle facilities.		2	MT
T Action 1.2.B	Prioritize connecting on-street bike lanes with off-street trails, key destinations, and neighborhoods.		2	MT
T Action 1.2.C	Collaborate with agencies on shared rights-of-way to improve regional bike connections.	WYDOT, LCED	2	MT
T Action 1.2.D	Provide bicycle parking and e-bicycle facilities in areas frequently accessed by bicycle and along bike routes.		2	MT

Goal/Policy/Action		Partners	Priority	Timeline
T Goal 2: Make a more viable transit option for residents and visitors.				
T Policy 2.1:	Support greater regional transportation services.			
T Action 2.1.A	Advocate for greater frequency of START trips, both north to Jackson and south to Afton.	START, GTRT	1	MT
T Action 2.1.B	Explore a permanent location for the START transit stop and a multi-modal transportation hub with parking and drop-off facilities.	START, GTRT	2	MT
T Action 2.1.D	Align regional transportation policy with Lincoln County Transportation Master Plan.	LCED	2	ON
T Policy 2.2:	Ensure children have a safe experience getting to and from school by bus.			
T Action 2.2.A	Prioritize sidewalk and multi-use path connections from neighborhoods to bus stops.	ATAP	1	ST
T Action 2.2.B	Enhance school bus stop amenities such as seating, lighting, and shelter.		2	MT
T Goal 3: Promote safe and balanced vehicular travel.				
T Policy 3.1:	Provide resources and education for safe driving practices.			
T Action 3.1.A	Explore a "Safe ride home" program to reduce or eliminate impaired personal vehicle use.	GTRT	2	MT
T Policy 3.2:	Support a well-maintained and safe vehicular road network.			
T Action 3.2.A	Require new developments to accommodate additional traffic and/or improvements to intersections, including pedestrian and bicycle infrastructure.	GTRT	2	MT
T Action 3.2.B	Explore revising road design standards for more cohesive and balanced road network improvements.	GTRT	3	LT
T Action 3.2.C	Determine an alternate route to connect north and south Alpine should the bridge close.	WYDOT	1	ST
T Action 3.2.D	Work with Game & Fish to align Trail Drive with River Circle at the Highway 89 intersection.		2	MT
T Policy 3.3:	Ensure the provision of efficient parking in Alpine that supports local businesses without compromising the pedestrian experience.			
T Action 3.2.A	Explore reducing parking lot and impervious surface area design requirements.		1	ST

4

APPENDIX

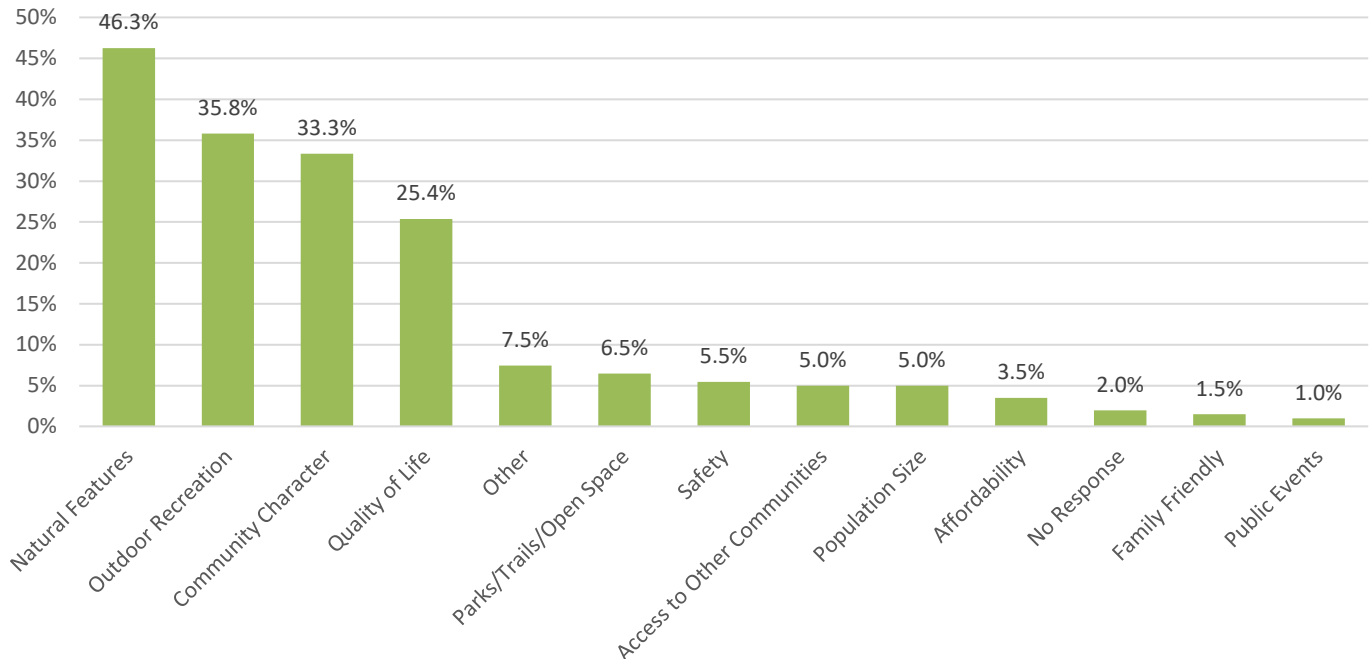


SURVEY RESULTS

MASTER PLAN COMMUNITY SURVEY (ONLINE SURVEY FROM JUNE 2025)

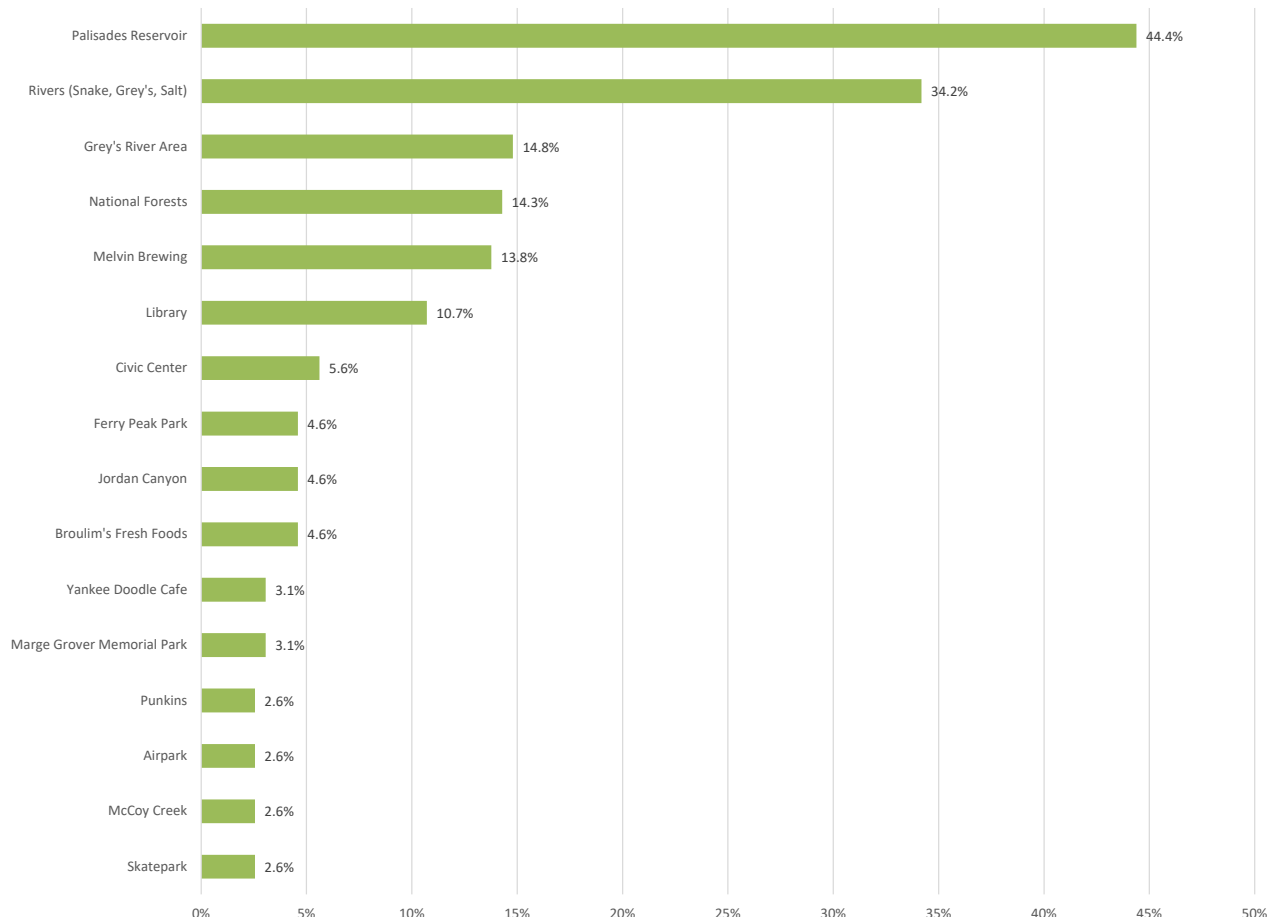
QUESTION 1

Why do you love living/working/playing in Alpine?



