Help Shape the Future of Wind River Canyon



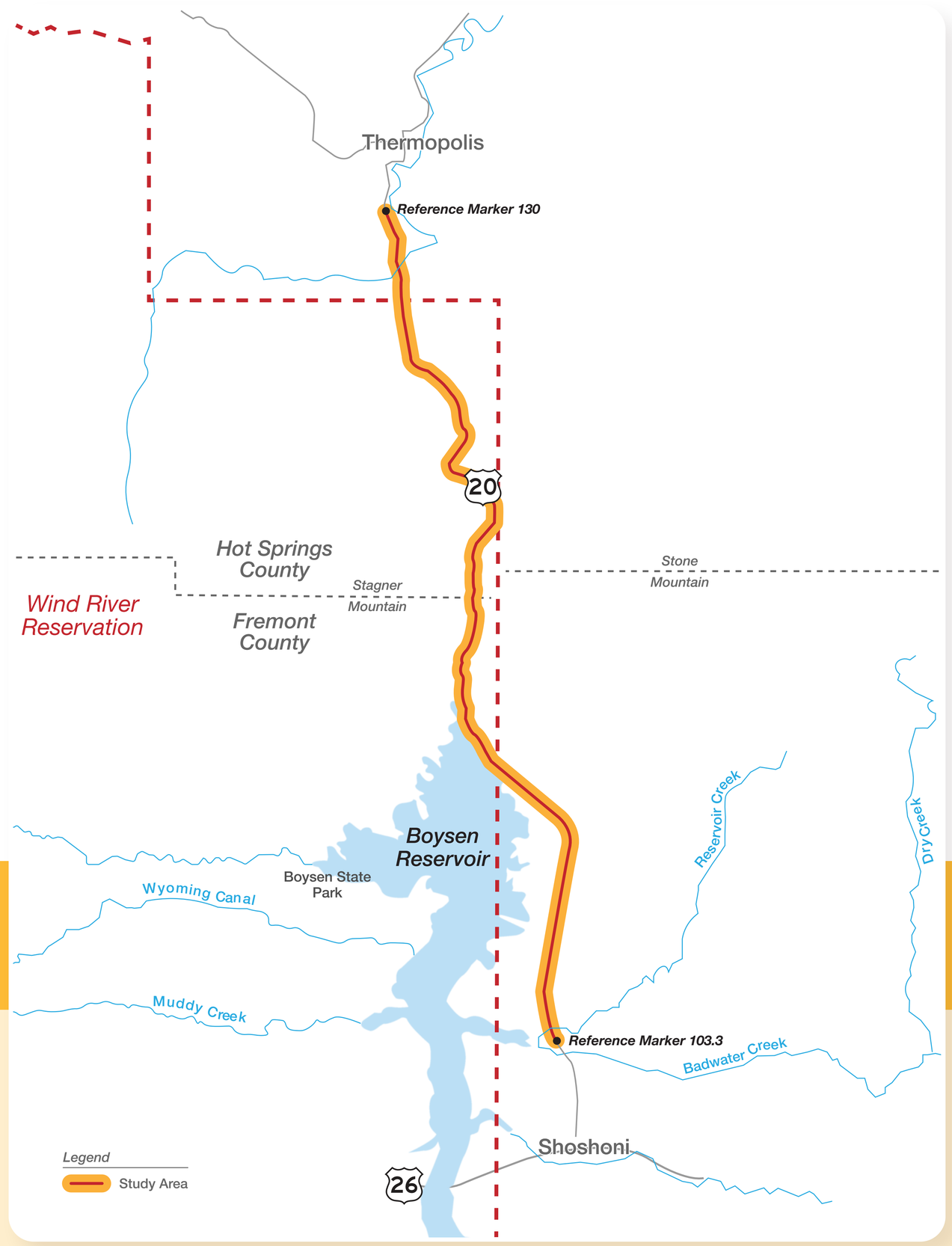
WYDOT is studying ways to support safe, reliable travel while protecting what makes the canyon special.

Tonight, you can:

1. See what we heard and learned.
2. Explore potential solutions.
3. Share your feedback. Potential solutions are still being studied and are not final.

Missed the presentation?

Start here and follow the numbered boards.



