

US 89 Road Safety Audit

June 2026



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1. Introduction

A Road Safety Audit (RSA) was conducted to evaluate the safety performance of US 89 in Alpine, Wyoming. A field review was conducted to identify potential safety hazards that may affect all road users and to identify potential safety improvements that the Town of Alpine can consider for implementation. Findings inform the Safety Action Plan (SAP) and a temporary demonstration project that will test low-cost safety treatments before long-term improvements are pursued. These efforts are funded through Alpine's Safe Streets for All (SS4A) Grant Agreement.

1.1. Objectives

- Evaluate roadway features, design elements and local conditions along US 89
- Observe user behavior and interactions during field reviews
- Assess safety and operational trends affecting all road users
- Identify gaps in meeting the needs of all users
- Recommend demonstration projects to address and mitigate safety issues and concerns

1.2. Field Review

Field reviews were performed by the engineering team and project stakeholders on the following days and times. Participants, along with their respective organizations, are listed in **Table 1**.

- Wednesday, May 20, 2026
 - 1:00 PM
 - 4:00 PM
 - 8:30 PM
- Thursday, May 21, 2026
 - 7:30 AM

Table 1. Field Review Attendees

Name	Organization
Riley Hovorka	Town of Alpine Administrator, Town Project Manager
Monica Chenault	Town of Alpine, Town Clerk
Craig Leseberg	Town of Alpine, Public Works Director
Jeremy Larsen	Town of Alpine, Trails and Pathways
Jacob Farnsworth	Kimley-Horn, Consultant Team
Alyssa Blackmon	Kimley-Horn, Consultant Team
Leslie Sorenson	Kimley-Horn, Consultant Team



2. Study Area

US 89 functions as a principal arterial through Alpine. Within town, the corridor generally includes one lane in each direction with a two-way left-turn lane. Beginning at the US 26 intersection and extending for approximately one-half mile, there are two eastbound lanes. Near the River Circle intersection and continuing south, US 89 widens to two lanes in each direction. Travel lanes are approximately 12 feet wide, the center two-way left-turn lane is about 13 feet wide, and shoulders are generally 10 feet wide in each direction.

A sidewalk runs along a portion of the corridor from Morning Star Drive to the Yankee Doodle Café's access drive north of 2nd Street. Street lighting is limited in the downtown area. A map of posted speed limits is shown in **Figure 1**. Posted speed limit ranges from 35 mph to 65 mph along US 89 within the study area. A map of the Annual Average Daily Traffic (AADT) volumes is shown in **Figure 2**. US 89 has 6,182 vehicles per day.