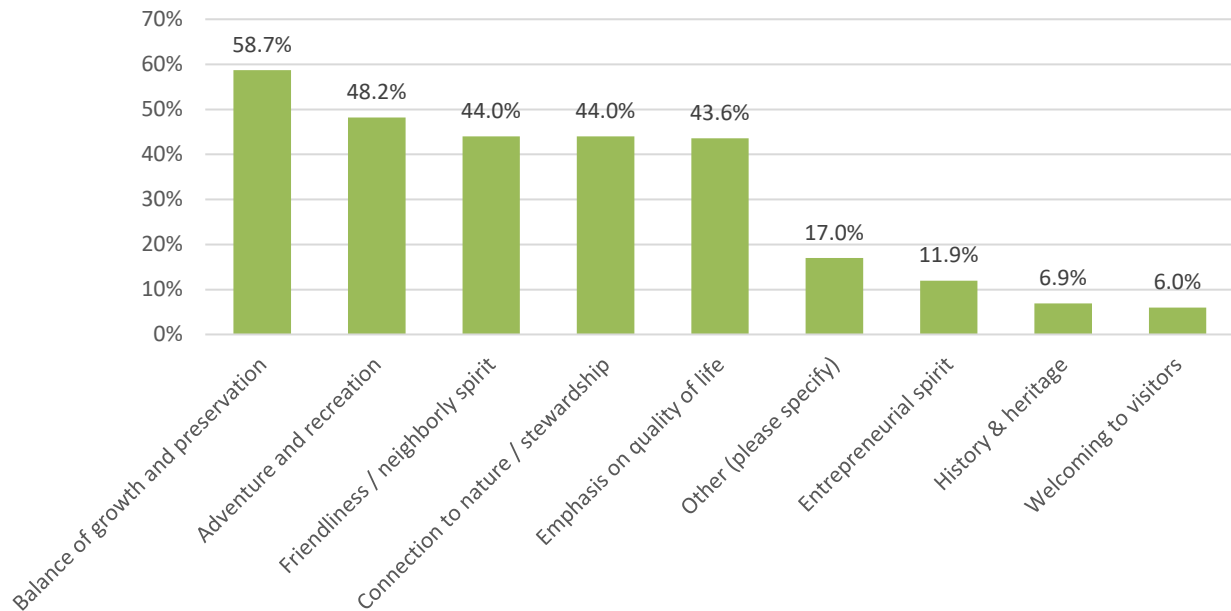
QUESTION 2

What places in Alpine do you love the most? Please describe 1 to 3 places.

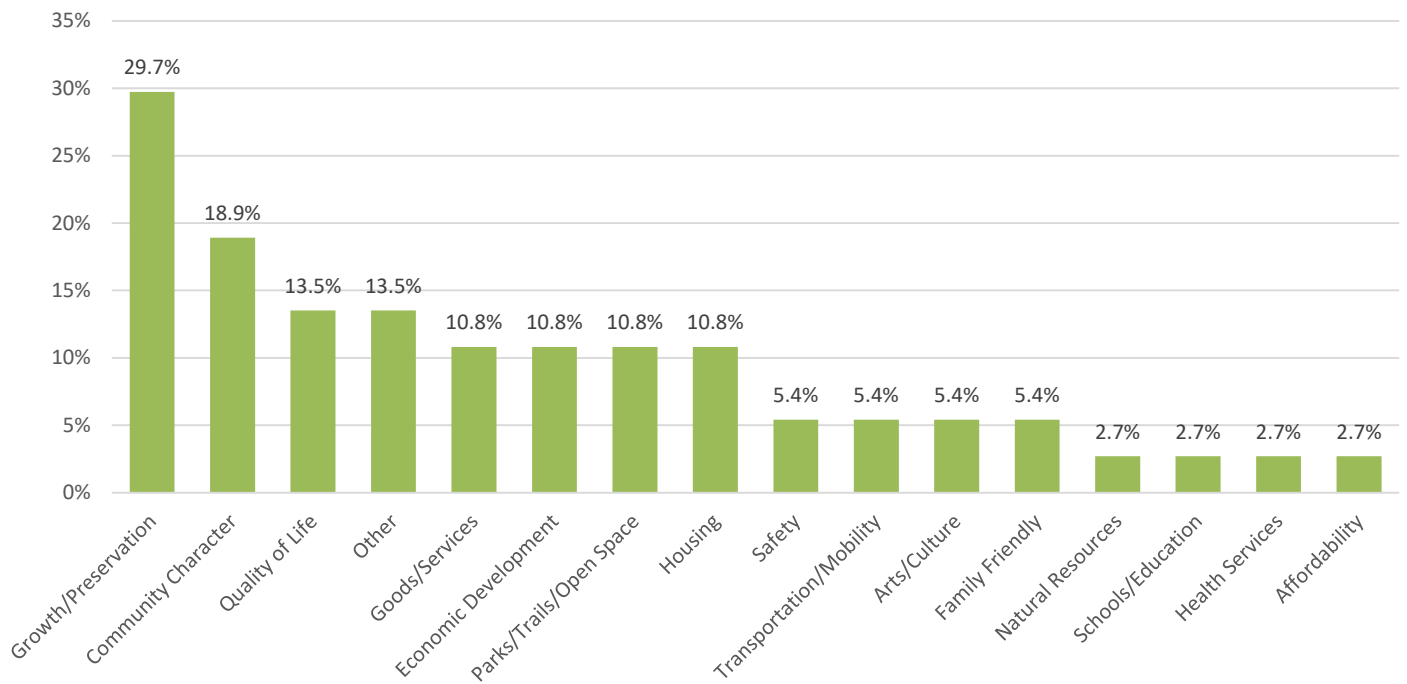


QUESTION 3

What community values should the Town of Alpine rely on when making decisions over the next 10 years? Please select your top three.