WYOMING TRANSPORTATION DEPARTMENT

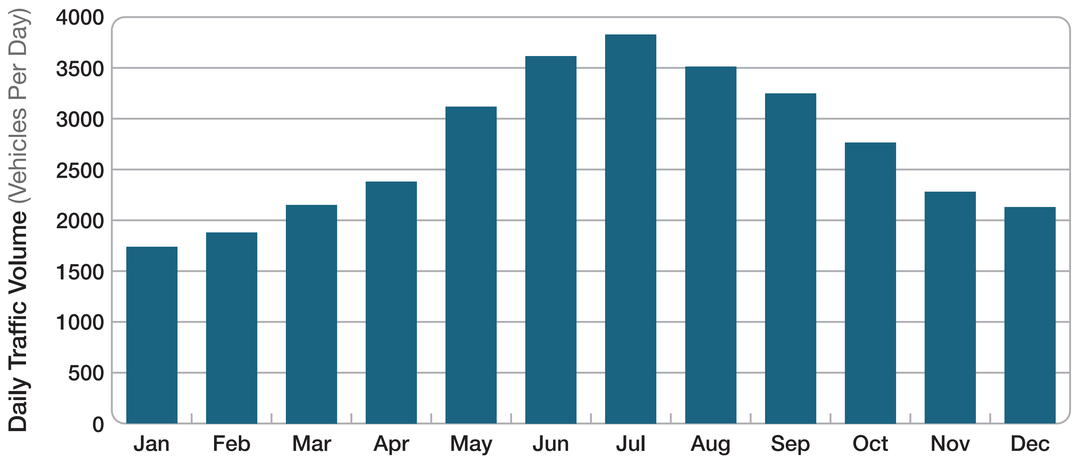
Wind River Canyon

Canyon Highway
Traffic Volumes

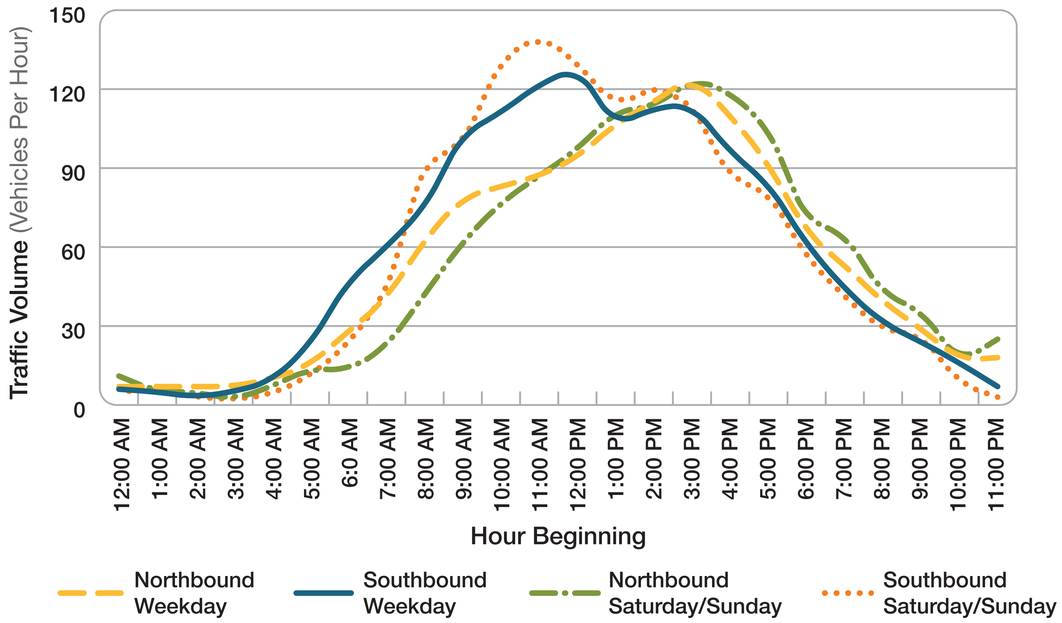


#2

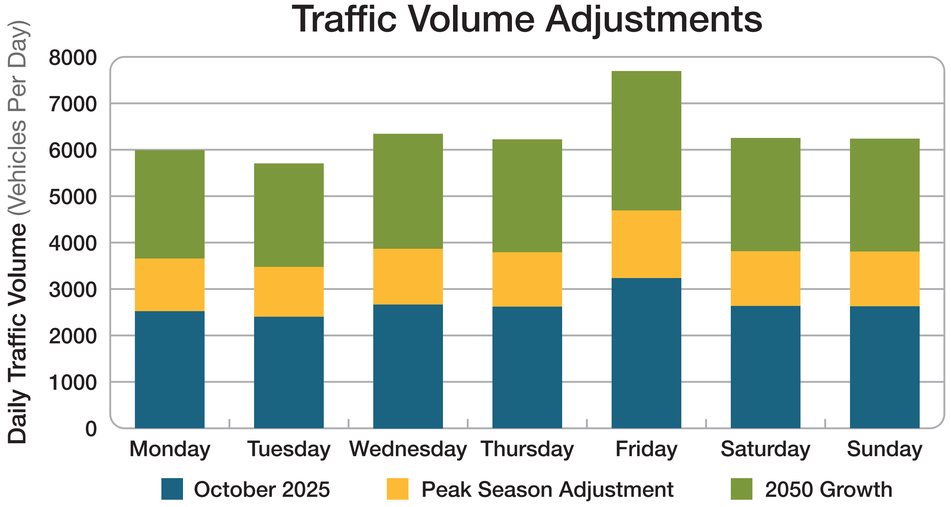
2-way Daily Traffic Volume
2025 by Month



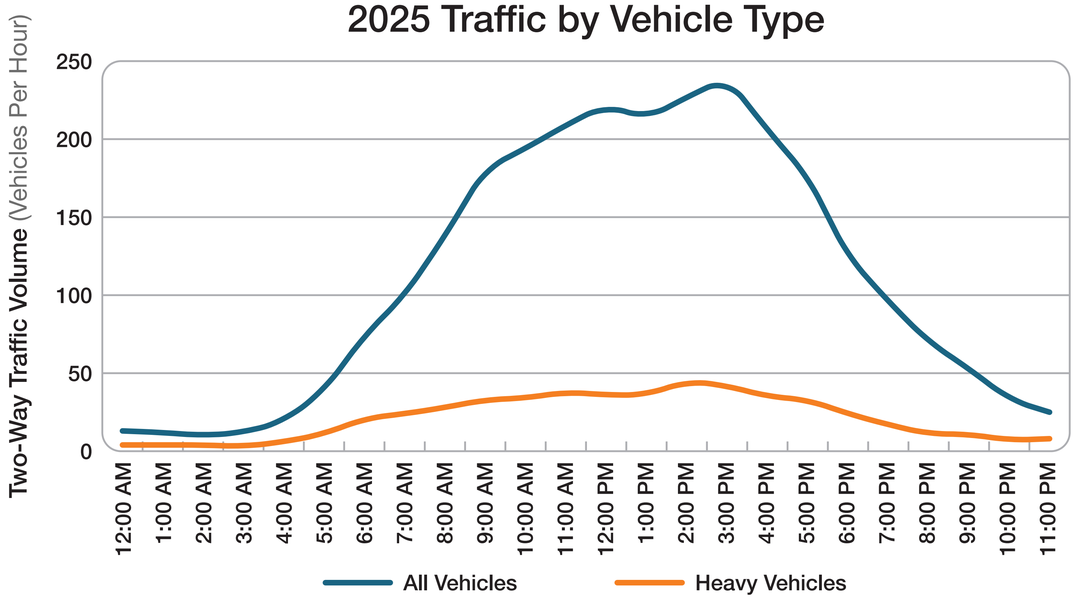
Hourly Traffic Volume
2025 by Direction



By day-of-week with Traffic Volume Adjustments



2025 Traffic by Vehicle Type



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Wind River Canyon

How Easily Does Traffic Move?