Figure 1. Map of Posted Speed Limits



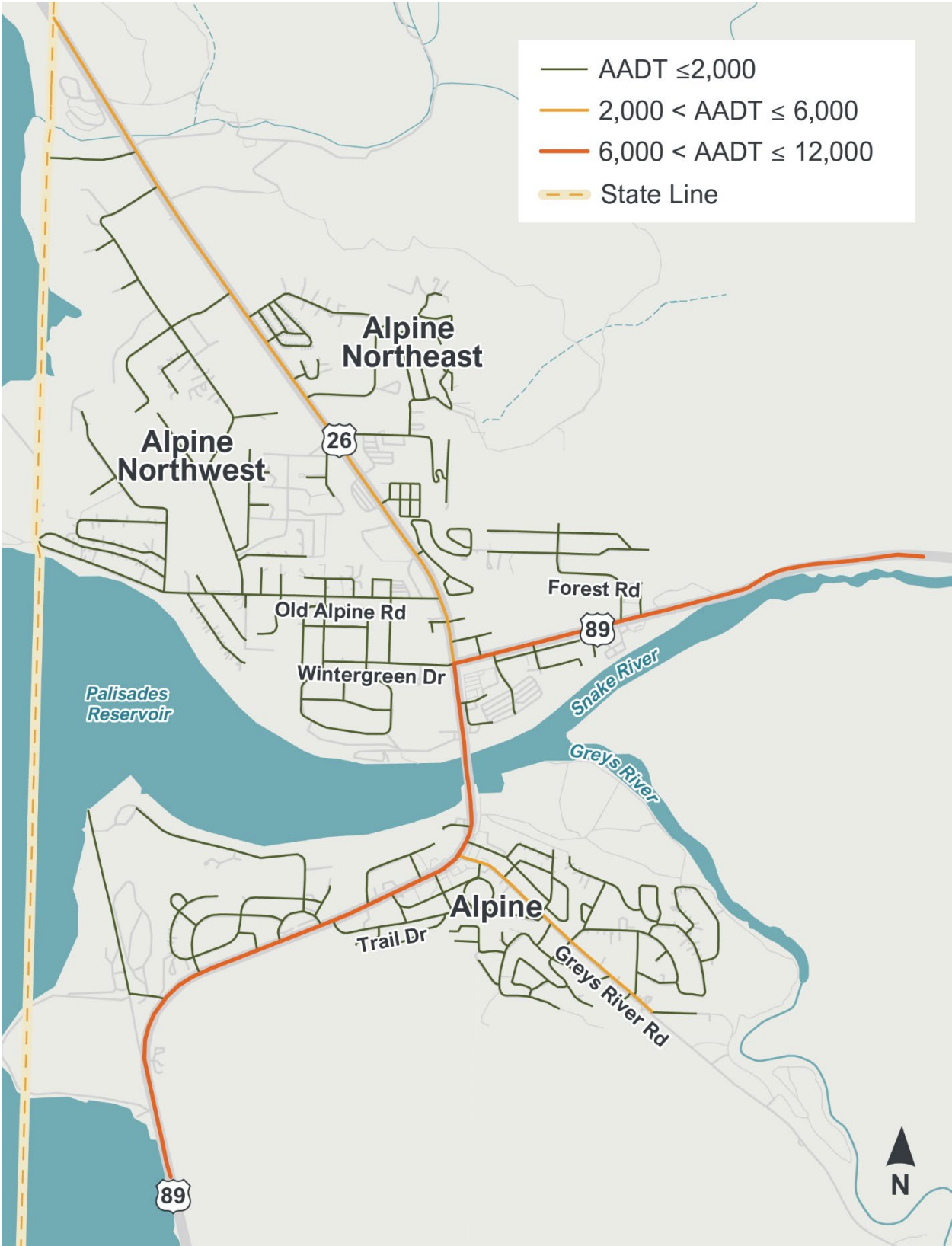


Figure 2. Map of Average Daily Traffic



3. Field Observations

Participants identified a range of safety observations and recommendations during the field reviews. Findings apply at multiple scales: town-wide conditions, corridor-wide patterns along US 89, and location-specific issues at key intersections and segments. The observations summarized in the following sections reflect these distinctions and provide a framework for understanding both systemic and site-specific safety considerations.

3.1. Observations: Town-Wide

Field review participants identified several safety and opportunities that apply broadly to the study area. These observations reflect conditions affecting multiple locations within the Town of Alpine and highlight systemic issues related to lighting, pedestrian activity, and seasonal conditions. A summary of town-wide observations and recommendations is provided in **Table 2**.

Table 2. Town-Wide Observations and Recommendations

Location	Observations	Potential Recommendations
Town-Wide	There are few streetlights along US 89 and through the residential areas of the study area	Evaluate corridor lighting throughout the study area; prepare projects to install lighting as identified by the evaluation.
Town-Wide	Several street signs (e.g. stop signs) have poor retroreflectivity.	Evaluate illumination of existing roadway signs; replace as needed.
Town-Wide	People do not walk around town during the winter; most winter non-vehicular travel is via snowmobile. Town would be in favor of a shared use path along US 89, recognizing that pedestrian facilities typically end up being used by ATVs.	Consider planning and designing a multi-use path that can be used by pedestrians, bicyclists, and ATVs in the summer and snowmobiles in the winter.
Town-Wide	Flash flooding in winter.	Evaluate maintenance resources to keep storm drains clear of debris.
Town-Wide	After the first snow of the season, the community will establish the paths they want/need.	Consider “desire lines” in the planning and design of the multi-use path, reflecting paths that the community creates in the winter.
Town-Wide	High number of hit animal crashes; most people drive away and don’t file a police report. It is believed that this is significantly underreported.	Collaborate with Wyoming Game and Fish to identify potential needs and locations for wildlife crossing over US 89.
		Consider variable message signs to alert drivers of potential wildlife crossings.