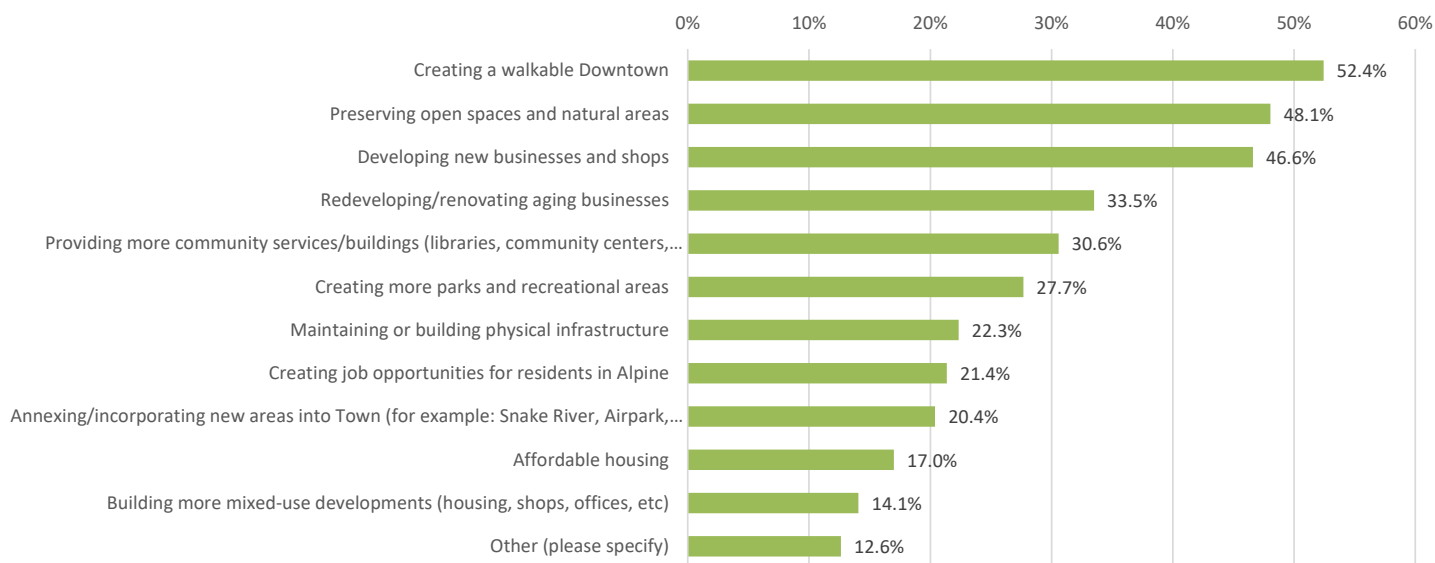


"Other" Responses to Question 3

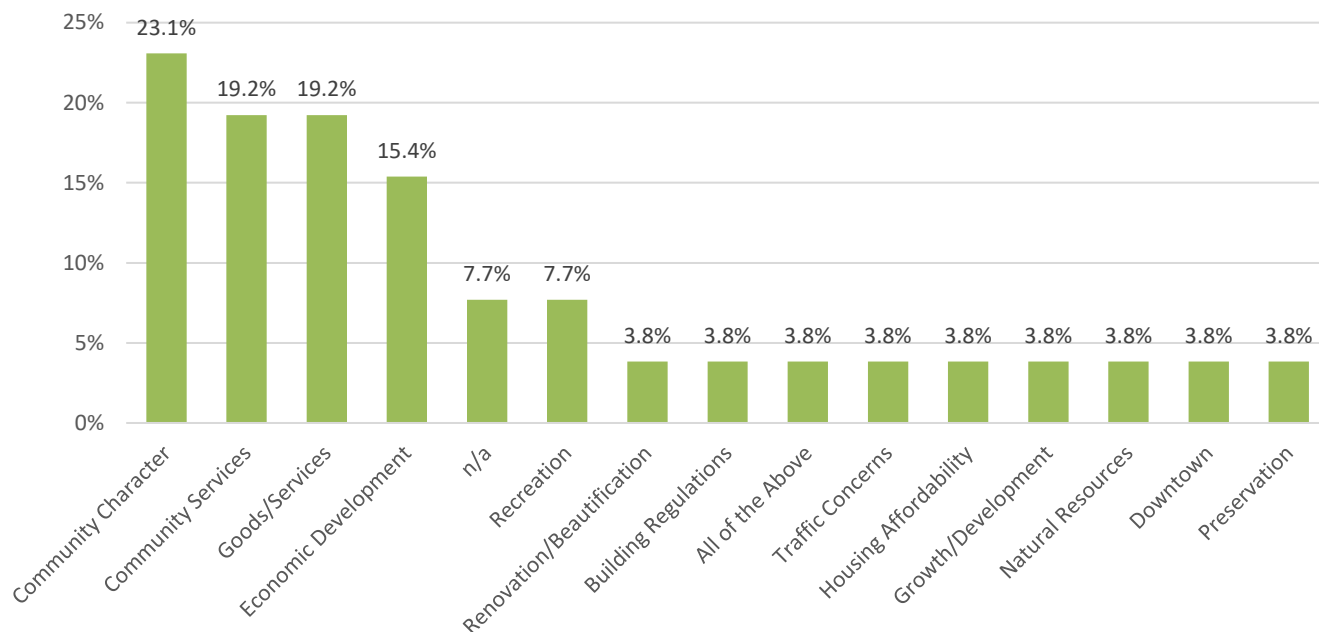


QUESTION 4

What should be the primary focus of land use in Alpine when thinking about the future?
Please select your top 4.

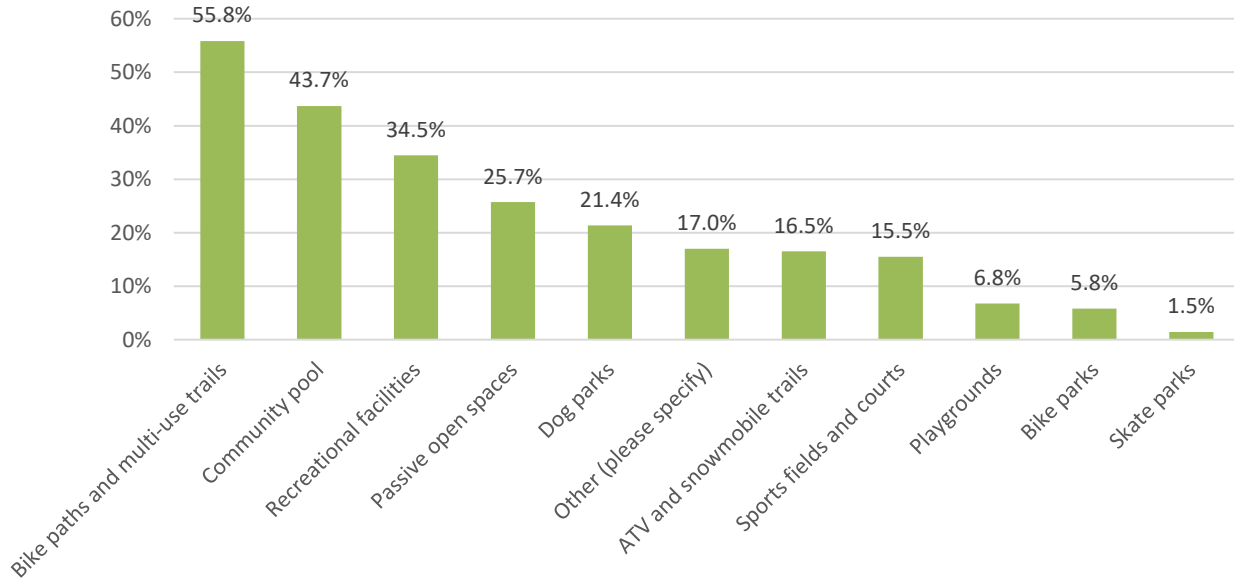


"Other" Responses to Question 4

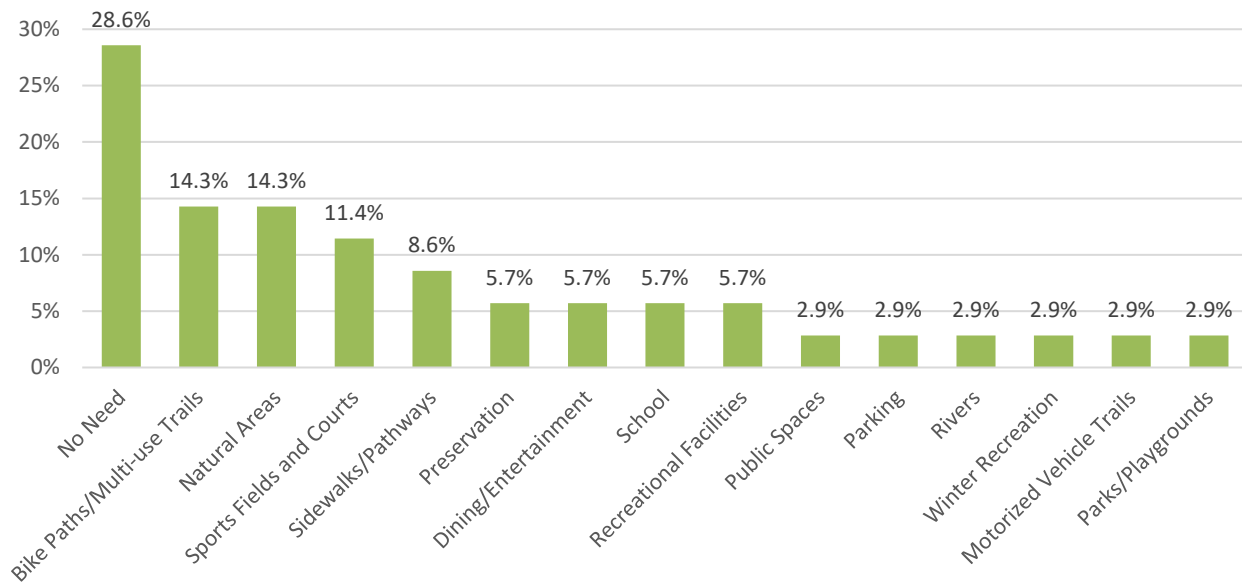


QUESTION 5

Does the Town have appropriate park and recreational amenities?
If not, what amenities are lacking? Please select your top 3.