Highway Level of Service

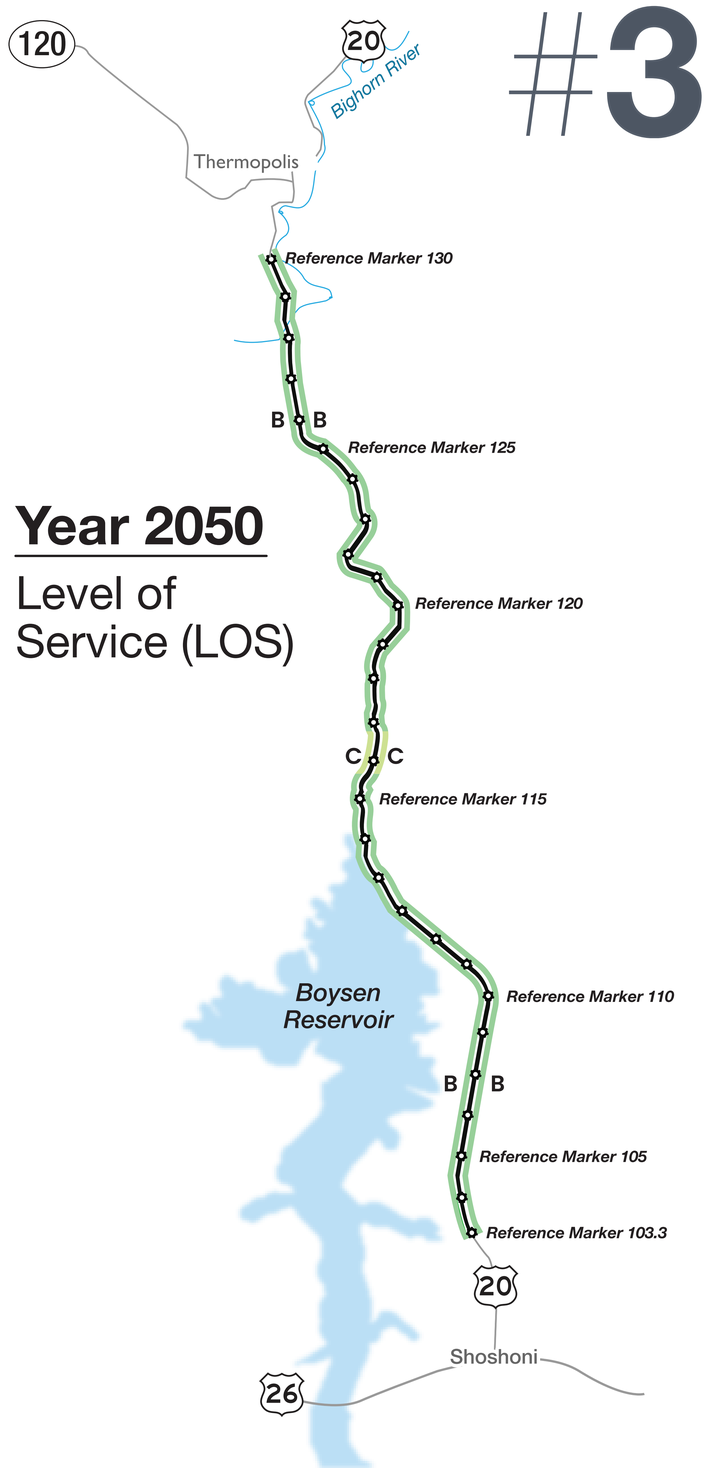
Level of service (LOS) describes how easily traffic moves along the highway. The scale ranges from A to F, from freely moving traffic to heavy congestion. On a two-lane highway, traffic conditions also reflect time spent following slower vehicles and opportunities to pass.

LOS	Description
A	Vehicles unimpeded and able to travel at posted speed
B	Still near free flow conditions but more vehicles observed
C	Traffic still flowing but speeds and maneuverability are more affected by higher volumes
D	High traffic density, dropped speeds with restricted room to maneuver
E	Traffic at or near maximum capacity, virtually no gaps to pass
F	Demand exceeds physical capacity, severe congestion and unpredictable travel times



Year 2025

Level of Service (LOS)



Year 2050

Level of Service (LOS)