3.2. Observations: US 89 Corridor-Wide

Field review participants documented safety concerns specific to the US 89 corridor. Corridor-wide observations focus on overarching design characteristics, traffic operations, user behavior, and modal conflicts affecting motorists, pedestrians, and cyclists.

Findings highlight recurring challenges such as vehicle speeds, pedestrian accommodations, and winter maintenance constraints that influence safety performance across the corridor. A detailed list of the observations and recommendations received is given in **Table 3**.

Table 3. US 89 Observations and Recommendations

Location	Observations	Potential Recommendations
US 89	Based on conversations between WYDOT and the Town, they are considering a "Friction Zone" to slow vehicles. Travel way feels very "open" to drivers. See Figure 3 .	Consider a center median; consider snow plowing.
		WYDOT prefers 12' lanes; 12' median; 8' shoulder; and sidewalks.
US 89	There are high traffic volumes and high vehicle speeds in the summer with people traveling to Jackson. Crash data shows that 33% of crashes occurred in the summer (June-August).	Evaluate existing speed limits, particularly in the southern portion of the study area (65 MPH) and identify potential changes using USLimits2 or NCHRP 966 that considers land use context.
		Consider speed management strategies to achieve desired operating speed.
US 89	Roadway striping missing or faded. There are only 2-3 stripers in Wyoming, it is difficult to get roads restriped. See Figure 3 .	Work with WYDOT to identify resources and a program to regularly restripe US 89.
		Consider thermoplastic when restriping to increase longevity.
US 89	A multi-use path may be preferred by residents; ATV, dirt bikes, snowmobile, walking, biking.	Consider multi-use path on south end of town where no sidewalk exists on the west side of US 89.
US 89	Need for a new or improved pedestrian crossing on the south end of town.	Prepare a conceptual layout for a pedestrian underpass. A pedestrian underpass (tunnel) near the new school would be preferred by WYDOT. Underpasses are difficult to maintain in the winter.
US 89	There are a high number of wildlife crossing and hits.	Consider wildlife overpass near the elk feeding area. Prepare a concept layout for a wildlife overpass.
US 89	Speeds are too high along US 89 through town. WYDOT says 85th percentile speeds don't warrant a lower speed. Town would like	Consider installing speed feedback signs on highway approaches into town.



Location	Observations	Potential Recommendations
	consistency with Afton, which drops down to 35 MPH. Summer speeds are worse with visitors traveling to Jackson.	Consider improvements to create a “friction zone” along US 89 through center median and vegetation installation.
US 89	High snowmobile use in the winter; typically use west side of roadway when crossing the river/bridge.	Consider a pedestrian bridge across the Snake River that could be used as a snowmobile path in winter. This path could also be used for emergency vehicle travel.
US 89	Need for a sidewalk or shared use path from Broulims to Melvin.	Consider potential multi-use paths along this alignment.





Figure 3. US 89 south of Center Street

3.3. Observations: Location Specific

Beyond the corridor-wide themes, field review participants identified safety concerns at specific locations along US 89. These location-specific observations reflect unique design conditions, traffic patterns, and access configurations that contribute to localized safety challenges. Findings are organized in **Table 4** from south to north along the corridor. These site-specific insights complement the broader corridor observations and help inform potential demonstration project locations.