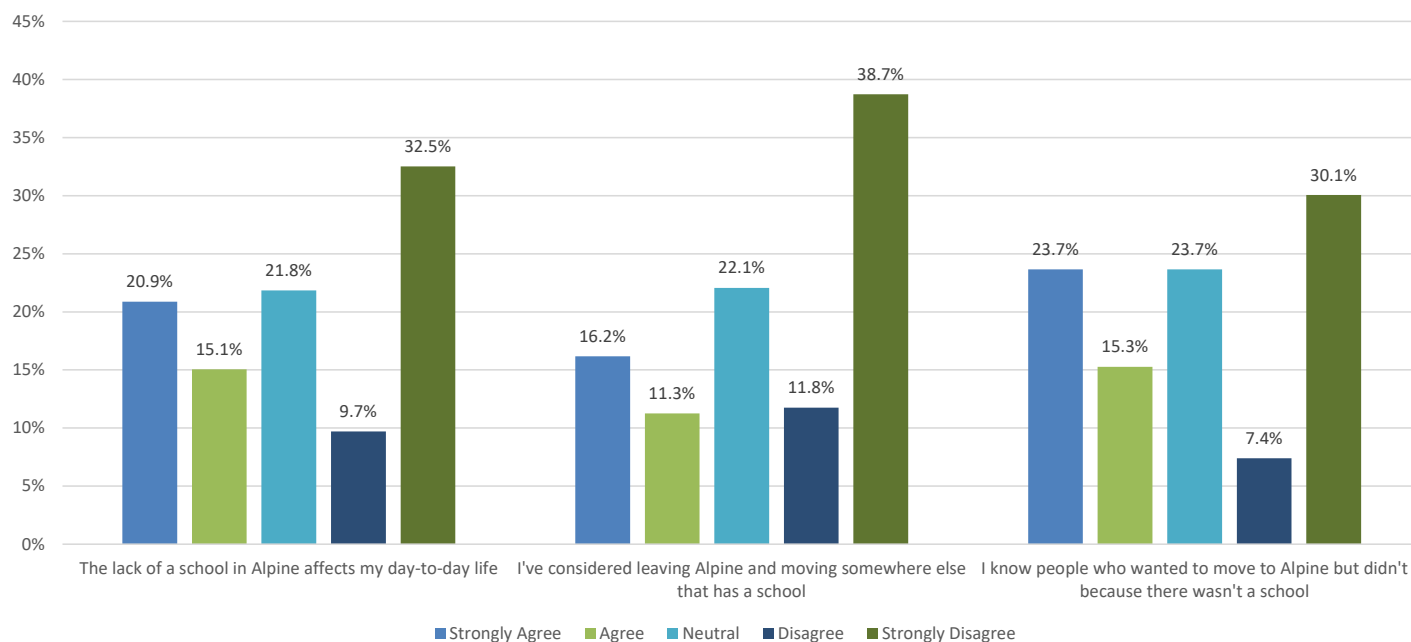


"Other" Responses to Question 5



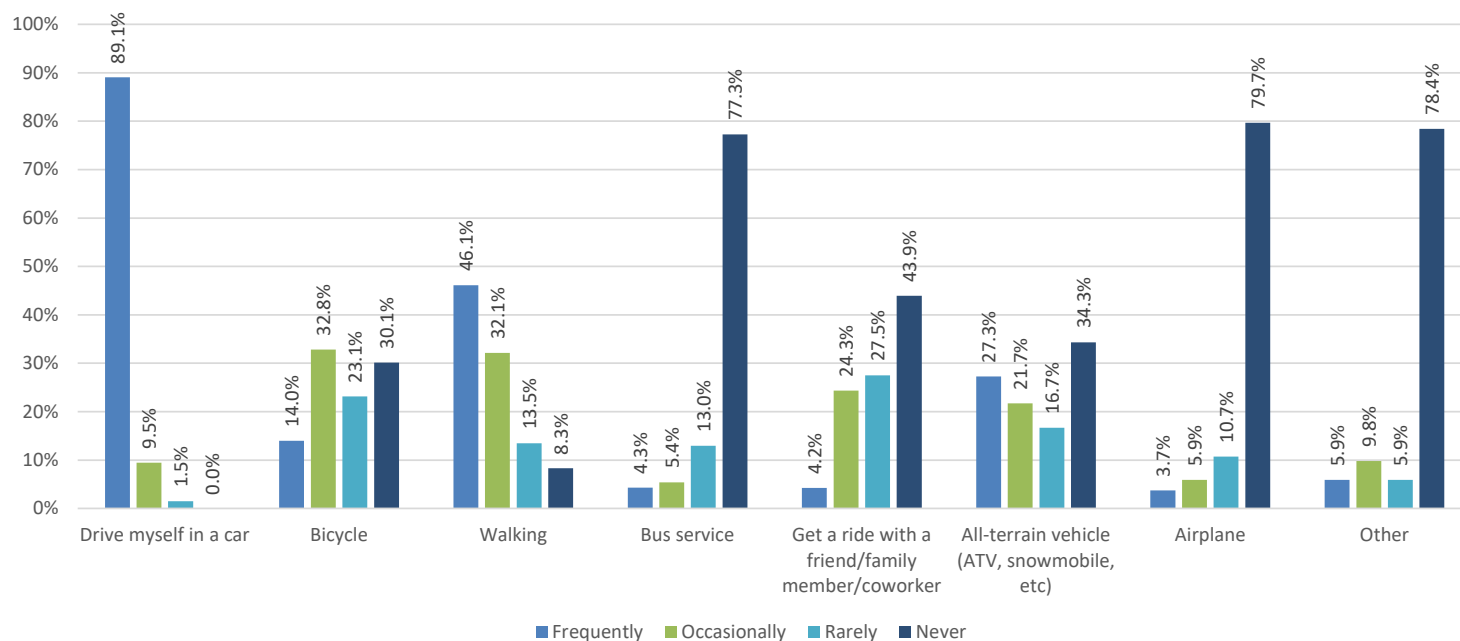
QUESTION 6

To what extent do you agree or disagree with the following statements?



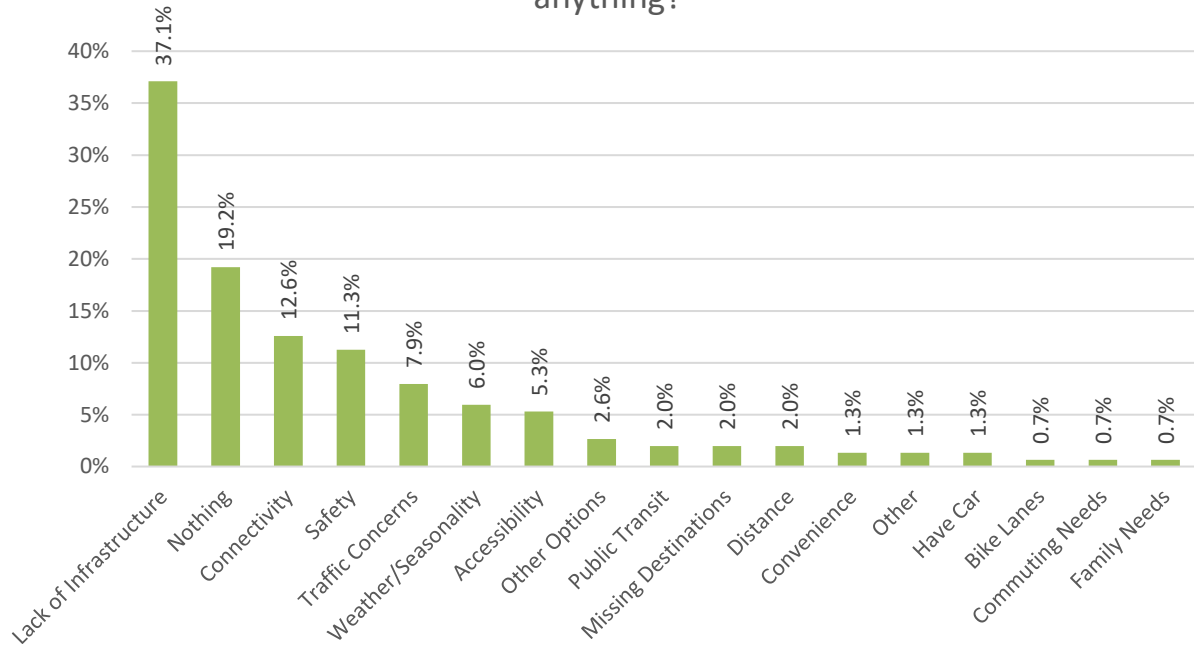
QUESTION 7

In a given week, how often do you use the following transportation options?