#3

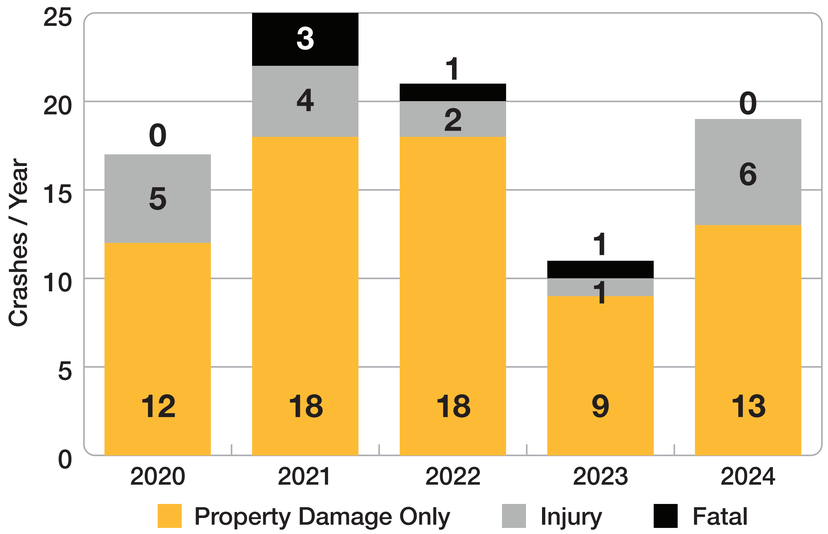
WYOMING TRANSPORTATION DEPARTMENT

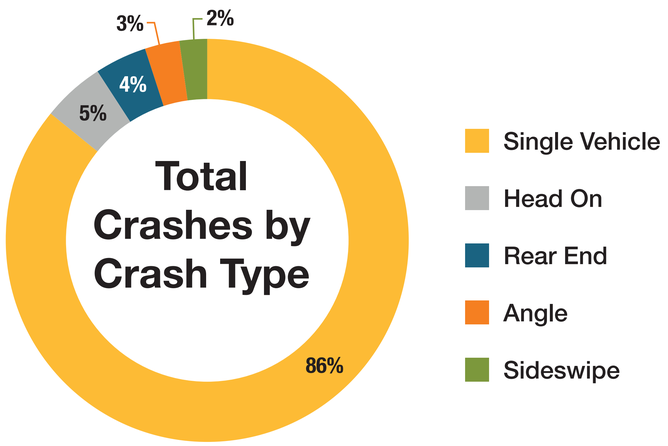
Wind River Canyon

Highway Safety Information



Crash Severity by Year, 2020-2024





WYDOT Safety Index



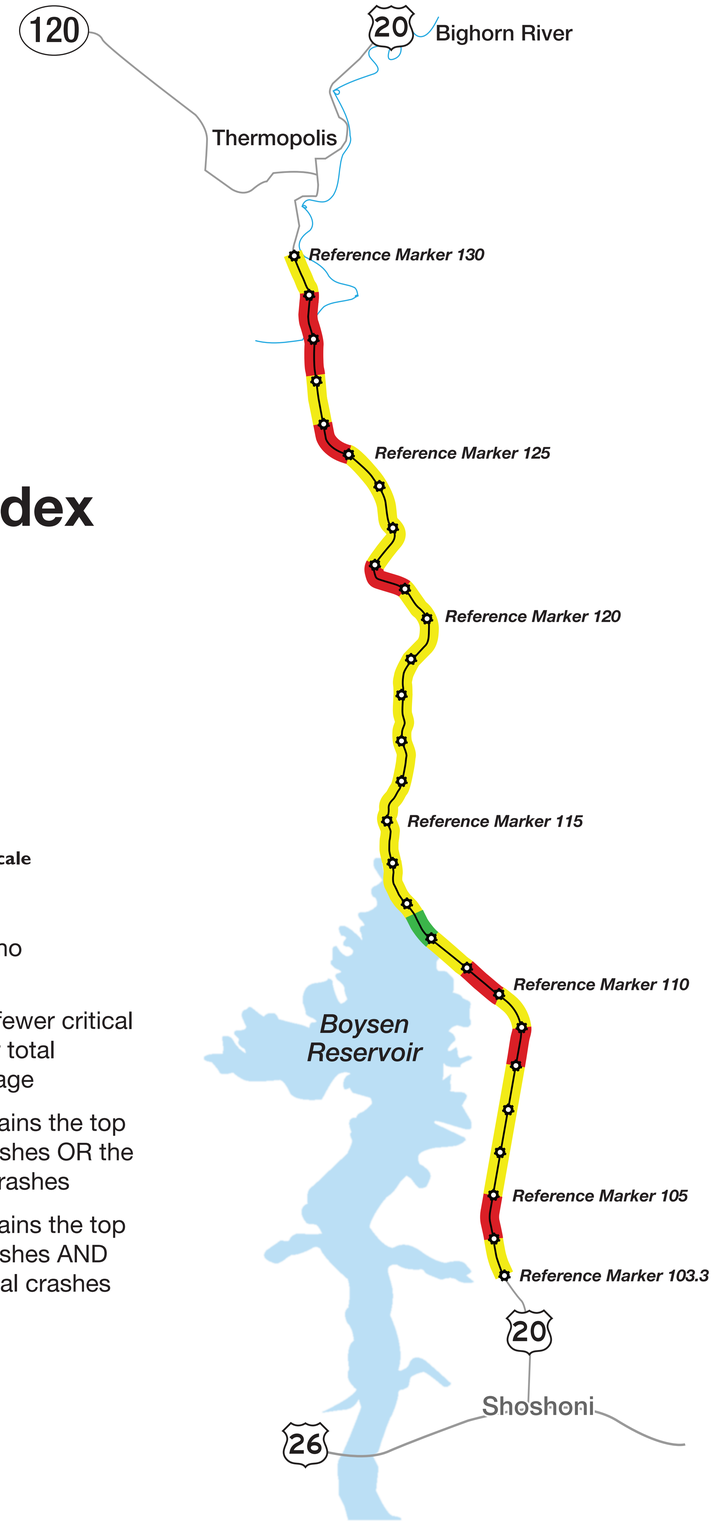
NOTE: Drawing Not to Scale

1 - The segment has no reported crashes

2 - The segment has fewer critical crashes and fewer total crashes than average

3 - The segment contains the top 13% of critical crashes OR the top 13% of total crashes

4 - The segment contains the top 13% of critical crashes AND the top 13% of total crashes