Table 4. Location Specific Observations and Recommendations

Location	Observations	Potential Recommendations
US 89 at Trail Drive	The skatepark is heavily used (probably most used facility in the town) and there are no sidewalks nearby or crosswalk along US 89.	Consider installing sidewalks or multi-use paths to access the skatepark.
Crosswalk at US 89 and Center Street	Pedestrian crossing needs upgrading. Poor retroreflectivity and lighting. See Figure 4 .	Enhance the existing crossing with RRFBs, curb bulb-outs, and updated signage.
		Consider relocating the existing crosswalk to the south to midblock with an RRFB, curb bulb-outs, and updated signage.
Crosswalk US 89 and Greys River Road	Right turning vehicles from Greys River Road are not looking for pedestrians in crosswalk.	Enhance the existing crossing with an RRFB, curb bulb-outs, and updated signage.
		Consider relocating the existing crosswalk south to midblock with an RRFB, curb bulb-outs, and updated signage.
Greys River Road at US 89	Wide turning radius to Greys River Road. No stop bar for traffic exiting Greys River Road. See Figure 5 .	Consider reconstructing the intersection to include tightening the truck apron and marking turn lanes.
ACE Hardware/Gas Station Driveways	Driver confusion due to lack of delineation in parking lot, driveways, and Greys River Road. See Figure 6 .	Consider installing delineation features, such as sidewalks, defined driveways, and curb and gutter to create a more defined street edge.
US 89 Bridge	Need for a pedestrian/snowmobile crossing separate from the vehicular traffic on the bridge.	Consider a pedestrian bridge across Snake River that could be used as a snowmobile path in winter. This path could also be used for emergency vehicle travel.
US 89 Bridge	No lighting on the bridge. See Figure 7 .	Consider an illumination study for lighting across the Snake River bridge.
US 89 Bridge	Sidewalk is closed in winter and jersey barrier installed for snowmobile traffic across the bridge; In an ideal world, a pathway under the bridge would be nice but likely expensive.	Consider feasibility of a pedestrian pathway running under the Snake River bridge.
US 89 at Broulims driveway	Near miss crash location. See Figure 8 .	Consider adding a right-turn pocket into Broulims.



Location	Observations	Potential Recommendations
US 89 at US 26 / Wintergreen	Insufficient lighting around the intersection appears dark at night.	Consider installing streetlights on all four corners.
US 89 at US 26 / Wintergreen	This intersection was a 3-leg intersection for a long time, and even now the 4th leg isn't heavily used. Drivers tend to assume the intersection is still 3-legged and they have the right of way; The Alpine Meadows community is an HOA community that is approximately 40% built out.	Consider installing retroreflective backplates on signals heads for visibility and Flashing Yellow Arrow (FYA) for left turning vehicles.
US 89 at US 26 / Wintergreen	Flashing yellow/red operates from 10:00 PM to 6:00 AM and creates driver confusion.	Consider adjusting signal operations to be all flashing red.
		Consider adjusting flashing operations to be from 12:00 AM to 4:00 AM.
		Consider adjusting signal operations to remove flashing operations.