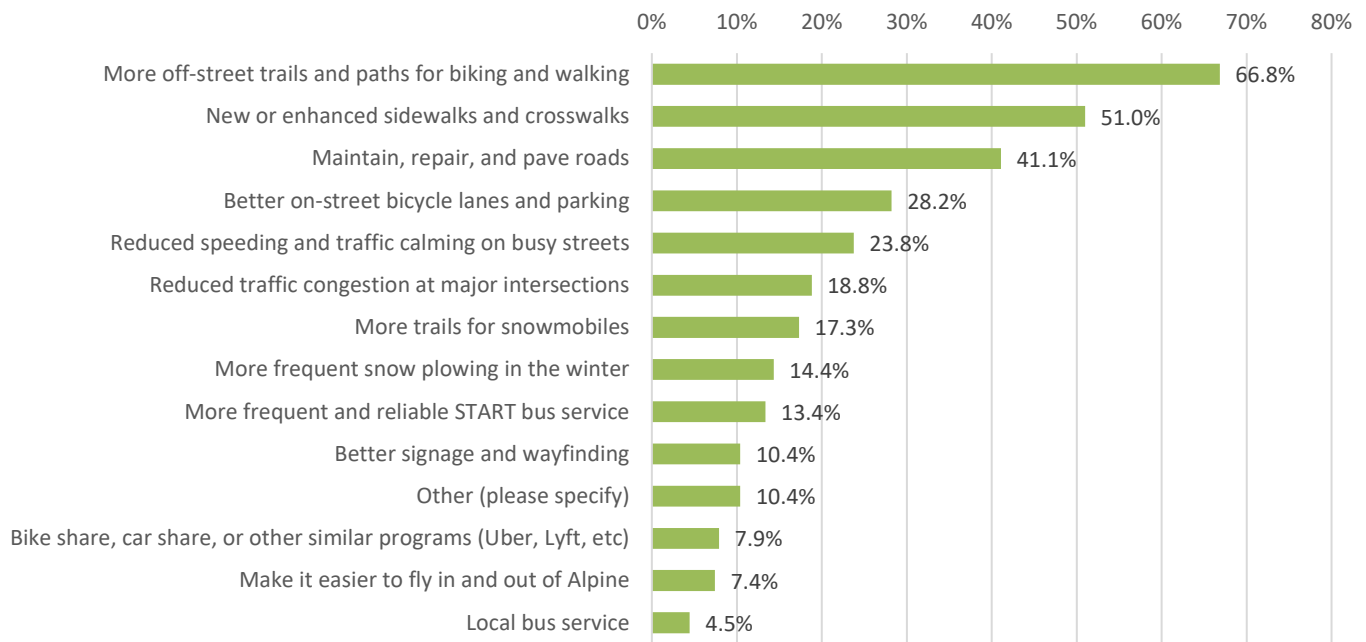
QUESTION 8

What stops you from moving around Alpine without a car, if anything?

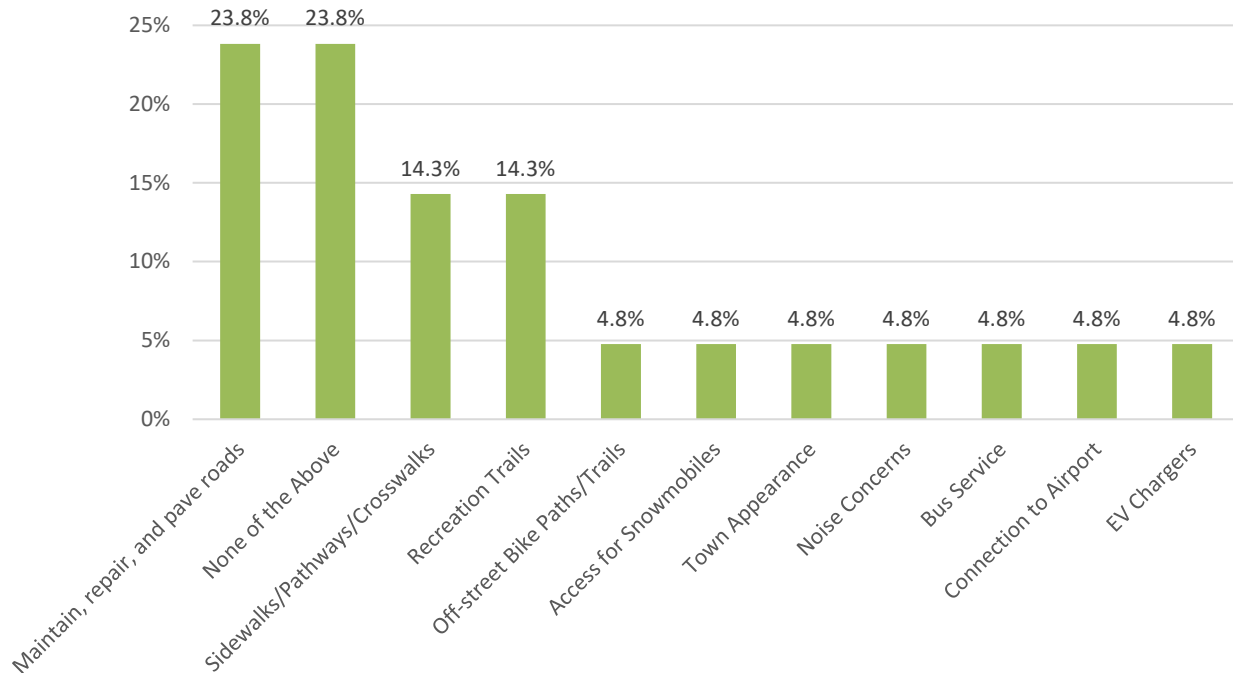


QUESTION 9

What are the top transportation and mobility priorities Alpine should focus on? Please select your top 4.