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Wind River Canyon

Geohazard Considerations

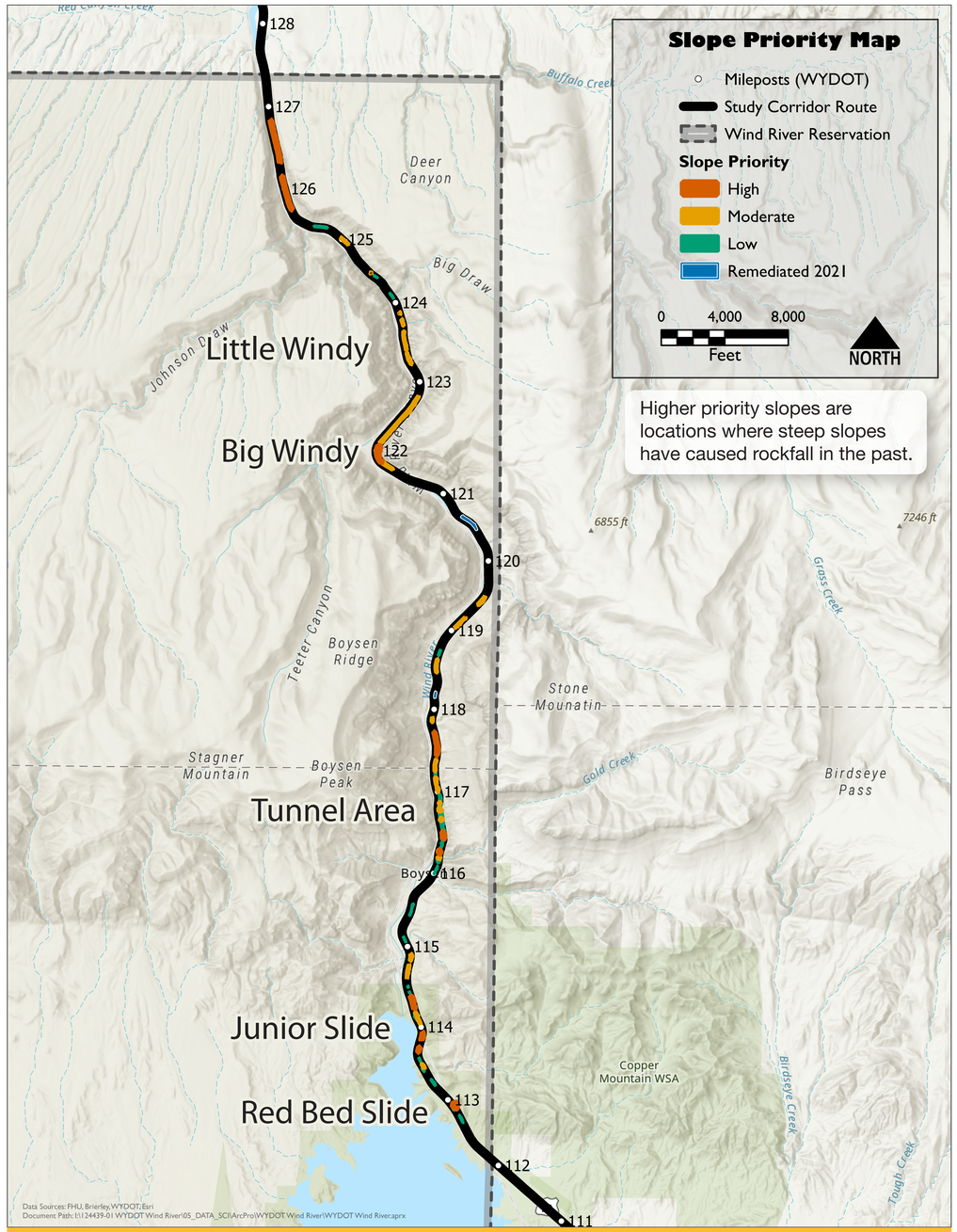
#5



Rockfall happens! The highway lies between canyon slopes and the river, leaving little room to catch falling rock or make improvements.

WYDOT is ever-vigilant and effective treatments are in place. Protective systems, including draped mesh as shown, plus drainage features and tunnels, require continued inspection and maintenance.





More can be done. The Study Team has been evaluating slopes along the corridor and will be recommending improvements and suggested prioritization.

Wind River Canyon

Redundant Routes

#6

Challenges for all routes:

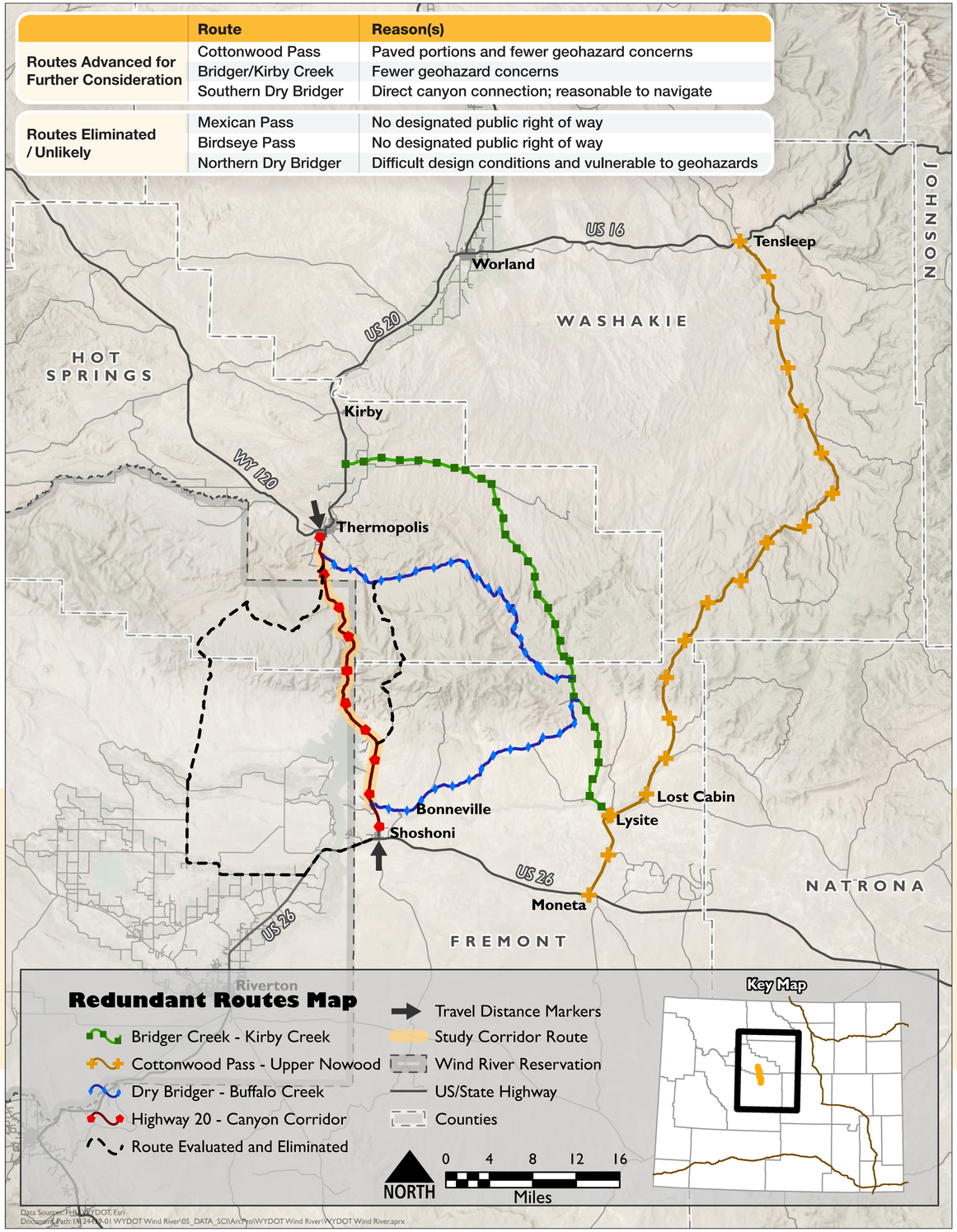
MAINTENANCE:	Not year-round, and limited resources
WEATHER EVENTS:	Winter weather regional impacts
TERRAIN:	Aggressive terrain, curves, and slopes do not meet highway standards
SURFACING:	Mostly gravel surface
IMPROVEMENT NEEDS:	High costs to bring routes up to design standards to handle more traffic

Likely recommendations:

Identify practical improvements to Bridger Creek, Cottonwood Pass and Dry Bridger roadways

Position projects for funding opportunities

	Route	Reason(s)
Routes Advanced for Further Consideration	Cottonwood Pass	Paved portions and fewer geohazard concerns
	Bridger/Kirby Creek	Fewer geohazard concerns
	Southern Dry Bridger	Direct canyon connection; reasonable to navigate
Routes Eliminated / Unlikely	Mexican Pass	No designated public right of way
	Birdseye Pass	No designated public right of way
	Northern Dry Bridger	Difficult design conditions and vulnerable to geohazards



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Wind River Canyon

How We Evaluate Potential Solutions



#7

How the Team Evaluates Solutions

Study goals and needs • Design feasibility • Traffic operations • Safety • Environmental, cultural and historic considerations • Construction cost

1 Full Range of Solutions Considered

- Roadway design (15)
- Traffic and operations (5)
- Safety (18)
- Traveler information and alerts (6)
- Rockfall and landslide mitigation (9)
- Traveler experience (8)
- Regional connectivity (3)
- Walking and biking (4)
- Other strategies (4)

2 Potential Solutions Carried Forward

- No action
- Improve intersections
- Add passing or slow-moving vehicle lanes
- Add or improve walking connections at specific locations
- Stabilize slopes, provide rockfall recovery areas and monitor hazards within the highway right of way
- Expand tunnels
- Provide traveler information and monitor traffic
- Improve appearance, interpretive information and amenities

3 Recommended Solutions: Next Step

SAFE • SCENIC • SMART

- Identify a coordinated set of recommended actions
- Identify specific locations and preliminary design concepts
- Outline implementation steps
- Prioritize actions

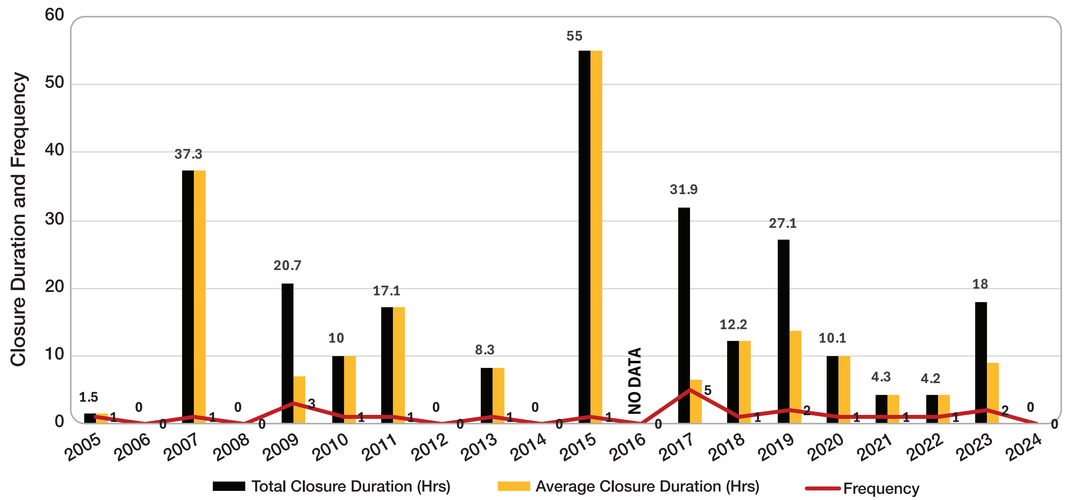
Solutions Not Carried Forward

- Shared-use path
- Bus service
- Add or widen travel lanes
- Open tunnels to daylight or reroute around them
- Increase passing zones
- High-friction pavement
- Motorcycle-specific treatments
- Bicycle facilities