Figure 4. US 89 Crosswalks at Night



Figure 5. US 89 / Greys River Road Intersection





Figure 6. Greys River Road / Ace Hardware Driveway

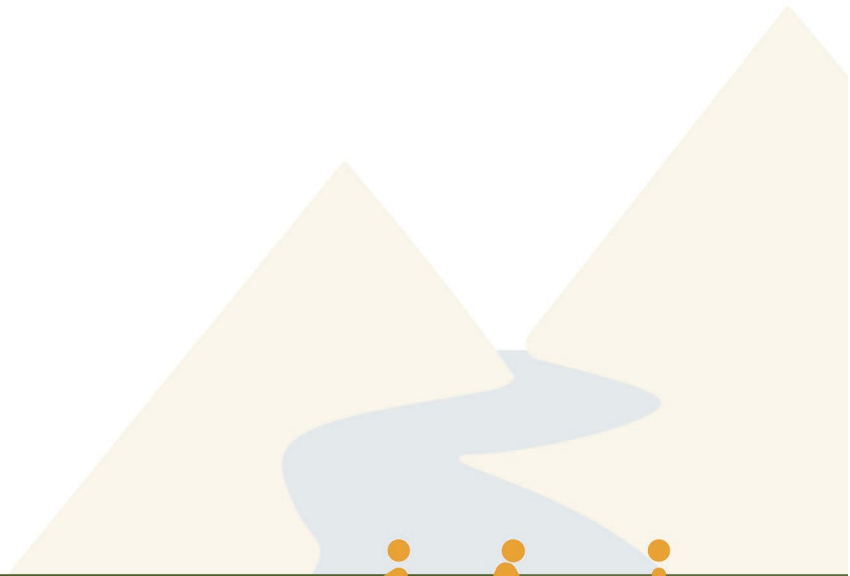


Figure 7. US 89 Bridge Crossing Snake River





Figure 8. US 89 / Broulims Driveway



4. Demonstration Activity Recommendations

Three potential temporary demonstration activities were identified for consideration based on the field observations. Temporary demonstration activity alternatives are:

- Alternative 1 – Enhance Pedestrian Crossings with Bulb-Outs and RRFBs
- Alternative 2 – Install Portable Wildlife Warning Signs
- Alternative 3 – US 89 at Greys River Road Intersection Redesign



4.1. Alternative 1 – Enhance Pedestrian Crossings and Add Bulb-Outs and RRFBs

Alternative 1 enhances the two existing pedestrian crossings by incorporating curb extensions, or bulb-outs, to reduce the crossing distance of US 89 and enhance pedestrian visibility. The project would install temporary rectangular rapid-flashing beacons (RRFBs) and pedestrian crossing warning signs to indicate where drivers should yield to pedestrians at each crossing to increase driver awareness and improve pedestrian safety. The project location is illustrated in **Figure 9**. An example of a temporary bulb-out is shown in **Figure 10**. An example of an RRFB is shown in **Figure 11**. Crosswalk visibility enhancements is one of the Federal Highway Administration’s proven safety countermeasures as illustrated in **Figure 12**.



Figure 9. Project Alternative 1 - Enhanced Crosswalks with Bulb-Outs and RRFBs





Figure 10. Example of Temporary Bulb-Outs



Figure 11. Example of a RRFB





Figure 12. Example of FHWA's Crosswalk Visibility Enhancements



4.2. Alternative 2 – Install Portable Wildlife Warning Signs

Alternative 2 is to install portable wildlife migration warning signs along US 26 and US 89 at key locations to increase driver awareness of wildlife crossings and reduce the potential for collisions. The project location is illustrated in **Figure 13**. An example of a portable message sign is shown in **Figure 14**.



Figure 13. Project Alternative 2 - Migration Portable Signs





Figure 14. Example of a Portable Message Sign



4.3. Alternative 3 – US 89 at Greys River Road Intersection Redesign

Alternative 3 is a temporary redesign of the intersection of US 89 with Greys River Road to improve visibility and enhance safety, particularly for turning vehicles and pedestrians. The project location is illustrated in **Figure 15**. Potential redesign could include restriping the intersection, installing temporary flexible delineators installing a temporary roundabout. An example of temporary flexible delineators is shown in **Figure 16**. An example of a temporary roundabout is shown in **Figure 17** and **Figure 18**.



Figure 15. Project Alternative 3 - Intersection Redesign





Figure 16. Example of Temporary Flexible Delineators



Figure 17. Example of a Temporary Roundabout Design





Figure 18. Example of a Temporary Roundabout Design

5. Next Steps

Building on the findings of this RSA, the Town will select one of the identified temporary demonstration project alternatives for implementation. This selection will reflect the RSA's objectives of addressing observed safety concerns, improving conditions for all roadway users, and testing practical, context-sensitive solutions along the US 89 corridor. The selected project will be advanced through design, NEPA environmental review, and construction. To evaluate the effectiveness of the demonstration activity in improving safety and operations, before-and-after data will be collected and analyzed.

Results from this RSA will inform decision-making, including whether the treatment should be refined and implemented for long-term improvement. Additionally, findings may guide the application of similar strategies at other locations within the study area. Through this iterative approach, the Town can continue to implement data-driven, community-supported safety improvements.