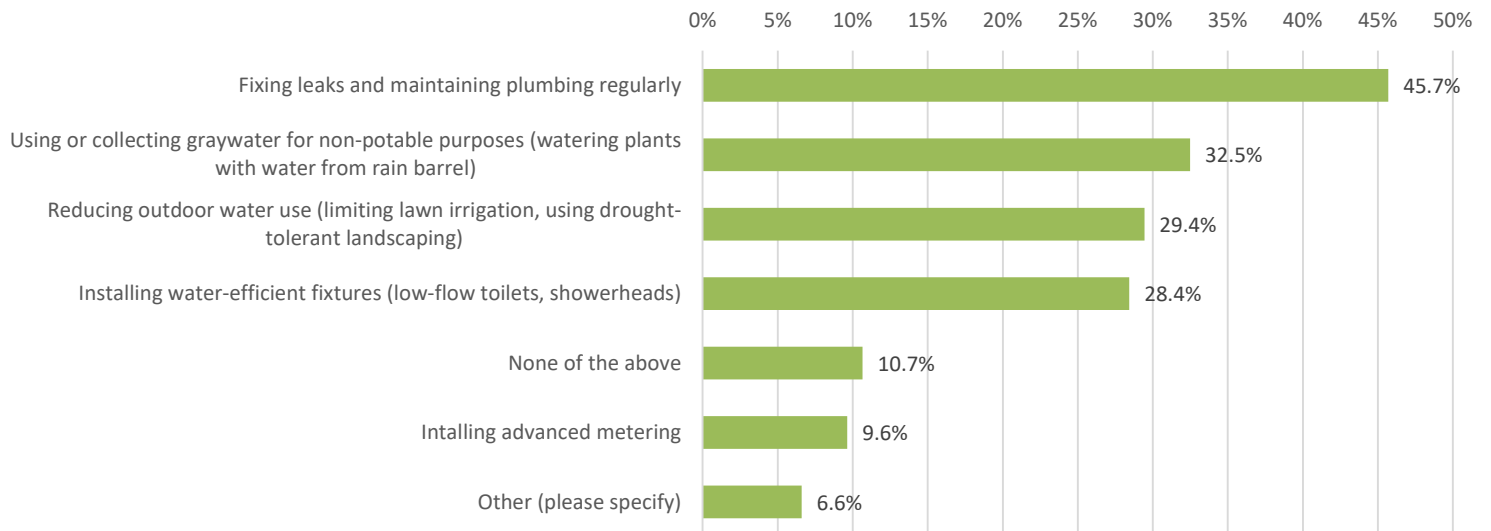


"Other" Responses to Question 9

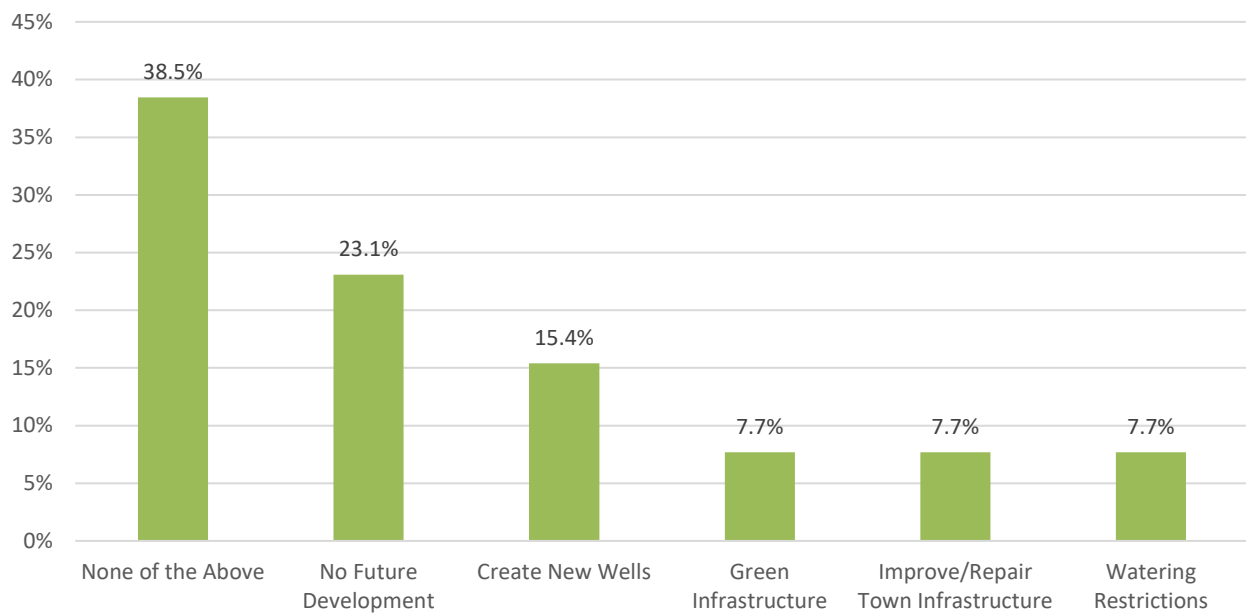


QUESTION 10

What water conservation strategies would you consider implementing? Please select your top 2.

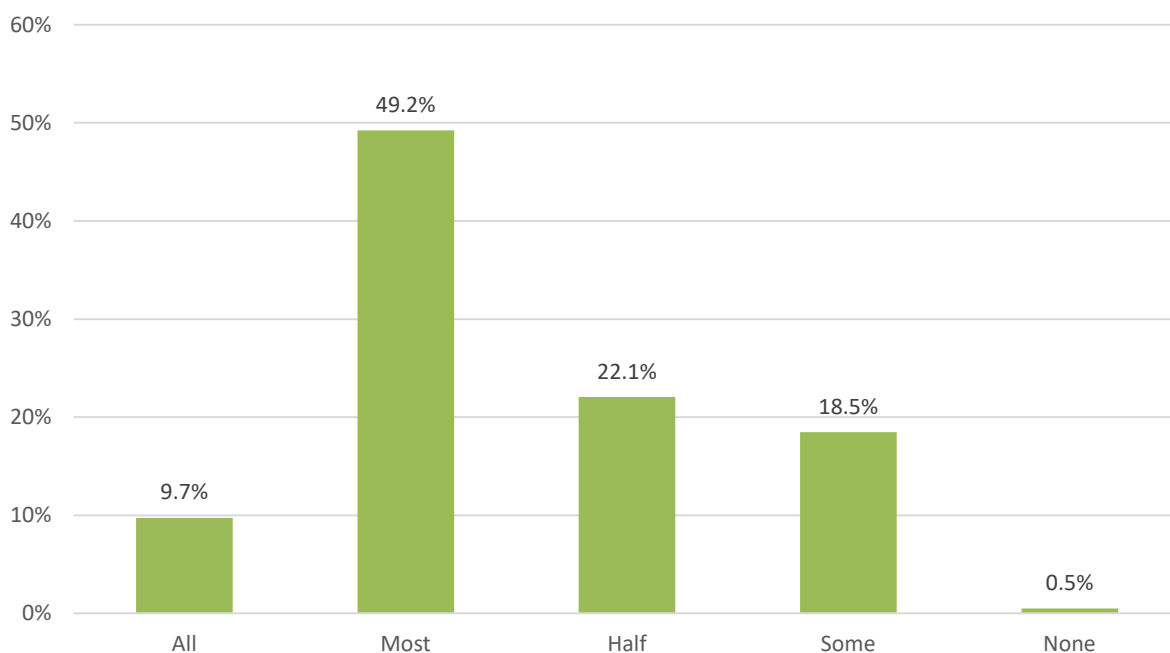


"Other" Responses to Question 10



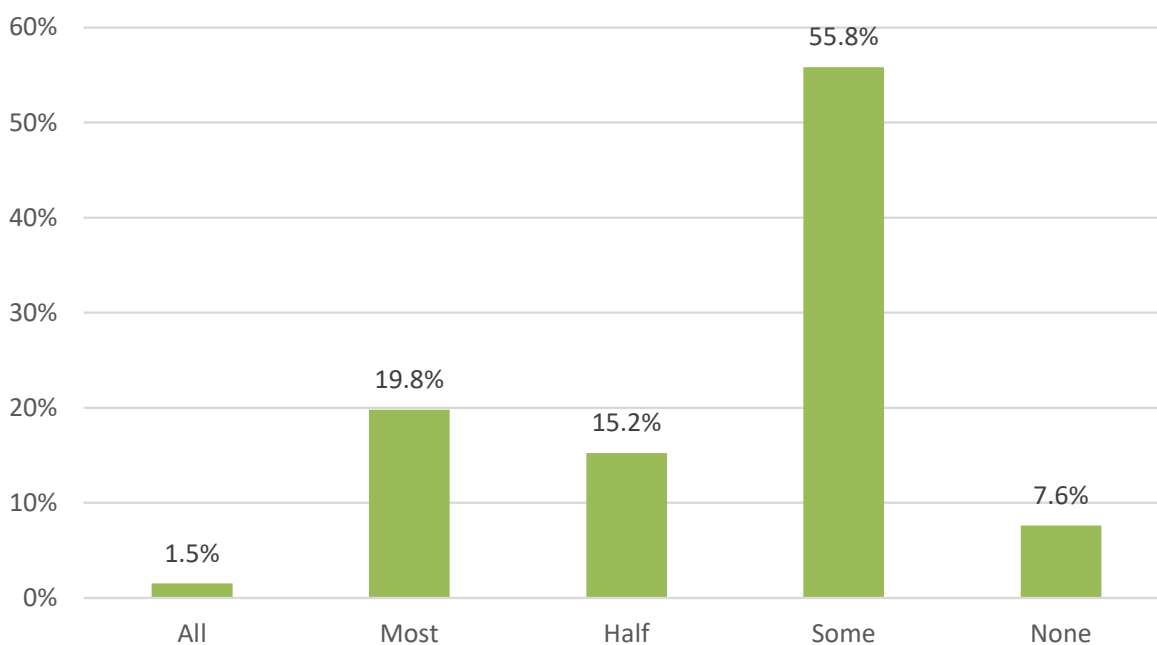
QUESTION 11

What percentage of your routine shopping needs (grocery, drugstores, fuel, etc) are you able to fulfill in Alpine?