Canyon Highway
Service Interruptions



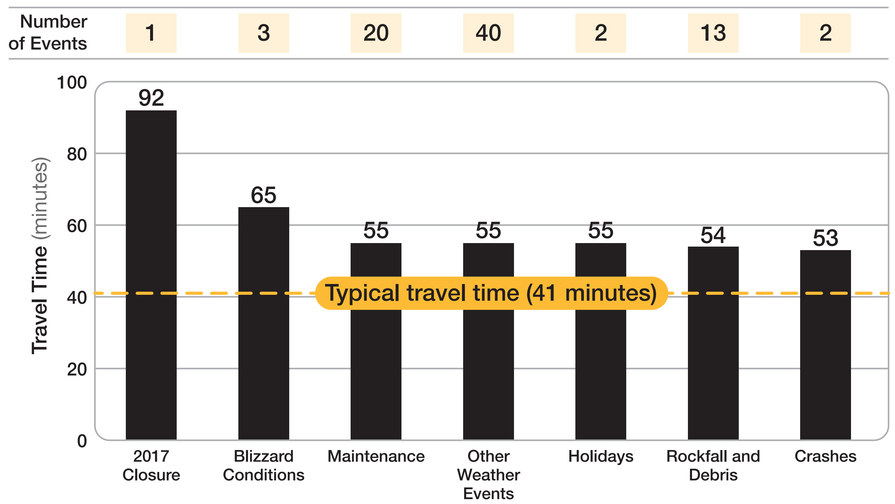
Full Closures By Year, 2005-2024



Date	Closure Duration (Hrs)	Direction of Traffic Impacted	Reason for Closure
11/14/05	1.5	Both	Weather
3/28/07	37.3	Both	Weather
2/20/09	0.8	Both	Weather and Crash
3/23/09	5.2	Both	Weather
3/29/09	14.7	Both	Weather
11/28/10	10.0	SB	Weather
11/30/11	17.1	Both	Weather
2/23/13	8.3	SB	Weather
5/24/15	55.0	Both	Landslide or Rock Fall
4/28/17	25.1	Both	Landslide or Rock Fall
5/2/17	1.9	Both	Landslide or Rock Fall
6/27/17	2.0	SB	Landslide or Rock Fall
6/28/17	1.0	Both	Landslide or Rock Fall
6/28/17	2.0	Both	Landslide or Rock Fall
12/30/18	12.2	Both	Winter Weather
1/21/19	15.9	Both	Winter Weather
5/29/19	11.3	Both	Landslide or Rock Fall
4/11/20	10.1	Both	Winter Weather
2/5/21	4.3	Both	Winter Weather
4/23/22	4.2	Both	Landslide or Rock Fall
2/14/23	16.3	Both	Winter Weather
8/3/23	1.6	Both	Landslide or Rock Fall
Total	**257.7 Hours (~11 Days)**		

Travel Impacts

Travel times associated with major events from 2017 to 2025



Key findings:

- Natural hazards pose a recurring and consequential risk to mobility and reliability through Wind River Canyon. While full canyon closures are relatively infrequent, when they occur they are often lengthy - disruptive to commerce, community, travelers, and freight.
- A small number of major rockfall and winter weather events account for a disproportionate share of total closure time and impacts.
- Beyond full closures, the analysis shows that rockfall, severe weather, and maintenance activities degrade travel conditions even when the canyon remains open. These events occur more frequently than closures and contribute to recurring delays that undermine travel time reliability for both passenger and freight traffic.

Overall, these findings highlight Wind River Canyon's vulnerability to Natural disruptions and underscore the importance of strategies that improve system resilience. Reducing closure duration, mitigating geohazard risks, enhancing incident response, and strengthening network redundancy will be critical to maintaining reliable system performance.

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Wind River Canyon

Potential Solutions
Segment 1



#9

115

114

Improve sight distance

Increase passing opportunities

Add walking connections

Boysen State Park

113

Stabilize rock and soil slopes

Improve advisory/regulatory signs

112

20

111

Planned northbound passing lane

Boysen Reservoir

110

Planned southbound passing lane

109

Manage vehicle speeds and speed differences, reduce wildlife collisions, improve roadway curves

108

107

Planned turn lanes at intersections

Tough Creek Campground Access

106

105

20

104

103.3

N

Legend

- Roadway Design
- Traffic & Operations
- Safety
- Traveler Information & Alerts
- Traveler Experience
- Geotechnical Improvements
- Regional Connectivity
- Walking & Biking
- Other Strategies

WYOMING TRANSPORTATION DEPARTMENT

Wind River Canyon

Potential Solutions

Segment 2

#10

Legend

- Roadway Design
- Traffic & Operations
- Safety
- Traveler Information & Alerts
- Traveler Experience
- Geotechnical Improvements
- Regional Connectivity
- Walking & Biking
- Other Strategies

121

Improve sight distance

120

Add slow moving vehicle lane

20

Add or improve walking connections

Add or improve pullouts

Improve drainage and conduct rock scaling

119

Add or improve walking connections

Add or improve pullouts

Add or improve pullouts

118

Private Access

Improve intersection

Add or improve pullouts

Add or improve pullouts

20

117

Add or improve pullouts

Add or improve walking connections, pullout, parking

Widen 3 Tunnels: Increase tunnel clearance, Improve lighting and drainage, Improve winter safety

