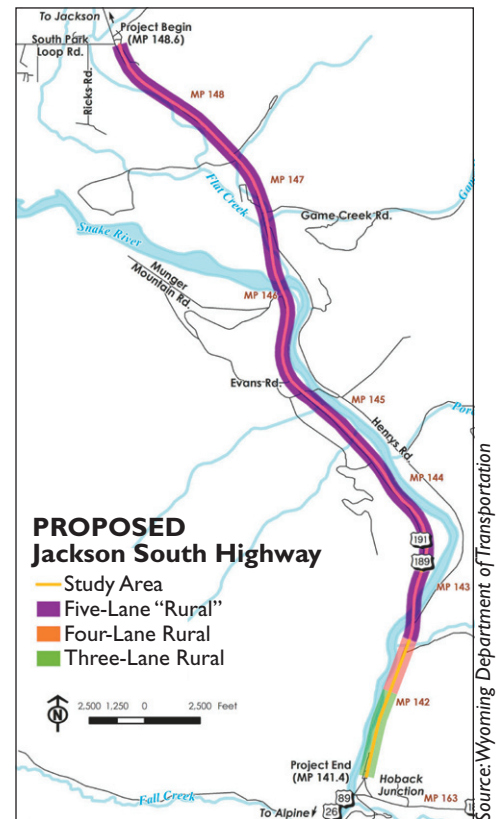
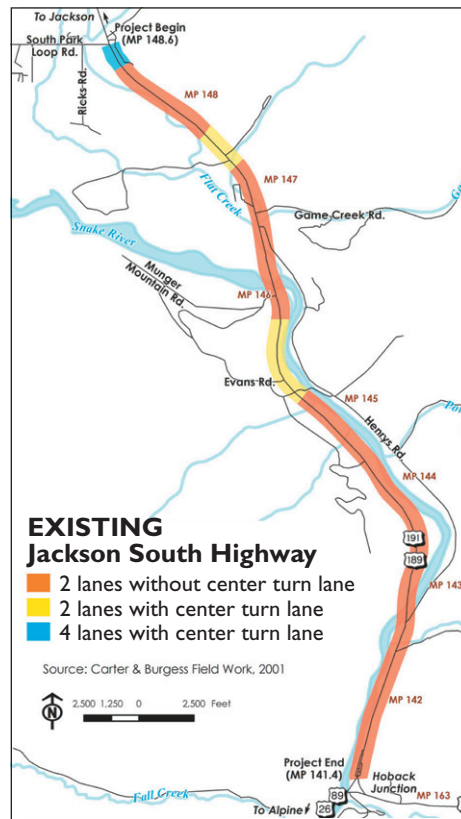


**Life in the fast lane**

The “Jackson South” draft environmental impact statement for the 7-mile section of Hwy. 26/89/189/191 from southern South Park Loop Road to Hoback Junction was released on Jan. 7. The two disappointing action alternatives in the DEIS both call for building five lanes of road, and differ only in a one-mile section. Both alternatives cause concerns regarding wildlife, habitat connectivity and community character. Six miles of 5-lane road will fragment habitat and increase hazards for animals (not to mention motorists) moving through the valley, although the DEIS does note the possibility of including structures to help mitigate these problems.

From the time this project was first proposed many years ago, the Conservation Alliance has strongly opposed making the highway five lanes wide, given the impacts it would have on wildlife and community character. (We have supported a modified 3-lane alternative.) Our public comments are available via: <http://www.jhalliance.org/library.htm>.

You may submit written comments to the Wyoming Department of Transportation by March 9, 2009, via email at: [Hobackcomments@dot.state.wy.us](mailto:Hobackcomments@dot.state.wy.us).



WYDOT is proposing two alternatives for reconstructing the 7-mile stretch of highway south of Jackson – the one at right above, and one that’s five lanes the whole way. The Jackson South DEIS is available online at <http://dot.state.wy.us/Default.jsp?sCode=jsdei>.

**Some fast facts:**

WYDOT says that projected future numbers of highway users make the 5-lane expansion necessary. However, their proposal doesn’t take into account the fact that our community is in the middle of updating its Comprehensive Plan, under which our growth potential may well be *reduced*.

*The Wyoming Department of Transportation’s own report states that:*

- From 1995 to 2004, there were 202 documented crashes in the 7-mile stretch of highway from the southern end of South Park Loop Road to Hoback Junction.
- Ninety-three of these crashes (almost half) involved animals.
- Wider road widths, increased traffic volumes and higher traffic speeds increase the potential for wildlife-vehicle collisions.

The Conservation Alliance believes that a 3-lane highway – with right-turn pullouts where needed and overpasses or underpasses for wildlife – is what’s called for, not a so-called “rural” 5-lane highway.