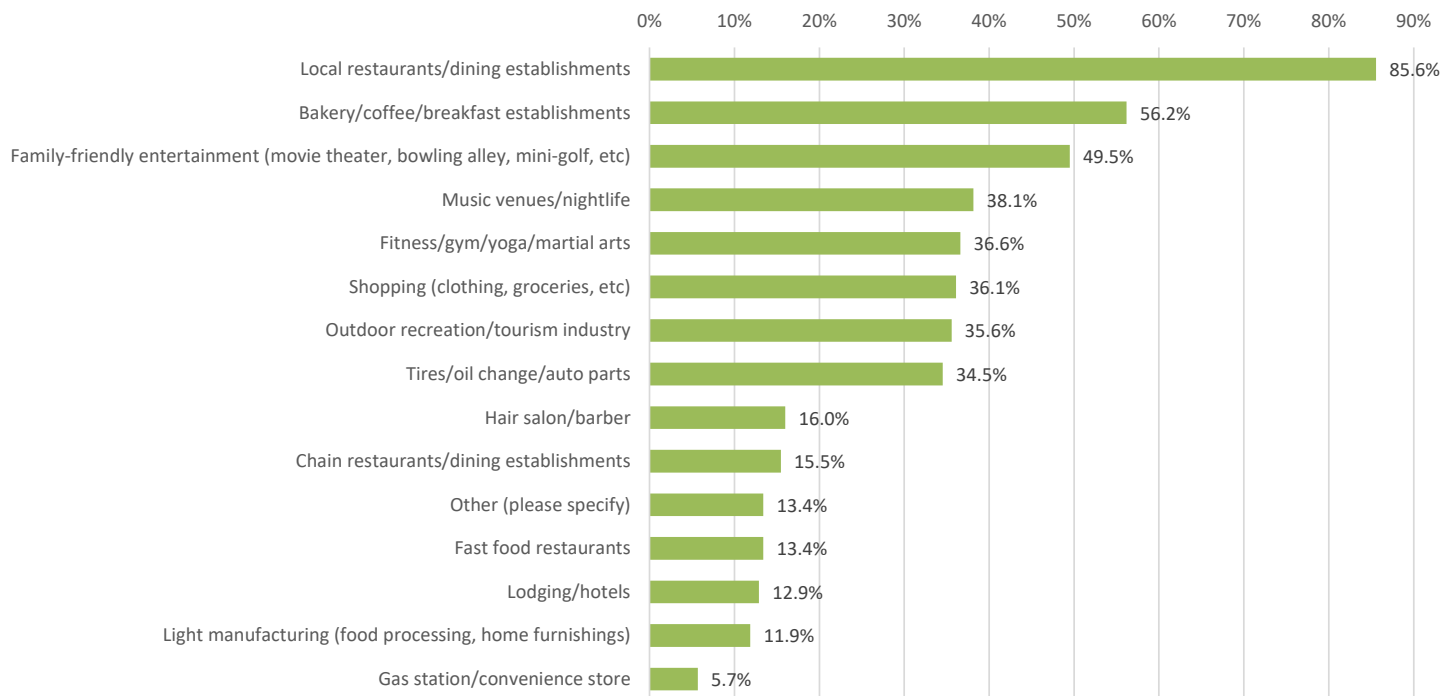
QUESTION 12

If you eat/drink out (restaurants, cafe, coffee shop, bars), what percentage is in Alpine?

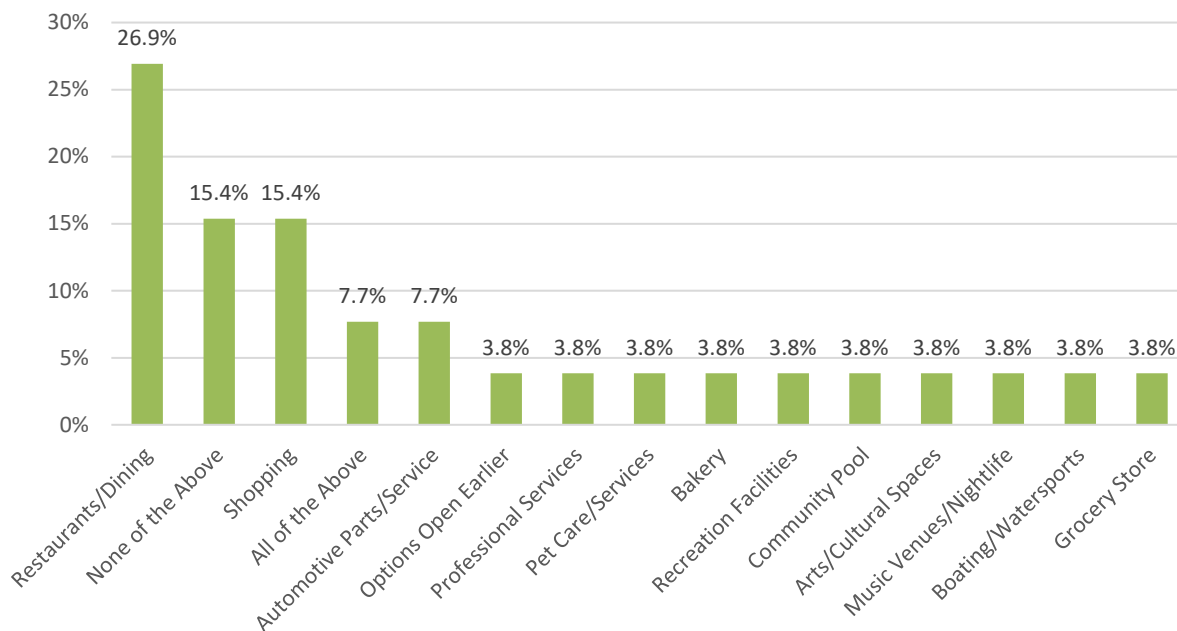


QUESTION 13

What businesses do you think would be successful in Alpine? Please select all that apply.