Add or improve pullouts

116

Lower Wind River Campground

Improve intersection, add or improve walking connections, lighting

Add passing lane(s)

Add or improve pullouts

Improve sight distance

Add or improve walking connections, lighting

Improve sight distance

115

Add corridor webcams, Improve parking/pullouts

Improve roadway curves

Improve parking/pullouts

Junior Slide: Stabilize slopes, provide rockfall protection and recovery areas, increase sight distance

Boysen Dam Rd

114

Improve intersection

N

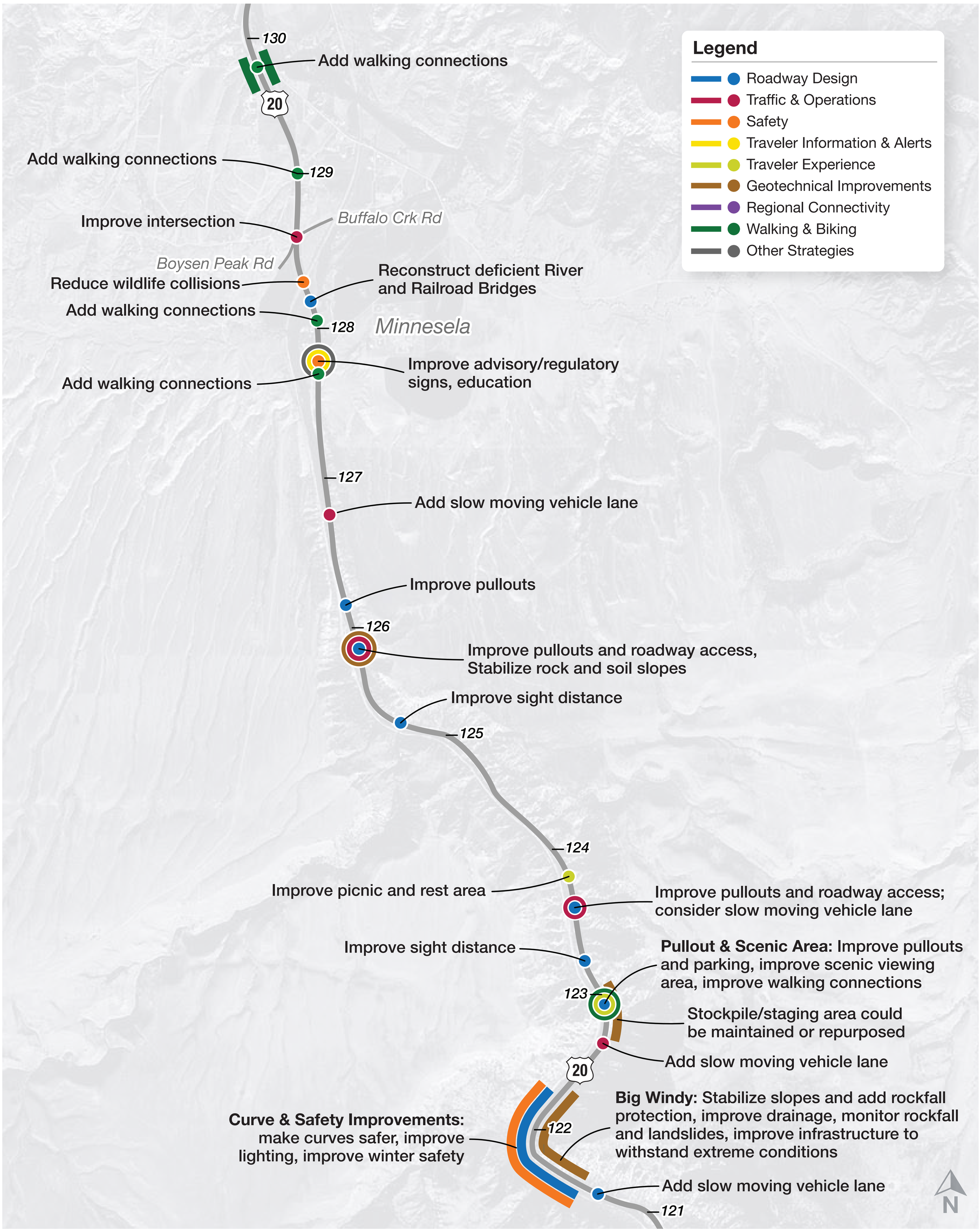
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Wind River Canyon

Potential Solutions

Segment 3

#11



Legend

- Roadway Design
- Traffic & Operations
- Safety
- Traveler Information & Alerts
- Traveler Experience
- Geotechnical Improvements
- Regional Connectivity
- Walking & Biking
- Other Strategies

WYOMING TRANSPORTATION DEPARTMENT

Wind River Canyon

Wind River Canyon Study

Which potential solutions should WYDOT prioritize?

Place stickers beside the solution(s) that matter most to you.

ROADWAY DESIGN

Improve roadway curves, increase sight distance, add or improve pullouts



TRAFFIC OPERATIONS

Add passing and/or slow moving vehicle lanes, improve intersections and roadway access.



SAFETY

Manage speeds, improve lighting and winter safety, and reduce wildlife collisions.



TRAVELER ALERTS

Improve signs, adjust/provide additional corridor webcams, provide technology to enhance accuracy and availability of travel information.



TRAVELER EXPERIENCE

Improve scenic pullouts, parking, picnic and rest areas.



GEOTECHNICAL IMPROVEMENTS

Stabilize rock and soil slopes, improve drainage, monitor rockfall, improve tunnel clearance.



WALKING & BIKING

Add or improve walking/biking connections at pullouts or other locations.



Place a sticky note here to provide more feedback:

- What concerns or questions do you have?
- What's missing?
- Share what you like.

SCAN HERE

Provide feedback online by scanning the code