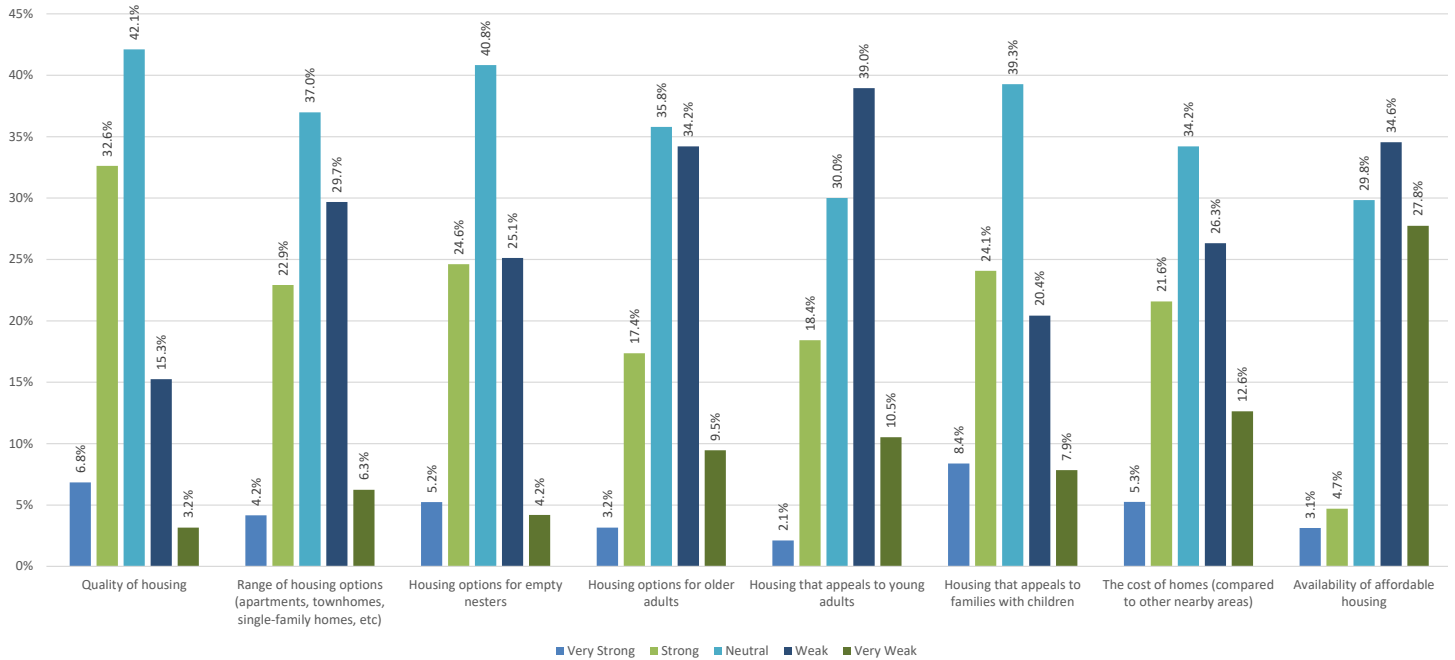


"Other" Responses to Question 13



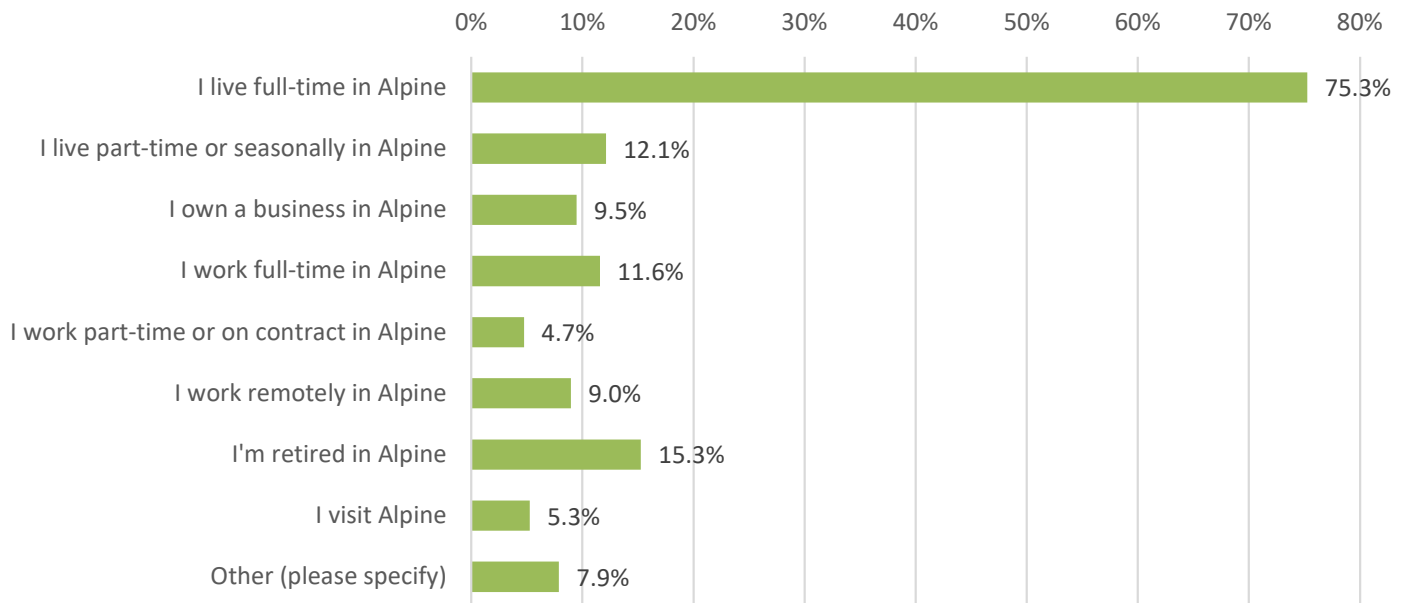
QUESTION 14

When considering existing housing and residential areas, please rank each of the following as strong or weak for the Town of Alpine today.



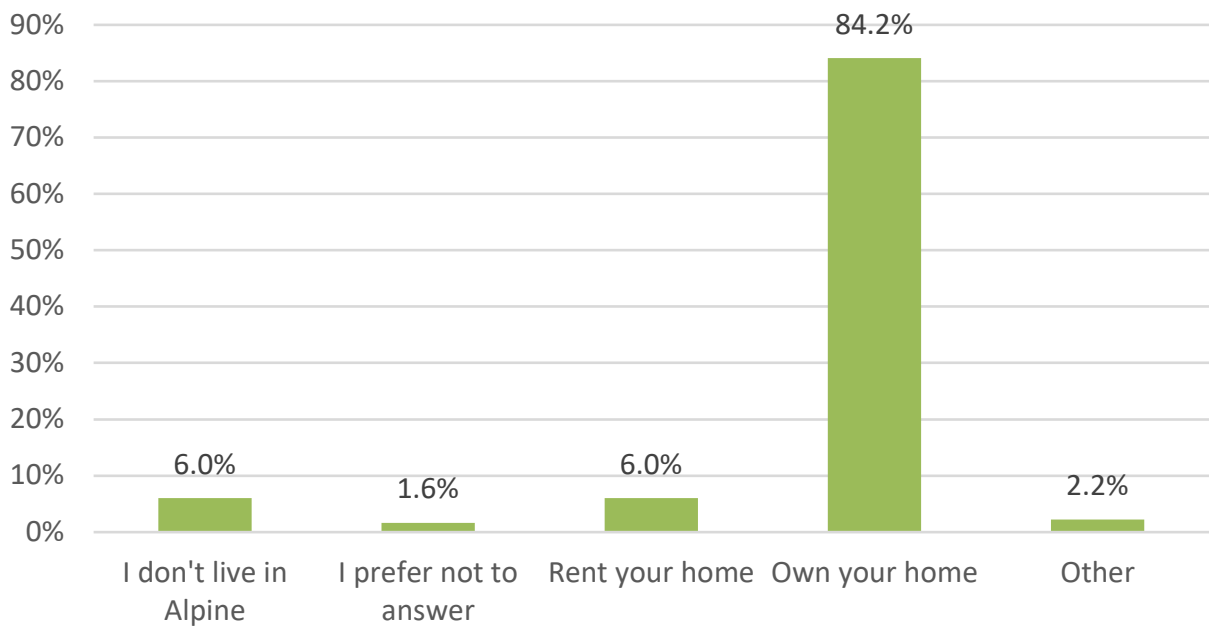
QUESTION 15

What is your connection to the Town of Alpine? Please select all that apply.



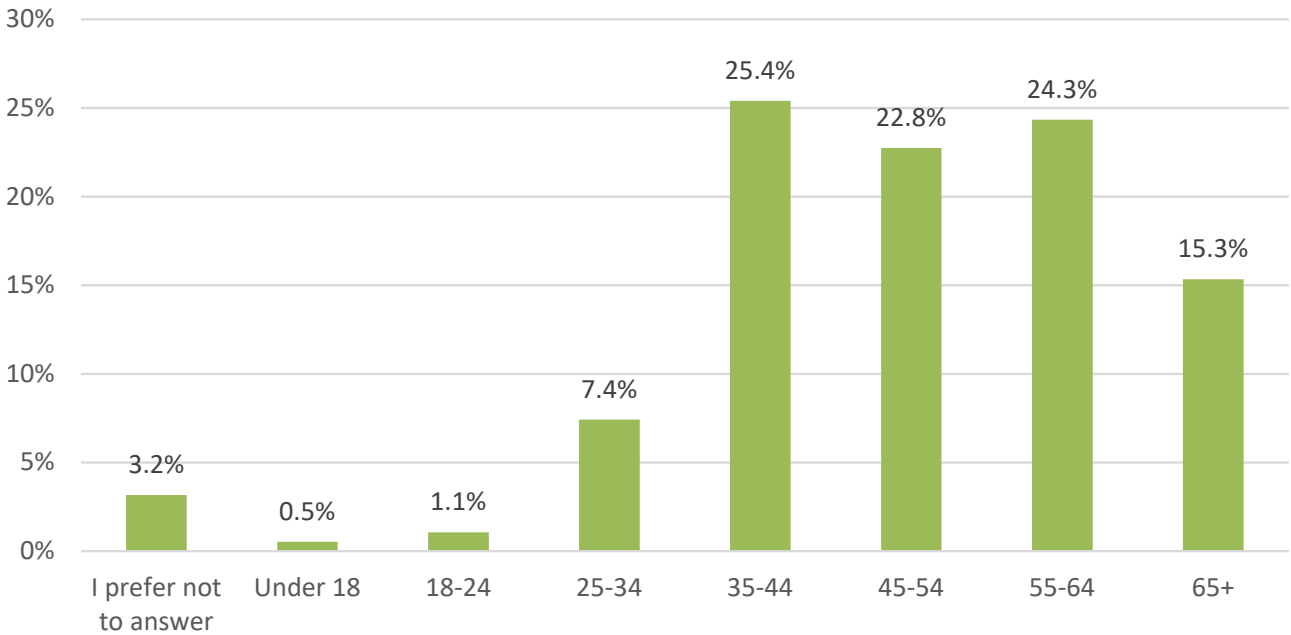
QUESTION 16

If you live in Alpine, do you:



QUESTION 17

What is your age?



QUESTION 18



